

(i.e., twenty-five cents, the fourth of a dollar) for any small drink, fifty cents for a very small bottle of Bass, and wines expensive in proportion. Still you dine at your ease and leisure, instead of rushing out with a crowd at the "eating stations," where the trains usually stop three times a day. We have the authority of Mr. W. F. Rae for stating that "no royal personage can be more comfortably housed than the occupant of a Pullman car, provided the car be an hotel one."*

At Omaha, on the Missouri, the Pacific Railway *proper* commences, although the various New York and other lines, as we have seen, connect with it. The river, irreverently known on



A PULLMAN RAILWAY CAR.

the spot as "The Great Muddy," from the colour of its water and its numerous sand and mud banks, is crossed at this point by a fine bridge. *Apropos* of the said banks, which are constantly shifting, a story is told of a countryman who, years ago, before the age of steam ferries, wanted to cross the Missouri near this point. He did not see his way till he observed a sand-bank "washing-up," as they call it, to the surface of the water near the shore on which he stood. He jumped on it, and it shifted so rapidly that it took him clear across the river, and he was able to land on the opposite side! The story is an exaggerated version of fact. The shifting sand-banks make navigation perilous, and good river pilots command a high figure.

The literature of the railway has hardly yet been attempted. It is true that scarcely a day passes without something of interest transpiring in connection therewith: now some grand improvement, now a terrible accident or narrow escape, and now again the opening of some important line. The humours of railroad travel—good and bad—often enliven the

* "Westward by Rail."