

ST. PAUL A CITY OF BRIDGES

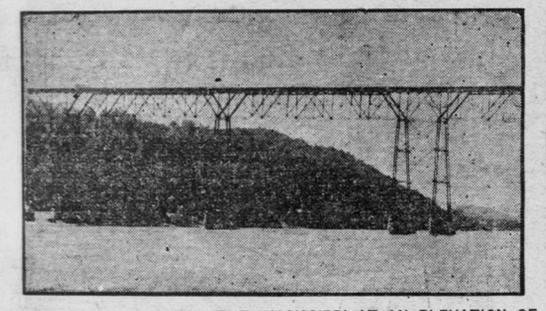
St. Paul a city of bridges. Sixty span the depressions that nature and man have so liberally sprinkled over its fifty-five square miles of area, and the number is being yearly added to.

Spanning the Mississippi. Of St. Paul's sixty bridges those that span the Mississippi river are the largest and costliest. There are five of them, including the Fort Snelling bridge, and they are a never ending source of wonder and admiration to the tourist.

Part of the Scenery. The others spanning the Mississippi river are the Robert street bridge, built in 1886, and which cost over \$400,000, and the Marshall avenue bridge, owned and paid for jointly by St. Paul and Minneapolis. This bridge, like the Fort Snelling structure, spans a gorge and is ideal in its scenic grandeur. Its cost was \$150,000. Its total length is 1,273 feet.

With steel. At least five new bridges will be built. Another bridge to span the Mississippi river at a point east of the Robert street bridge is talked of, but it will be some years before it is realized. The object is to have it extend from Commercial street to a point on the West Side. This would have been partially accomplished had the Broadway bridge been built, but the only monument to this hope are the uncompleted piers that now dot the river opposite the Union depot.

Wooden bridges. Arcade street, over St. P. & D. and C. St. P. M. & O. Ry., length, 537 ft., built 1886, cost, \$318,572.76; Selby avenue, across C. M. & St. P. Ry., length, 723 ft., built, 1891, cost, \$91,023.75; Seventh street, across G. N. Ry. and St. P. & N. P. Ry., length, 364 ft., built, 1884, cost, \$78,614.65; Stearns avenue, across G. N. Ry., (cost, built), length, 158 ft., built, 1890, cost, \$23,369.01; Sixth street, across railroads, Phalen Creek and Trout Brook valleys, length, 1,156 ft., built, 1891, cost, \$148,099.98; South Robert, across C. G. W. Ry., length, 227 ft., built, 1887, cost, \$28,846.54; Summit avenue, across C. M. & St. P. Ry., length, 1,074 ft., built, 1887, cost, \$28,877.00; Third street, over G. N. Ry., St. P. & D. Ry., and V. O. Ry. Co.'s tracks, length, 1,421 ft., built, 1887, cost, \$80,474.40; University avenue, across Minnesota Transfer, length, 1,465 ft., built, 1889, cost, \$125,046.30; Wabasha street, across Mississippi river, length, 1,830 ft., built, 1889, cost, \$234,859.51; Westminister street, over G. N. Ry., and C. St. P. M. & O. Ry.,



HIGH BRIDGE SPANNING THE MISSISSIPPI AT AN ELEVATION OF 182 FEET.

Wabasha street bridge. When first built it was a wooden structure set on piles and was constructed by a private corporation in 1856. That was a boom period in St. Paul's history and the desire to supplant the ferry which operated between the two sides of the river was so keen that money for the construction of the bridge was easily secured. The city authorities, however, realizing that it should be a municipal enterprise, absorbed the company the following year and with an issuance of \$50,000 in bonds pushed it to completion. Until the West Side became a part of St. Paul toll was collected of all who used the bridge.

authorized seemed hardly commensurate with the benefits to be derived. Tapping as it does a rich country, the bridge has since paid for itself several times. The bridge has five spans and they vary in length from 170 to 350 feet. The bridge is nearly 3,000 feet in length. How a bridge of this character is subject to the treacherous bottom on

and most substantial steel bridges owned by the city. With sixty bridges and a third as many more small wooden structures spanning creeks and small streams in the city, it would seem natural that there should be more or less loss from imperfect structures and the constant hand of time, but it is on record that St. Paul never suffered the loss of but one bridge, and that was a huge steel span in the Sixth street bridge which collapsed after a train of cars had crashed into one of its supports. The span was reduced to wreckage by the impact of the heavy trains which relate, there was no loss of life. This accident occurred in 1899 and cost the Northern Pacific road \$16,000 to make it good. Ice and water also had their effect upon the Wabasha street bridge when it was a pile affair, but the loss was trifling.

By a supreme court interpretation which holds that when a street is platted prior to the entrance of a railroad track, the railroad company must provide a bridge as a crossing if deemed necessary. St. Paul has been presented with a number of steel structures free of cost. These are to be found along the line of nearly every railroad that enters the city and are quite a convenience to the residents of the immediate locality in which they lie.

No Smoking on This Bridge. Almost entirely wooden in construction, it was in constant danger of fire, and one of the peculiar ordinances at that time was one which prohibited smoking while crossing the structure. The ordinance remains on the statute books to this day, but there is no record of anyone ever being arrested for violating it. After about ten years' use it was again rebuilt, this time of iron, but so inadequate to the demands of traffic because of its narrow roadway and walks that it was torn out and the present substantial steel structure substituted. This was in 1889, the cost being \$24,839.41.

which its massive piers rest, and the constant vigilance that must be maintained by those in charge of the city's bridges, was illustrated last year when an examination brought to light the startling fact that one of the 250-foot spans in the center of this mass of bolted and riveted steel was gradually slipping from its foundation. That the public might not be startled, everyone connected with the bridge department was pledged to secrecy. Men were immediately put to work, the shoes were cleaned and

Latest Type of Bridge. The newest steel bridge in St. Paul is that over the Great Northern tracks on Raymond avenue. It is one of the latest types of bridge construction and is considered among the best in the city. It was built in 1900 at a cost of over \$48,000. While steel structures are in the majority, St. Paul owns no less than twenty-three wooden affairs and five stone bridges. The latter as a rule are in as good condition as when first built, but the wooden structures are being replaced with steel as fast as possible. Next year, if the sanction of the council can be obtained, five wooden bridges will be torn out and steel substituted.

Fort Snelling bridge over the Mississippi. The first steel bridge was the Fort Snelling structure, built jointly by the United States and the county in 1850. Prior to that the soldiers were ferried across, but the county realizing that the trade from the reservation was valuable, and also receiving intimation that the fort would be abandoned if Congress by bridge was not furnished, succumbed to public agitation and built the structure.

DOUBLE BRIDGE OVER THE MISSISSIPPI AT ROBERT STREET. Photo by Haas & Wright.

Stone and Masonry Bridges. Burr street, across Fausquier street, length, 14 ft., built, 1897, cost, \$1,000; Colorado street, across Starkey street, length, 70.59 ft., built, 1897, cost, \$7,150.23; Como park, length, 48 ft., built, 1897, cost, \$1,146.73; Smith street, across St. P. & D. Ry., length, 64 ft., built, 1885, cost, \$24,000; Mendota road, length, 103 ft., built, 1894, cost, \$1,520.

Art in Bridge Building. One style of bridge which Bridge Engineer Edmonstone hopes to see adopted in St. Paul for small structures is the concrete steel bridge, now in successful use in many cities. In this case concrete is used in covering the framework of steel, the whole being worked out in designs that give it an artistic effect. One of this style of bridges is talked of for Lexington avenue, which the park board is preparing to convert into a parkway.

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Mr. Dooley on our Representatives Abroad

"I like to be an ambassador," said Mr. Hennessy. "And who," said Mr. Dooley. "It must be a grand job," said Mr. Hennessy. "This is an easy job," said Mr. Dooley. "It ain't a gran' job if ye care fr' it. But it ain't th' job it used to be. Th' time was, Hennessy, when a man that was an ambassador was th' whole thing, d'ye mind. He went off to a foreign country an' they was no cables an' no fast ships an' he done as he pleased an' th' first thing anny iv ye heard iv him he'd hit th' king in th' eye an' he had a war on our hands. Thim was th' days when ye'd have a good time as an ambassador. I can see ye now mixin' in a little prosaic acid with th' soup iv ye'er friend th' Eytalian ambassador, raxceivin' spies on th' doings iv th' prime minister's wife an' sinnin' a letter to th' king: 'I have th' honor to inform yer majesty that if ye thing do so-an'-so before 6 o'clock th' night I will be obliged to bump ye. Accept th' assurance iv me mos' distinguished consideration an' hurry up. An ambassador, d'ye mind, was a kind iv a president iv th' United States livin' abroad an' he done what he thought th' president would do if he was in th' same place an' th' president had to make good fr' him.

do anything about it he can drop into a tellygraf office an' send a cable message to th' king iv Boogahyria or th' 'emperor iv th' makin' th' through needs to have his wife want to live in Europe; to be a first secretary he must be a good waltzer; to be a second secretary he must know how to press clothes an' take care iv childer. Ye don't see annybody nowadays that stands a chance to be elected sheriff thyrin' to be ambassador annywhere. An ambassador is a man that is no more use abroad thim he wud be at home. A vice president iv a company that's been took in to be a trust, a lawyer that th' juries is onto, a congressman that can't th' ambassade all a man ginnal whose family wants to barn Fr-rinch without th' aid iv a teacher, thim's th' kind that lands. Ye cudn't blindfold me an' back me into th' job. No, sir, if me frind in Wash'n' ton ivver offered to send me to reside at 'neath th' Court iv Saint James I'd ast th' me hand on th' gaugers' jobs look' No wan that loves his fellow countrymen as I do, an' knows thim wud accept th' honor an' leave his property an' good name in their care fr' four years, while I have me vigor I'll remain here cud put an' advertisement in th' papers tomorrow: 'Wanted an' ambassade ixhtroodhny; middle aged, protestant gentleman iv good figure, kind disposition an' used to society; salary \$3 a week; an' Ar-cher Road'd an' blocked with applicants an' they'd all be good enough.

used to think I'd like to be wan an' go over to Rooshiya an' win some good la-ad fr'm this country got into trouble over hurlin' remarks iv an unkind nature at the Czar to wrap him through town in an express wagon while th' Rooshyan ginnal that was goin' to shoot him bit holes in his whiskers an' muttered: 'Curse that American dogskye. He's follid me beure me ar-myy!' An' if th' American citizen was pinched I'd thrive up to th' palace in a furious rage, push th' guards aside an' march into th' chambers where th' Czar sat on his throne an' say: 'Sign an order to release this man in ten minyets or I'll blow up th' flat.' An-re ye aware, says th' Czar with a blanched face, 'that ye're addressin' a king?' I am, says I, with me hand on th' breast iv th' uniform iv th' Hibernyan Rifles iv which I was licited (in me mind) th' colonel before I sailed. I am, d'ye aware, says I. 'An', says, 'ar-re ye aware, I says, 'that ye ar-re addressin'?' I says, 'Martin Dooley, Minister Plenipotentiary of th' United States iv America, County iv Cook, es, hurroo!' says I, pullin' a little American flag fr'm me vest pocket an' wavin' it over me head. 'Great Hivins,' says th' Czar, signin' th' order wavin' th' dangeryn' release. Eiben Perkins an' he gives me a good watch an' his good-lookin' wife throws her arms around me neck an' calls me th' presarver. 'Twas wan iv th' d'reams iv me youth, I'm older now.

apers that a man's been appointed an ambassador, ye know it ought to be read that he's been appointed an ambassador. Him wud want to have th' country an' th' country is resigned an' th' place he's goin' to don't raise no objections. Whin he reads in th' pa-pers all th' things he's called he begins to think th' job is almost as high as a place in th' custom house, an' th' good woman sees herself an' th' queen rompin' together an' maybe she wud give th' cold eye to th' wife iv th' rich undertaker up th' street whin she comes to Body-past an' sees her an' th' rile family rowlin' in th' rille coach drawn by cawls. Th' ambassade lands at th' court where his native land fr' four years an' th' secretary iv th' legation who used to be a good tennis player before he lost his mind, meets him at th' deopo an' hurries him into a closed hack. 'What's this fr?' says th' ambassade whin he's had th' coat iv arms iv Noo Jar-sey painted on th' soles iv his boots an' wud like to put thim out th' window. 'Why am I threated like a prisoner?' he says. 'Ye can't be seen annywhere ye've been seen over th' tailor; he says: 'If annywan got onto that blue Prince Albert I'd be ye to th' Basteel, he says. 'I'll take ye home an' keep ye locked up till th' harness maker has got through with ye,' he says. 'But,' says th' ambassade, 'whin do I be gin th' important jooties iv me exalted th' secretary iv th' Buss Drivers' association an' to attend anny fun'rals

iv th' rile family. Th' first secretary gets him so he can weep ivery time th' name iv Shakespeare is mentioned. Th' first secretary has th' divil's own time fr' a week or two. Ivry mornin' he spins in tachtin' th' ambassade an' his lady th' two step an' th' wurruds iv th' country indicatin'. 'How d'ye do, I'm pleased to meet ye. It's a fine, big house ye have.' 'I'll take a little more iv th' spinach' an' so on. Pirtly he has it all right an' th' first secretary takes him up to see th' king. As he enters with a martial stride th' speech he prepared in Jersey City slips his mind, he falls asy on a rug th' best rooms in ye'er house or lose ye'er job. I will move in tomorrow. Manewible plazs mind th' name iv a good story in this accursed hole where an American can buy a pair iv suspnders. If he's a wise ambassade he does it. A man that ripsintin' th' country abroad soon learns how to match silks an' where to buy stand. An' on th' Fourth iv July he stands at home an' grasps manny a wet an' friendly hand th' where to buy was over there las' year. He met an ambassade that used to run fr' congress ivry time he had a mind to, Dargan got his money eight times be-

ture th' good man larned that Dargan didn't live in th' district. He says th' th' ambassade to th' him what I'm tellin' ye an' wept on his shoulder. 'Ye're a grand man, ye're a grand man,' says th' ambassade. 'Three years more, says th' ambassade. 'Three years more,' he says, 'an' thim I'll give th' first secretary a punch in th' nose an' rayturn to th' land iv th' free,' he says. 'Have ye anny fine cut?' he says. 'At this minyin' a young man come around th' corner an' grabbed th' ambassade by th' collar. 'Didn't I tell ye never to come out iv th' park in them pants?' he says. 'Here comes Lord Gimlets,' he says. 'It was th' first secretary. An' Dargan never see th' ambassade again. He thinks they have him locked up in the coal cellar.

"So I don't want to be anny ambassade," says Hennessy. "Ye're a grand man," says th' ambassade. "Three years more, says th' ambassade. 'Three years more,' he says, 'an' thim I'll give th' first secretary a punch in th' nose an' rayturn to th' land iv th' free,' he says. 'Have ye anny fine cut?' he says. 'At this minyin' a young man come around th' corner an' grabbed th' ambassade by th' collar. 'Didn't I tell ye never to come out iv th' park in them pants?' he says. 'Here comes Lord Gimlets,' he says. 'It was th' first secretary. An' Dargan never see th' ambassade again. He thinks they have him locked up in the coal cellar.

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