

Elkhorn River, and up the Elkhorn Valley to the mouth of the Niobrara. It is now completed, and cars are running to Tekamah, Burt county—about 50 miles from Omaha. At Blair connections are made with the Sioux City & Pacific railroad.

The route of the Omaha & Plattsmouth Branch, is down the Missouri River Valley, where it crosses the Platte and runs to Oreopolis. This road is under the management of the Burlington & Missouri River Railroad Co., and makes close connections at Oreopolis with the main line, for the East and West.

At Omaha, are located the general offices of the Union Pacific Railroad Company, in a fine, large building just completed and fitted up in the most complete and convenient manner. This company employs about 5,000 men; this includes the men employed in the Laramie rolling mill and in the coal mines. There are about 4,000 employed on the road proper; there are over 700 employed in the shops at Omaha, and about 800 more in the various offices, at stations, on the track, and at the depots at Omaha, making 1,500 in all that are on the Omaha pay rolls.

The rolling stock equipments consist, in part, of 168 engines, 25 first-class passenger cars, 23 sleepers, 2,345 box and flat cars, 500 coal and 120 stock, together with mail, express, baggage, way, and other cars, making a total of 3,060.

The company have prepared a building, just east of their depot, for the benefit of emigrant passengers. The house is given rent free to a competent person who charges 25 cents each, for good plain meals, and good lodgings. All gambling, emigrant runners, peddlers, ticket-sellers, and "bummers" are forbidden in the house or about the premises.

About one mile above the bridge, on the low lands fronting the river, the railroad company have located their principal shops and store-houses. They are built of brick, in the most substantial form, and with the out buildings, lumber yard, tracks, etc., cover about 30 acres of ground.

The machine shop is furnished with all the new and most improved machinery, which is necessary for the successful working at all the branches of car and locomotive repairs or car construction. The round-house contains 20 stalls; the foundry, blacksmith shop, car and paint shops, are constructed and furnished in the best manner. The company manufac-

ture most of their own cars. The passenger cars, in point of neatness, finish, strength of build and size, are unsurpassed by any, and rivaled by few manufactured elsewhere. It is the expressed determination of the Union Pacific Company to provide as good cars and coaches for the traveling public in style and finish as those of any Eastern road. They reason, that as the great trans-continental railroad is the longest and grandest on the continent, its rolling-stock should be equally grand and magnificent. From the appearance of the cars already manufactured, they will achieve their desires. On the same principle, we proposed to make our Book superior to any other.

*Haven't we done so?*

Our train runs along through the southern suburbs of the city, on an ascending grade 3 2-10 miles, to

**Summet Siding**—a flag station, where trains seldom stop. Elevation, 1,142 feet, 176 higher than the Omaha depot. But our route is now downward for 6 3-10 miles to

**Gilmore**—The country around this station is rich prairie land, well cultivated. A small cluster of buildings stands near the road; the station is of little importance, merely for local accommodation.

Continuing our descent 5 miles, we reach

**Papillion** (Pap-e-o)—Here we are at the lowest elevation on the whole line, excepting Omaha, which is 6 feet lower. From this station to Sherman, on the Black Hills, 535 miles, it will be a gradual up-grade, rising in the distance 7,270 feet.

Papillion is the county seat of Sarpey county and has the usual county buildings, some of which are fine structures. The *Times*, a weekly paper, is published here. The station is on the east side of Papillion River, a narrow stream of some 50 miles in length, which, running southward, empties into Elkhorn River, a few miles below the station. The bridge over the stream is a very substantial wooden structure. The country about the station has been improved very much within the last few years; it has fully doubled its population, which is now about 1,000, and evidences of thrift appear on every hand.

Soon after leaving the station, we cross the Papillion River, and 6 4-10 miles brings us to