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your little boudoir at home, you will see the mighty wonders of the Far West.

It is impossible to tell of the pleasures and joys of the palace ride you will have—five days—it will make you so well accustomed to car life, you feel, when you drop upon the wharf of San Francisco, that you had left genuine comfort behind, and even the hotel, with its cosy parlor and cheerful fire, has not its full recompense.

Palace car life has every day its fresh and novel sights. No railroad has greater variety and contrasts of scenery than the Pacific Railroad. The great plains of Nebraska and Wyoming are not less impressive than the great Humboldt Desert. The rock majesties of Echo and Weber are not more wonderful than the curiosities of Great Salt Lake and the City of Deseret. And where could one drop down and finish his tour more grandly and beautifully than from the vast ice-towering summits of the Sierras into the golden grain fields of California, its gardens, groves and cottage blossoms?

Should the traveler return home by the Southern route, neither the richness, the vastness, or the growth of civilization in the Valley of the Platte, the transformation of the desert at Salt Lake, nor the grand scenery of the Rocky Mountains or the Sierras, nothing on the route will make a stronger impression than what he beholds in the new regions. The "Loop"—that wonderful achievement of engineering skill—the orange groves of Southern California, desolation more absolute and blank than any the Central or Union Pacific exhibited, descent below the level of the sea, numerous cactuses, and among them even trees. From lemons, limes, oranges, olives, pineapples and bananas, he will pass to a region worse than sage-brush; to where not even a blade of grass is seen—the region of sand-storms; then over mesas rich in the ruins of an ancient civilization; then into the rich grasses and fertile valleys of the Arkansas and Kansas, amid the rush of emigrants and springing up of homes with a rapidity like that of the growing corn.

Such complete transitions have inexpressible charms. And should he stop "to view the landscape o'er" from La Veta Pass, and receive the delightful inspiration of Colorado's mountain charms, he will always rejoice that he was permitted to see somewhat of the grandeur and greatness of this Western World.

Practical Hints for Comforts by the Way.

—To enjoy palace car life properly, one always needs a good companion. This obtained, take a section together, wherever the journey leads you. From Chicago to the Missouri River, the company in sleeping-cars is usually quiet and refined, but beyond there is often an indescribable mixture of races in the same car, and if you are alone, often the chance is that your "*compagnon du voyage*" may not be agreeable.

It is impossible to order a section for *one* person *alone*, and the dictum of sleeping-car arrangements at Council Bluffs requires all who come to take what berths are *assigned*. But if you will wait over one day at Council Bluffs or Kansas City, you can make a choice of the whole train, and secure the most desirable berths. When your section is once located at either terminus of either transcontinental road, generally you will find the same section reserved for you at Ogden or Deming, through-passengers having usually the preference of best berths, or the same position as previously occupied.

Fee your porter on the sleeping-car always—if he is attentive and obliging, give him a dollar. His attention to your comfort, and care of your baggage and constant watch over the little articles and hand-satchel against loafers on the train, are worth all you give him. Often larger fees are given. This is just as the traveler feels. The porters of both Pacific Railroads are esteemed specially excellent, obliging and careful.

Meals.—The trains of the Union Pacific Railroad are arranged so as to stop a sufficient time for meals. In place of dining at Laramie, there is now a more convenient eating-station at Rock Creek, a little farther west. Its pleasant, cheerful room filled with plants, and the convenience of better hours for meals, add greatly to the pleasure of the overland trip. At Green River you will find the dining-room entrance fairly surrounded with curiosities, and the office filled with oddities very amusing.

Usually all the eating-houses on both the Pacific Railroads are excellent. The keepers have to maintain their culinary excellence under great disadvantages, especially west of Sidney, as all food but meats must be brought from a great distance.

Travelers need to make no preparations for eating on the cars, as meals at all dining-halls are excellent, and food of great variety is nicely served—buffalo meat, antelope steak, tongue of all kinds, and always the best of beefsteaks. Laramie possesses the reputation of the best steak on the Pacific Railroad. Sidney makes a specialty, occasionally, of antelope steak. At Green River you will always get nice biscuit; at Grand Island they will give you all you can possibly eat; it has a good name for its bountiful supplies.

At Ogden you will be pleased with the neatness and cleanliness of the tables and service. At Cheyenne the dinners are always excellent, and the dining-room is cheerful. To any who either have desire to economize, or inability to eat three railroad meals per day, we recommend to carry a little basket with Albert biscuit and a little cup. This can be easily filled at all stopping-places with hot tea or coffee, and a