

It was a source of very general regret, that Mr. Samuel B. Reed, the efficient General Superintendent of the Road, and Engineer in Charge of Construction, was prevented, by severe illness, from showing any attention to the excursionists at Omaha, and also from accompanying them over the road. His place, however, was admirably filled by Mr. Webster Snyder, his principal assistant, aided by Mr. G. W. Frost, Major L. S. Bent, General Casement, Mr. A. A. Bean, Mr. Congdon, Mr. Gambol, and the other heads of departments.

The Chief Engineer, Gen. G. M. Dodge, who had returned from the mountains during the previous week, rendered every assistance in his power; and the Consulting Engineer, by his timely presence, was enabled to relieve the others from much, if not all the *heavy standing around*.

THE EXCURSION TRAIN.

The excursion train consisted of nine cars drawn by two of the Company's powerful locomotives. The magnificent Directors' car, constructed by the Pittsburgh, Fort Wayne and Chicago Railroad Company for this road, was placed in the rear, and devoted to members of Congress, and other distinguished guests, who felt desirous of making a critical examination of the road and adjacent country, which they now visited for the first, and possibly the last time.

The next car forward, was the celebrated Government, or Lincoln car, the private property of Mr. Durant, and was therefore devoted principally to his own personal friends and their families.

In front of this, were four fine passenger coaches, put up at the Company's car-shops at Omaha. These were