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Cveniuty Oellegraph

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## The Pacific Ratiroad - The Vaious Branchos, Companies, Etc. W $k$ are frequently asked for explanations in regard to the various companies concerne in the building of the Pacific Railroan and its sranches. The timilarity of the tritles used by some of the companies, and their con fuston in the accounts of recent excursions, uston in the account of recent exeursions, which have been quite extensively noticed by the press, have served to perplex the  corporation ereated by act of Congress,

 approved July 1,1862 , and authorized to construct and maintain a railirod nnd telegraph
iroon the western boundary of Iowa to the
eastorn castern boundary of California. Genera
Jolin A. Dix is President of the compayy and Mr. Durant, of New York ety, is the
chiel manager and builder of the road. The
road which it is building to known as th Union Pacife Rail road. It commences a westwardly up the valley of the Platte nuver,
and is completed for a distance of three hum dred miles from Omaha, or to the crossing of
the north fork of the Plate. Its eastern conIllinois directly to Chicago,
The Unlon Pacific Railrond Company, created by the Legislature of Kansag lerri-
tory, under the name of ory, under the name of the Leavenworth,
Pawnee, and Western Railroad Company.
 road rom th
westwara, so
Pacific Railro the Repubbican river and the northe maragen of of
the valleg of the Platte; and upon the same
 necessity of untting with the Union Pacific
Railroad at the one-hundredth merid ana, and is allowed to run dinectly west to Denver
nd to connect with the Union Pacific Rallroad within a distance of filty miles west o John D. Perry, Esqq, of St. Louis. 1ts road enn Division. It commenneces at the State line
between Kansas and Missouri, near the moath the Kansas river, at Kansas City, runs west wardly up the valley of the Kansas, via
Lawrence, Topeka, and Fort Riley, and i
completed and in operation to Junction Cits, Kansas. Two hundrel and fity miles addi-
tonal of the road are under contract to be
pleted during the year Denver. This road connects eastwardly with he Pacific Railroad of Missouri, running
rom Kansas City to St, Louis. The history of this Union Pacife Railway, be details of the most exeiting romance. Work was commenced on 1863, under the aspices of John C. Fremont, then residing in New York city, and the late Samuel Hal-
(ett, who personally supervised the construcon the Rebllion, when Rebel guerillas ran riot over almost every foot of the Kansas and Missourl border. The workmen were mainly tected by United States troops. It was
almost impossible to obtain transportation for the iron and other materials necessary for the construction of the road. To add to these loggerheads, and costly and vexatious hitigaion followed. This was hardly through with before Hallett was killed by an assassin. The management or the enterprise then passed alists interested in the Pennsylvania, Ohio and Missouri roads, forming the great central ine connecting with the Union Pacific Rail-
vay, Eastern Division. But even then, it required a struggle las ing almost two years
before the adverse infuences were finally overcome, and the Company was enabled to
devole its undivided energles to the builling of the road.
The total len
leted from Kansas City to Denver, will be portion the variation from an air line will be only 36 mules. The Platte river at Denver in 4098 feet higher than the Missouri river a Kansas City, and 4321 feet higher than the
Misisissippi river at St. Louis.

Pacific Railroad, and to the Union Pacia Rallway, Eastern Division-some already
completed, some ln process of construction, completea, some in process of construction,
and some in contemplation. There is tion from Leavenworth to Lawrence. From Atcolson, Kansas, a road is now
building westwardly, and completed for forty building westwardly, and completed for forty
miles, intended to connect eventually eithar with the Union Pacilac, Iastern Division, on the south, or with the Union Pacific on the
north. This is one of the connecting road north. This is one of the connecting roads
provided for in the Pacifle Railroad Act, and
reedives Goverument ald for the first hundred miles.

. dolly," makes the infant offspring "Mother's pitty, itty, baby bye," instend of "My pretty
little baby." But we leave this avalozy t. selvee, more skilual examiners than our-
To return to Miss Wiggins. The reply of
the lawyer of Mr. Rassell proves that flere
is, indeed, two sides to every story, and is, indeed, two sides to every story, and
makes ua almost believe that the counsol for
Miss Wigelins was of the evilitence. The detendan' replied that
Miss Wiggins was not Miss Wiggins was not a gushing girl, but a
mature female of iorty summers. Thaty she
came to Sing Sing to entrep a came to Sing Sing to entrap a credulous
man. That in Mrr. Russell athe found the
sought-for vietim. That M-. Russell would sought-for victim. That $M$. Russell would
have maried her, had it not boen that ho
tound that, althoagh she was still a miss, she
was not as chaste as a vestal virgin. Fass,


$$
\begin{aligned}
& \text { rather Semiramis or Mary Sta ste than } \\
& \text { the chaste Diana. Upon makiug this } \\
& \text { disecyert. Mr. }
\end{aligned}
$$

$$
\begin{aligned}
& \text { disccerery, Mr. Kussell thought he had } \\
& \text { reason for breaking off the mateb; not, as he he } \\
& \text { sasy, for bis own sake, but tor the six small }
\end{aligned}
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$$
\begin{aligned}
& \text { children, the ellest twelve. Tne jury, aldoungh } \\
& \text { they did uot agree with Miss Wigging } \\
& \text { that her peace of me }
\end{aligned}
$$

$$
\begin{aligned}
& \text { they her uot agree with Miss Wiggias } \\
& \text { that her peace of mide w wos Worih } \$ 10,00 \text {, } \\
& \text { still gave her a verdict of } \$ 200 \text {, as a "con- }
\end{aligned}
$$

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