

are numbered among the things that were, and, inasmuch as she was but twelve and he twenty when he was stationed here, and they did not marry for over four years after this, and then in Louisiana, the faithful chronicler is forced to write, upon the authority of one who knew both parties intimately, and who learned his first words in English from Jeff, that the whole story, or rather all the stories of the elopement, are of the pure fiction."

Prairie du Chien at the present time is a town of about 4,000 inhabitants. It is the county seat of Crawford county, and is the western terminus of the Prairie du Chien branch of the Chicago, Milwaukee and St. Paul Railroad. We are again indebted to the paper published in the *Star Journal*: "It is situated 300 miles below St. Paul, 70 above Dubuque, 60 above St. Louis, 98 west of Madison, and 193 miles from Milwaukee. It is easily accessible from all points north and south, as well as east and west, as the C. D. & M. road passes up the river on the Iowa side, with which connections are made daily with all trains at North McGregor, immediately opposite the Prairie, by the Milwaukee and St. Paul transfer. Trains east or west are transferred by means of the celebrated pile pontoon bridge of Gen. John Lawler, the patentee, owner and builder. It being the only railway bridge of the kind in the world, an inspection of it will repay the visitor. It is 8,000 feet long, crosses both channels of the Mississippi river at this point and an intervening island, and connects the Iowa and Prairie du Chien divisions of the M. & S. P. Railway. It is constructed of two parts—the pile or stationary part, and the pontoon or movable part. The latter consists of two floating draws, one in each channel, which, when closed form an unbroken track, affording a safe and rapid transfer, and when open leaving a clear space of 400 feet, permitting the widest rafts and largest tows to pass with ease and safety at all times. The eastern draw consists of three pontoons connected lengthwise, and representing a distance of 396 feet. These pontoons are each twenty-eight feet wide, five feet high, and ten inches draft. The western draw consists of one pontoon 408 feet long, twenty-eight feet wide, four feet high, and twelve inches draft, of great buoyancy and strength, having a Howe truss passing through its entire length. When trains are passing over, the draft is increased to eighteen inches. The extreme rise and fall of the river is twenty-one feet, and to overcome the varying height of the planes between the pile bridge and the pontoon, a movable track is employed which is adjusted by powerful screws and movable blocks, operated by men who are stationed on the pontoons."

In conclusion we may say that this enterprising town has always occupied a leading position in the history of Western development, and especially with the advance of our civilisation upon the upper Mississippi. There is every reason to look for a continuance of its prosperity.