

# BISMARCK'S BRIDGE.

How Work Is Progressing on One of the Finest Bridges in the Country.

An Institution Costing \$1,000,000 That Will be Worth ten Times That Amount to Bismarck.

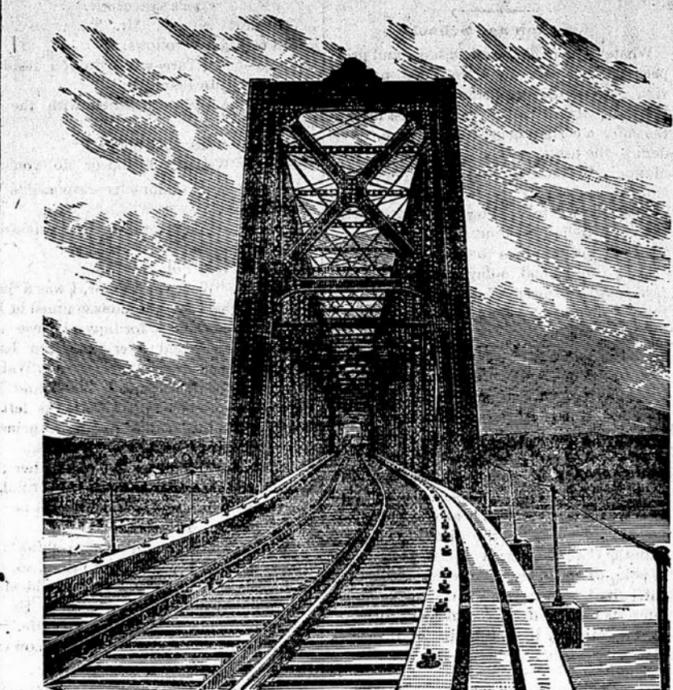
Prospect of the Structure Being Ready For Trains to Cross by the 1st of October.

### The High Bridge.

The Bismarck bridge is assuming noticeable proportions. The spanning of the treacherous Missouri river with a high bridge is no small undertaking; but the North Pacific, the great highway across the continent, saw that in a few years it would be absolutely necessary, the enormous traffic even now requiring the constant activity of a transfer boat with a capacity of six cars. Little over a year ago work was begun. The Missouri river at this point is nearly two-thirds of a mile wide, with the channel changing from one side to the other, sometimes in the course of a day. The first move on the part of chief engineer Morison, of the bridge, was to construct a dike on the Eads plan, confining the channel to 1,200 feet on the Bismarck or bluff side. This having been done work was commenced on the bridge proper. The line was run and men and engineers commenced active operations last spring. The contract for the masonry was let to Messrs. Saulpaugh & Co., and the superstructure to the Detroit bridge and iron company. The bridge consists of three spans, 400 feet long each, and a short span at each end 125 feet long.

**FOUNDATION FOR THE PIERS.**  
Foundations for the piers were found by caisson about fifty-five feet beneath low water mark, and the bridge is about sixty feet above ordinary water level. This will allow steamboats to pass under without removing or cutting off their smoke stacks.

The eastern abutment is now finished. Pier number one is finished; pier number two has twenty feet of masonry yet to build and the granite is all on the ground. Pier three is being sunk to its foundation, and has about six feet yet to go. It will be completed in two weeks, and the masonry on both three and four will be finished above high water before the spring break-up. The piles for the foundation of pier four are all driven, and the platform of timber is now being



END VIEW OF THE NORTH PACIFIC BISMARCK BRIDGE OVER THE MISSOURI

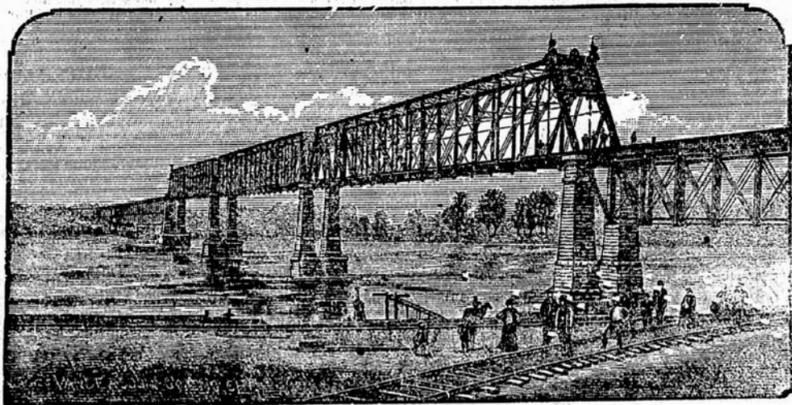
built. The foundation of this pier is made by driving piles to the depth of thirty-one feet in the sand, on which is placed a heavy platform of timber, the spaces being filled in with concrete. All timbers and piles are below low water mark, and will therefore never decay. The foundation for the west side short span is completed. The approach to the bridge from the east side is completed, and trains now run to the bridge. The approach necessitated the removal of 85,000 yards of earth. The superstructure material is arriving and work on the spans will be commenced in a few days. Trains will cross the bridge to the west side in October.

**ON THE MANDAN SIDE.**  
Messrs. Bellows, Fogarty & Co. are busily engaged with steamshovels etc., in the building of the embankment reaching from the bottom land with the maximum grade to the trestle work which will begin about 1,600 feet from the iron bridge. This trestle work will be about sixty-five feet high, and Messrs.

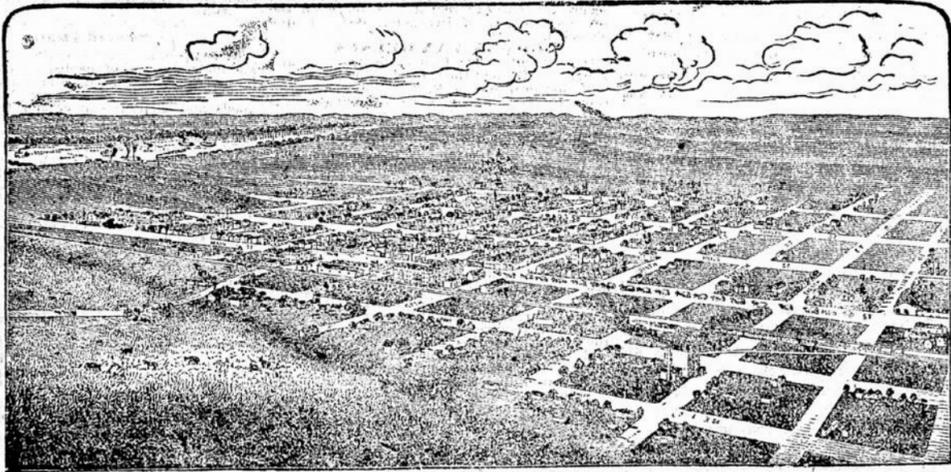
Winston Bros. have already commenced driving piles which will form the foundation of the trestle. The trestle work will be protected from the ice and spring floods by means of an artificial embankment on each side, which is now being built. These embankments are being built about fifty feet each side of the trestle work, the intention being safety. Over 2,000 carloads of stone have already been placed in the river in the shape of rip-rapping to protect the banks, and eight or ten thousand more car loads will be used on the dyke.

The bridge when completed will be one of the finest in the world and will cost over \$1,000,000.

**NOTE.**—The cuts herewith were made especially for the TRIBUNE last spring from pictures of very similar bridges on the Missouri river. Since they were made the style of the piers has been changed. They will be solid granite 15-65 feet instead of pairs as represented.



SIDE VIEW OF THE HIGH BRIDGE OVER THE MISSOURI RIVER AT BISMARCK, NOW UNDER CONSTRUCTION.



BIRDS' EYE VIEW OF BISMARCK, TAKEN DECEMBER, 1879.

### THE COMING BOOM.

The history of Fargo for the past three years will be repeated at Bismarck during the next three. Already the low wash of the coming tide that will transform Bismarck from a collection of cheap wooden structures into a city of substantially built brick is upon us.

The excavation is already made for a three story brick block 50x80, with basement 50x50, on the corner of First and Main streets. The building will be arranged with two stories below, and the upper stories will be arranged for a hotel. The cost of the building will be about \$10,000.

A building 50x100, three stories, on the corner of Main and Third streets, is also under contract, and the First National bank has purchased the corner Main and

Second, and will erect a brick building for the bank.

Justus Bragg and M. H. Jewell, of the TRIBUNE, will build a brick 50x80, two stories and full size basement, on Fourth between Main and Meigs, commencing as soon as the excavation can be made.

L. N. Griffin will build a store 25x100 brick on the site of the old Capitol Hotel building.

Malloy Brothers will build a brick on the corner of Main and Fifth, and Joseph Hare will build of the same material on the present site of the Le Ben Ten restaurant.

Capt. J. W. Raymond, president of the Bank of Bismarck, Asa Fisher and others will build residences this year.

Rev. Mr. Thompson, of Baltimore, Md., who visited this region for his health last fall, was so well pleased with it that he purchased a block of lots on the railroad

addition, and has already given orders for the construction of ten cottages, costing about \$1,000 each. They will be rented or sold on the building association plan.

Above will be found a cut of Bismarck as it appeared in December, 1879. Since then many new buildings have been erected—over 250 this season. In the immediate vicinity of the Episcopal church, for instance, which stands alone in the cut, John Davidson, Bismarck agent for the North Pacific, this season erected a dwelling costing about \$2,500; Frank J. Call, a residence costing about the same; M. P. Slattery, a residence costing \$1,800; Mrs. Clausen, a residence costing \$1,800. The eastern portion of the town has also been extended wonderfully.

In 1874 the population of the proposed territory of North Dakota was estimated at 7,000. It is now upwards of 60,000 and rapidly increasing.

### THE GREAT SKIN REMEDY.

# Carbolisalve

is the best external remedy known. It immediately relieves the pain of burns and scalds, and will cure the worst case without leaving a scar.

### IT POSITIVELY CURES

piles, fever sores, indolent ulcers, scald head, fetter, boils, sore breasts, swollen glands, inflamed sore eyes, cuts, flesh wounds, chaps, chafes, chilblains, poisons, scap eruptions, itching and irritations of the skin and scalp.

Caution—Get Cole's Carbolisalve. Do not be deceived by inferior preparations. The label on the genuine is black and the letters green. Small boxes 25 cents. Large boxes 75 cents. Prepared only by J. W. Cole & Co., Black River Falls, Wis.

Sold by Peterson, Veeder & Co., Bismarck, and Hungenheimer Bros., Mandan.



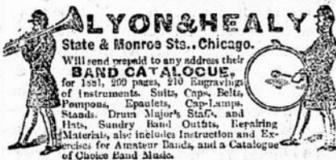
3-29

## OSTLAND'S Livery & Feed Stable,

Cor. Fifth and Main Sts.

Buggies and Saddle-Horses for hire by the day or our at reasonable rates.

My Buggies and Harness are new, and of the best manufacture and style, and our stock good parties wishing teams for any given point can be accommodated at fair rates. My stable is large and airy, and accommodations for boarding stock the best in the country.



27-27.

# PILES ANAKESIS

DR. S. SILSBEE'S EXTERNAL PILE REMEDY Gives Instant Relief, and is an infallible CURE FOR ALL KINDS OF PILES. Sold by Druggists everywhere. Price \$1.00 per box, prepaid, by mail. Samples sent free to Physicians and all sufferers, by Neustaedter & Co., Box 2946, New York City. Sole manufacturers of ANAKESIS 50yl

### Notice of Final Proof.

LAND OFFICE at Bismarck, D. T., December 17, 1881. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and secure final entry thereof at this office at 9 a.m., on the 25th day of January, 1882, viz:

### JOHN WILLIAMSON,

d. s., number 429, filed July 8th, 1881, alleging settlement on the same day for the south half of n. w. quarter: N. 1/2 of s. w. 1/4, sec. 8, tp. 139, n. range 71 w., and names the following as his witnesses to prove his continuous residence upon and the cultivation of said tract, viz: John VanDeusen, Richard Rosfield, Alfred Birchett, Jr., and J. D. Thompson, all of Kidder county; postoffice address, Jamestown.

29-33 JOHN A. REA, Register.

## MATHES, GOOD & SCHURMEIER,

THE LARGEST

# TAILORING

ESTABLISHMENT

In the Northwest

Importers and Jobbers of

Fine Woolens & Trimmings,

82 Jackson St.,

St. Paul, Minn.

## FIRE AND MARINE INSURANCE.

Connecticut.....	\$ 1,483,000
Liverpool, London and Globe..	29,000,000
Traders.....	859,000
La Confiance .....	5,660,000
Hamburg - Magdeburg.....	833,000
Hamburg Bremen.....	1,234,000
German-American.....	2,619,000
401.	F. J. CALL, Agent.

## \$25 TO \$50

can easily be made by using the celebrated

## Victor Well Auger and Rock Boring machinery.

in any part of the country.

We mean it, and are prepared to demonstrate the fact. They are operated by either man, horse or steam power, and bore very rapid. They range in size from three inch to four and one-half feet in diameter, and will bore to any required depth. They will bore successfully and satisfactorily in all kinds of earth, soft sand and limestone, bituminous stone coal, slate, hard pan gravel, lava, builders' serpentine and conglomerate rock, and guaranteed to make the very best of wells in quick sand. They are light running, simple in construction, easily operated, durable, and acknowledged as the best and most practical machine extant. They are endorsed by some of the highest state officials. We contract for prospecting for coal, gold, silver, coal oil and all kinds of minerals; also for sinking artesian wells and coal shafts. We also furnish engines, boilers, wind mills, hydraulic rams, horse power, brick machines, mining tools, portable forges, rock drills and machinery of all kinds.

Good active agents wanted in every country in the world. Address

Western Machinery Supply Depot,  
511 Walnut street, St. Louis, U. S. A.  
State in what paper you saw this. 13-17.

### DR. FRAZIER'S ROOT BITTERS.

Frazier's Root Bitters are not a dram-shop whisky beverage, but are strictly medicinal in every sense. They act strongly upon the liver and kidneys, keep the bowels open and regular, make the weak strong, heal the lungs, build up the nerves and cleanse the blood and system of every impurity.

For Dizziness, Rush of Blood in the Head, tending to Apoplexy, Dyspepsia, Fever and Ague, Dropsy, Pimples and Blisters, Scrofulous Humors and Sores, Tetter, Ring Worm, White Swelling, Erysipelas, Sore Eyes and for young men suffering from Weakness or Debility caused from imprudence, and to females in delicate health, Frazier's Root Bitters are especially recommended.

Dr. Frazier: I have used two bottles of your Root Bitters for Dyspepsia, Dizziness, Weakness and Kidney Disease, and they did me more good than the doctors and all the medicine I ever used. From the first dose I took I began to mend, and I am now in perfect health, and feel as well as I ever did. I consider your medicine as one of the greatest of blessings.

Mrs. MARTIN, Cleveland, O.  
Sold by all druggists and everywhere at \$1 per bottle.  
HENRY & CO., Cleveland, O.  
NOYES BROS. & CUTLER, Wholesale Agents, St. Paul, Minn.



## The People of DAKOTA

and of the whole Northwest, who contemplate visiting Chicago and the East, and who desire to travel over the BEST ROUTE, should purchase tickets over the

## C., ST. P., M. & O. RY.

This route, through Elroy and Madison, Wisconsin, forms the only through line from

## MINNEAPOLIS AND ST. PAUL To Chicago,

That runs passenger trains through without change with Pullman Palace Sleepers on all express trains. Also remember that the Chicago, St. Paul, Minneapolis & Omaha R'y. is the

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With Sleeping Cars through without change to Sioux City, Council Bluffs, St. Joseph and Kansas City. Tickets over all lines of the C., St. P., M. & O. R'y. can be secured from any ticket agent in the Northwest, and at the Company's offices in St. Paul and Minneapolis.

When going to Chicago and the East, ask for tickets through Elroy and Madison, and when going to Yankton, Omaha, Kansas City and the Southwest, ask for tickets through Sioux City, and you will have the satisfaction of riding over one of the best roads in the United States, and that road is the

C., ST. P., M. & O.  
F. B. CLARKE, T. W. TEASDALE, Gen'l Ag't,  
Gen'l Traffic Manager, St. Paul, Minn.



Will be mailed free to all applicants, and to customers without ordering it. It contains five colored plates, 500 engravings, about 200 acres, and full descriptions, prices and directions for planting 1500 varieties of Vegetable and Flower Seeds, Plants, Fruit Trees, etc. Invaluable to all. Michigan grown seeds will be found more reliable for planting in the Territories than those grown farther South. We make a specialty of supplying Market Gardeners. Address  
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