

traveler a view, while crossing and re-crossing the Delaware, of scenery and engineering skill, at once grand, majestic, and wonderful. The direct western connection of the Erie is the Lake Shore & Michigan Southern, at Dunkirk and Buffalo; and the Canada Southern, at Buffalo—with the Great Western and Michigan Central, at Suspension Bridge; and the Atlantic & Great Western, at Corry, Penn.

ROUTE 4.—The Pennsylvania Central line receives passengers in New York and PHILADELPHIA, and conveys them the entire length of the State of Pennsylvania, via Harrisburg—the capital of the State,—to Pittsburgh, the most extensive iron manufacturing city in the United States. The landscape on this line, and especially while passing along the Susquehanna River, and the charming “Blue Juniatta,” and over the Alleghanies, presents scenery most grand; while the fearful chasms and wonderful engineering skill displayed at the “Great Horse-shoe Bend,” and at other points, are second only to that displayed at “Cape Horn” on the Sierra Nevada mountains. At Pittsburgh, the Central connects with the Pittsburgh, Fort Wayne & Chicago,—one of the best roads in this country—and also with lines, via Columbus and Indianapolis, and St. Louis, or Cincinnati, Indianapolis and St. Louis.

ROUTE 5.—Is via the cities of Philadelphia and BALTIMORE, by the Baltimore & Ohio. By this line, passengers are afforded an opportunity of visiting the capitol at Washington, and thence, via Harper's Ferry, “over the mountains” to Wheeling. It is said by some travelers that the scenery by this line is unsurpassed by any on the continent. The western connections are at Chicago, Cincinnati, and St. Louis.

From CINCINNATI passengers can have choice of several first-class competing lines, via either Chicago or St. Louis, or via the Burlington route—direct, via Burlington, Iowa, where connection is made with the Burlington & Missouri, for Council Bluffs.

From ST. LOUIS passengers can take either the North Missouri, or the Missouri Pacific, via Kansas City, and the Kansas City, St. Joseph & Council Bluffs, via St. Joseph, Mo., or the St. Louis & Northern, and arrive at Council Bluffs.

From CHICAGO there are three first-class roads. The Chicago & Northwest-

ern was the first road built to the Missouri River, where the first train arrived January 17th, 1867. A sleeping and magnificent hotel car accompanies each through passenger train, and meals are served, *la carte*, and are very excellent. The route is via Clinton and Cedar Rapids. The Chicago, Rock Island & Pacific route is via Rock Island, Davenport and Des Moines. This line is also fitted up in the best manner, with sleeping and dining cars; and, *last*, but by no means *least*, is the Burlington Route, by the Chicago, Burlington & Quincy, and the Burlington & Missouri, via Galesburg, and Burlington. Here too will be found sleeping and dining cars.

We have enumerated above, the principal lines centering at the TRANSFER GROUNDS.

All trains from the East and South stop a few moments at Council Bluffs before proceeding to the Transfer Grounds, two miles further west. Let us take a look at

Council Bluffs—This city is in the western portion of the State of Iowa, about three miles from the Missouri River, at the foot of the bluffs. It is the county seat of Pottawattomie county, and contains a population of about 14,000. It is four miles distant from Omaha, Nebraska, with which city it is connected by steam and horse railroads. The explorers, Lewis and Clark, held council with the Indians here in 1804, and named it Council Bluffs. It is one of the oldest towns in Western Iowa. As early as 1846, it was known as a Mormon settlement, by the name of Kanessville, which it retained until 1853, when the legislature granted a charter designating the place as the City of Council Bluffs.

The surrounding country is rich in the chief wealth of the nation—agriculture.

Council Bluffs includes within her corporate limits 24 square miles. The buildings are good; the town presents a neat, tasty, and, withal, a *lively* appearance; street-cars traverse the principal streets; churches and schools are numerous. The State Institute for the Deaf and Dumb is located near the city, to the southeast. The Ogden, is the principal hotel, and the *Daily Nonpareil*, and the *Daily Globe*, are the principal newspapers.

By a decision of the United States Supreme Court, the *eastern* bank of the Missouri River is the terminus of the Union Pacific railroad. The terminus is now known as the Transfer Grounds.