

the PALACE SLEEPING CARS that accompany all through trains, and thereby insure an opportunity for a refreshing sleep, as well as a palace by night and day. This, however, costs an extra fee.

The charges are, over the Union Pacific from Omaha, \$8.00; from Ogden, over the Central Pacific, to the Pacific Coast cities, \$6.00.

But as all cannot *afford* to ride in palace cars, "do the next best thing," and secure—pre-empt, if you please—the best seat you can, and prepare to be as happy as you know how.

Sleeping car and stop-over privileges are not allowed on second and third-class tickets. Baggage can be checked only to the destination of second and third-class tickets—100 lbs. allowed free on each full, and 50 lbs. on each half-ticket of all classes. Extra baggage is \$10 to \$15 per 100 lbs, according to class. Passengers holding first-class tickets to San Francisco, with pre-paid orders for steamer passage to trans-Pacific ports, will be allowed 250 lbs. baggage, free, on presentation of such orders to the baggage agent at Omaha; on second-class tickets, 150 lbs., free. Orders for steamship passage can be purchased at the Omaha depot ticket office.

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For Rates of Fare, see ANNEX No. 4.  
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There is no longer any necessity of purchasing a lunch basket of provisions to take along, as the eating-houses are numerous—charges, \$1.00 a meal—and the accommodations at all the principal stations for all those who wish to "stop over" a day or two, are ample, charges, from \$3.00 to \$4.00 per day.

FOR A BRIEF SKETCH OF OUR WESTERN COUNTRY — THE FAR WEST — CONDENSED HISTORY — ORGANIZATION OF THE PACIFIC RAILROAD—LAND GRANT — COST OF CONSTRUCTION—MATERIAL USED — IMPORTANCE OF THE ROAD—FACTS IN BRIEF—GRUMBLERS—See ANNEX No. 5.

ONE WORD MORE—As you are about to launch out upon the broad, sweeping plains, the barren desert, and the grand old mountains—for all these varied features of the earth's surface will be encountered before

we reach the Pacific Coast—lay aside *all* city prejudices and ways for the time; leave them *here*, and for once be *natural* while among nature's loveliest and grandest creations. Having done this, you will be prepared to enjoy the trip—to appreciate the scenes which will rise successively before you. But, *above all* forget everything but the journey; and in this consists the *great secret* of having a good time generally. Are you ready?—The bell rings, "All aboard" is sounded, and our train leaves the "Transfer Grounds," and directs its course due west towards the

MISSOURI RIVER BRIDGE—The construction of this bridge was first authorized by Congress on the 25th of July, 1866, but very little was done until March, 1868, when work commenced, and was continued from that time until July 26, 1869, when it was suspended. Nothing more was done until April, 1870, when a second contract was made with the American Bridge Company of Chicago, and work again commenced. On the 24th of February, 1871, Congress passed a special act authorizing the Union Pacific Railroad Company to construct this bridge across the Missouri River, and to issue bonds to the amount of \$2,500,000.

The county of Douglas, Nebraska, voted, under certain conditions, aid in county bonds to the amount of \$250,000. Also, Pottawattomie county, Iowa, voted, under certain conditions, aid to the amount of \$205,000.

This bridge is a notable structure (see illustration), one-half mile in length, with the approaches over one mile.

It is located below the old depot, and opposite that part of the city of Omaha known as "Train-Town," and has a single track.

The bridge is known as a "Post's Patent." The hollow iron columns are 22 in number, two forming a pier. These columns are made of cast iron one-and-three-fourths inches in thickness, 8½ feet in diameter, 10 feet long, and weigh 8 tons each. They are bolted together air-tight, and sunk to the bed-rock of the river, in one case, 82 feet below low-water.

After these columns are seated on the rock foundation, they are filled up twenty feet with stone concrete, and from the concrete to the bridge "seat," they are filled with regular masonry. From high-water mark to the bridge "seat," these columns measure 50 feet. The eleven spans are 250 feet in length, making