

Chicago and Northwestern Railroad, in the magnificent Directors' car, which was kindly placed at the disposal of the Government Directors by Mr. Dunlap, the General Superintendent, and which conveyed us to the end of the track, a distance of about four hundred miles west of Chicago. From this point we were compelled to make the balance of the distance to Omaha, about ninety miles, by stage. The rails are to be laid, however, upon this portion of the route by the 1st of April next.

We arrived at Omaha, the eastern terminus of the Union Pacific Railroad, on the morning of the 10th, and spent the day in examining the extensive shops of the Company, which have all been constructed within the past year.

DEPARTURE FROM OMAHA.

On the morning of the 11th, the Directors accompanied by Gen. G. M. Dodge, Chief Engineer, Major Bent, Major Chesbrough and myself, took a special train, in charge of Mr. S. B. Reed, the General Superintendent, for the end of the track, which was then laid two hundred and seventeen miles westward, in the Great Platte Valley. We arrived opposite Fort Kearny at four P. M., having passed over two hundred miles of road in eight hours, or at the rate of twenty-five miles an hour.

It may not be improper to state in this connection, that only forty miles of track were laid on this road during the latter part of 1865. And the balance, or about one hundred and eighty miles, has been laid during the present season; and the track-laying is now progressing so rapidly that it will reach the crossing of the North Platte river, a distance of two hundred and eighty-five miles from Omaha, by the 1st of November.

The law requires the President of the United States to