



MISSOURI RIVER BRIDGE—OMAHA IN THE DISTANCE.

the iron part, between abutments, 2,750 feet.

These columns were cast in Chicago, and delivered in the shape of enormous rings, 10 feet in length. When they were being placed in position the workmen would take two or more rings, join them together, place the column where it was to be sunk, cover the top with an air-lock, then force the water from the column by pneumatic pressure, ranging from 10 to 35 pounds per square inch. The workmen descend the columns by means of rope-ladders, and fill sand-buckets, which are hoisted through the air-lock by a pony-engine. The sand is then excavated about two feet below the bottom of the column, the men come out through the air-lock, a leverage, from 100 to 300 tons, is applied, the pneumatic pressure is removed, and the column sinks, from three inches to two and one-half feet—in one instance, the column steadily sank down 17 feet. When-

ever the column sinks, the sand fills in from 10 to 30 feet—in one instance, 40 feet. This has to be excavated before another sinking of a few inches can take place, making altogether a slow and tedious process.

Soon after crossing the bridge, our train stops in the Omaha depot—a large building with one enormous span overhead, built in the most substantial manner, of iron and glass, with six tracks running through it from end to end. On the south side are ample waiting and dining-rooms, express, telegraph, baggage, ticket, and other offices. Passengers who wish to stop over, will find omnibuses at the depot to take them and their baggage to the hotels, or any point in the city; fare, 50 cents; or, they will find street cars on the north side of the depot, that leave every five minutes, passing the principal hotels, and running the whole length of the city; fare, 5 cents.