

TRANS-CONTINENTAL

THURSDAY MORNING, MAY 26.

AGAIN WESTWARD.

At the depot of the Chicago and Northwestern railroad, in Chicago, an immense crowd was congregated to see our party off, and there, as at other places on our route, we were greeted with hearty and repeated cheers. Our train left by the Galena division of the C. & N. W. R. R., accompanied by George L. Dunlap, Gen'l. Supt., and John C. Gault, Asst. Gen'l. Superintendent; also E. J. Cuyler, Superintendent of the Galena Division, Geo. M. Pullman, President of the Pullman Palace Car Co., and Charles W. Angell, Secretary. Gen. Anson Stager, Gen. Superintendent of Western Union Telegraph Co.; S. H. McCrea, President Chicago Board of Trade, and other distinguished guests, accompanied us as far as Sterling. Here our party assembled on the platform and an address was delivered by Hon. Alex. H. Rice, our chairman, who pictured in exquisite language and with much feeling our personal obligation, and the great benefits derived by the traveling community from the invention and introduction of Pullman's Palace Cars, and in the name of the party paid a handsome and well-merited tribute to the genius and ability of Mr. Geo. M. Pullman, the inventor. Cheers were then given for him, the railway and telegraph companies, and the ladies of Sterling, who turned out in great numbers and lined the platform.

J. B. Watkins, Asst. Supt. Iowa Division, and J. A. Head, Asst. Supt. of West Iowa Division, also accompanied us.

—Iowa claims to have 410,168 children, good promise of future greatness. Everywhere on our route we see a rich soil and thriving villages, churches, school-houses and happy homes. The West is indeed a glorious opening, and the manifold blessings of nature are bountifully showered on those whom Poor Richard referred to when he said, "He who by the plough would thrive, himself must either hold or drive." All honor to our Western farmers, the result of whose labors meet our eyes wherever we look, on either side of our train, as we fly through the Prairies of the West.

—At Detroit two large boxes of superior fine cut chewing tobacco were sent on board the train as a present from the manufacturers, Messrs. K. C. Barker & Co., to members of this party.

—Our friends everywhere, and particularly in our own State, will be glad to know of the grand success of the Pullman Palace Car Company. The pioneers of this great enterprise—by which travelers may have all the comforts and luxuries of a first-class hotel, while flying through the country at the rate of forty miles per hour—have rallied around them the best and most experienced railroad men in the United States. To them this party are indebted for many generous courtesies. Our memorable excursion over the Rocky Mountains, and their princely liberality and watchful care during the entire trip, will never be forgotten. The P. P. Car Company have now over three hundred cars on the track, and are building over one hundred more. They are running over twenty thousand miles of rail, and their popularity is constantly expanding. It will not be long before every good road in the country will be equipped with both their sleeping and dining cars, and the traveling public will heartily welcome the extension of their lines in the East as well as the West. It is the general impression of this party that our Eastern roads will hereafter find them a necessity, and they will do all in their power to advocate their early introduction in New England railways.

While crossing the beautiful State of Michigan, we passed the farm of Chas. H. White, situated in the town of Marshall. He keeps 120 of the best Ayrshire and Durham cows, and has 800 acres of land under cultivation. He sent us a present of a tub of his finest butter, as an expression of the warm interest and friendship he feels towards our party. He also telegraphed, that if we would stop at his farm, on the line of the road, he would have a large pailful of real "cream" ready to present us, but as we passed his place at forty miles an hour, it was hardly deemed expedient to "break up," however pleasant it would have been to have had his generous gift on our Strawberries.

—Full market reports received by telegraph, with other telegraphic intelligence, received too late for insertion, will be found posted on the Bulletin Board.

—The running time of our train over the Great Western Railway of Canada was five hours and fifty-three minutes—a distance of 229 miles.

—The barber shop on our train, in the after end of the smoking car, is doing a flourishing business.

—Our train left Chicago by the Galena Division of the Chicago & Northwestern Railway, hauled by engine "Henry Keep." This line is the oldest in the West, and was the first road built west of Chicago, and was built for a distance of 20 miles before any Railroad line had reached Chicago from the East. In June, 1864, this line (the Galena & Chicago Union) was consolidated with the Chicago & Northwestern Railway, forming one of the largest railroad corporations at the present time in this country, owning and operating over 1200 miles of railway. We have found this road in admirable order, and have run over 491 miles in 17 hours and ten minutes.

BE ON TIME.—Excursionists should remember that time, tide and the Pullman Excursion train, wait for no man. One gentleman unfortunately left a-STERN at Chicago, was filled with re-MORSE, and is now chasing our train on a special engine, and will probably catch us at Omaha, if we stop there long enough. Our railroad friends are running us at their maximum speed, over our entire route.

—At four o'clock yesterday afternoon we crossed the Mississippi river on the new iron bridge about a mile wide. Our passengers crowded the windows and platforms, and greatly enjoyed the sight of this memorable Father of Waters. A patent draw bridge in the center, 250 feet wide, is moved by a steam engine overhead. The current of the river is about four miles an hour.

BUSINESS CARDS.

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