[For the Philadelphia Evening Bulletin.]

FROM OCEAN TO OCEAN.

Looking Back a Few Years—Contrast of Time—Retrospective Strolling and Observing—Some Suggested Improvements, etc., etc.—Case Suggested Improvements.

PART I.

LAST AND PRESENT.

Looking back only twenty-five years, when it required days to accomplish distances now can be made by the hours by his invention; his ingenuity has made his mark in the world; the sleeping-cars, drawing-room cars and dining-cars are certainly models of comfort and convenience, and he requires only one more to make his train complete, that is, he may profit by this' suggestion and thereby render traveling a luxury! The great wish would be illis a surgery car, adapted to the wants of families traveling with children; this could easily be arranged with cradles, and furnished with toys, etc., and doubtless would be well patronized. Every one can understand how accessively annoying and uncomfortable it is in a sleeping-car to have even "one crying child, and yet it frequently happens that children will be found in one coach, say one of the "sleepers" on a stormy night hideous. Now, in a nursery all this could be obviated by theft, and the crying and other noises peculiar to children be entirely changed to a mother's care—be kept away from those who desire peace and quietude. Children are more or less apt to ditty in their habits. Mothers, to quiet their noisy offspring, give them candies and other sweetmeats, and then the dear little creatures have a playful way of wiping their sticky hands on clothing of other passengers or upon the expensive material with which all of the palace-cars are upholstered. Now all of this nuisance could be avoided by the proper care, and it is to be hoped that in the march of improvement some such arrangement will be made, or, it would add to the comfort of all parties and supply a want now not provided for. The Pullman Car Company make a note of this?

THE NOISY.

Of all the routes from the East to the great West, give me that of the Pennsylvania Railroad to Pittsburgh, and the Fort Wayne Road to Chicago. I say this, not because I have any prejudice, but only from experience. The time, say from Philadelphia to Chicago on all the routes; but there is something in the scenery along the line of the Pennsylvania Railroad that one never tires of, if fond of the beauties of nature; it is not monotonous, hard to equal; pictures more grand and imposing are difficult to find, and although the Alps or the snow-clad Sierra Nevadas, and, as the traveler describes more than a book, in the conversation of a companion, even of the latter he lovely woman, in order to make time pass quickly, I naturally seek a route that will afford interest and delight outside as well as inside the car, and he cannot do better than on the line mentioned. This road is particularly adapted to the mountain regions of our State; through Ohio and Indiana the scenery is monotonous; the same that one sees while passing through any rich and well-cultivated country, and it is a matter of doubt if either route possesses much advantage over the other where the train passes through the sections last referred to.

There is a great deal of pleasure derived upon taking a seat in one of the palace cars, especially if you have secured a sleeping-car, are not annoyed by the presence of a stranger on the seat in front of you, the sleeping-car is settled comfortably on your head, the linen duster takes the place of your coat, and the traveling bag is stowed away, and then—why you can make a careful survey of your surroundings, and examine who your fellow-passengers are!—the latter scrutiny is usually the first thing attended to. If continued silence becomes irksome, I will be the first one to try to scrape an acquaintance, and it will be easy to ascertain, by a careful survey, to whom, if the party to whom you are about being introduced without the presence of an introducer, it will be pleasable or disagreeable, fortunately, for those who are traveling alone on the journeys, the laws of etiquette do not always hold good by which one is compelled to seek a third party in order to form an introduction. Even the most proudish of the gentler sex will not notice a timidly naive lady ejaculating "I beg pardon" and answer a casual remark or a pleasant inquiry with, "Sir, I know of no reply, would produce nothing but a jewelry." "What do you mean, Sir?" "It appears to be a peculiar instant given to passengers which enables them to judge, perhaps, well of the character of those by whom they are surrounded. Mistakes do sometimes occur, but a lady generally has it in her power to judge if she is addressed by a gentleman or not; and can, in a lady-like manner, repel an obtrusive reply to a remark in a way that will effectually prevent its repetition.

"It would be unwise, in giving a condensed account of an overland route, to dwell upon necessary details of the journey, which, from that portion of it between Boston, New York, Philadelphia, Baltimore and Chicago; it may be called a beaten track, and although occupying nearly one-third of the whole distance, it presents no features that are not familiar to every one who has traveled by rail. At Chicago, the long journey properly commences, for the prospects of travel west of that point are comparatively small as yet, but it will be but a few years before Omaha, the place I now know, if I may use that term for it, will be the true starting point, and as it is now considered well known and much traveled place. At Chicago, the first change of cars takes place, and from that point there are two routes, one through Iowa, which is not exactly a choice between them. You have the choice of two routes, one through Iowa and Rock Island, and the Burlington and Missouri River Road. The speed is the same, but it, all the material for the Union Pacific Railroad, and experience that it is good. All sleeping-cars are equipped alike; the dining-cars are equipped alike; the baggage-cars are equipped alike; the sleeping-cars are attached, or rather the cars are placed side by side, and always a happy one is another thing. The regular express leaves Chicago in the sleeping-car, but by taking it another change of double cars will be made at Council Bluffs, where the Central and Union Pacific Railroads, one thousand and fifty-four miles long, meet, and the cars and stations have to be depended upon for meals. No great change in the cars, however, for it is a rule to be able to stretch one's legs occasionally, and have a change, and in one of the cars, the dining-cars, is a place, or rather a table, where one can get a good meal, and in one of the sleeping-cars, almost, for the sake of the scanty gains made by the sale of refreshments.

THE NEW ROAD.

The trains westward out of Omaha are accommodating. They can stop for a few hours if any of the Eastern trains are not there when the train behind arrives, so that it can be easily made up on a straight track, when the running time is as safe or as present, and when there is so little danger from meeting trains ahead or behind, and consequently simple time is given the passenger to look at the scenery, and, if it requires detaining a train for a few hours, in a room, section or berth; indeed, to attend to any matters that require business attention, and when all this is done, and the train starts, he may feel that he is, at last, on the road, and, long, long journey through the wilderness.

POLITICAL.

Another Candidate in the Fourth Congressional District.

The citizens of the Fourth Congressional District favorable to the nomination of General Thomas as a candidate for Congress, held a meeting at Green Hill Hall last evening. The following officers were chosen:

President—Charles F. Abbott.

Vice Presidents—S. E. Malone, George E. Hoffman, R. S. Redd, Godfrey Kohler, William Scull, William Brice, John C. Snowden, Thomas Kemble, Thomas McCullough, James Thomas, Dr. S. J. W. Mintzer, William J. Hanna, L. J. Graff, E. D. Stokes, E. J. Lewis, Jacob Cramp, John Dubarry, Captain T. Clegg.

Secretaries—Edward E. Jones, S. N. Winslow, E. A. Graham and Colonel A. E. Griffith.

The following resolutions were adopted:

We, the people of the Fourth Congressional District, without distinction of party, in this meeting assembled, declare—That the delegates from this district in the recent nominating conventions must convince the community that the delegate system is a failure [applause]. That the wisdom of the politicians who manipulates such bodies, and leads to the nominations of persons who do not represent the will of the people; therefore,

Resolved, That reform is positively called for, and that the abandonment of the delegate system is demanded by all who really desire the people to select their candidates, for whom we would substitute the practice in vogue in many counties in the interior, by which candidates are nominated by the direct vote of the people. [Applause].

This is the deep and depressed condition of business the community is suffering under oppressive taxation, and urgently demand relief. [Applause].

That the public debt is being paid off with too great rapidity.

That the taxes should be reduced at least one hundred million dollars per annum.

That internal revenue taxes should be largely reduced, and the revenue mainly collected by the Government from the sales of public lands. [Applause.]

That the income tax expired by limitation, and should not be re-enacted. [Applause.]

Resolved, That a tariff which will adequately protect American industries is a prime necessity to the prosperity of any community. We, the people of this district, Philadelphia mainly owes her growth, wealth and greatness to the fostering principle of protection; that we do not know of any better guardian of our city's interest than one who has been a merchant and manufacturer all his business life [applause], and, whose practical knowledge, gained in a business experience of a third of a century in our midst, can be relied upon to give the most theoretical information gained in an attorney's office. [Applause.] We therefore unhesitatingly assert our belief in the continuance of the principle of protection as a part of the policy of this Government, to be dependent upon the practical business men who are represented in Congress.

Resolved, That we heartily nominate General William B. Thomas as the people's candidate for Congress in the Fourth Congressional District (great applause), recommending him to the people of this district as a gentleman whose integrity is indisputable, and whose record is unimpeachable.

Speeches in favor of the nomination of Gen. Thomas were introduced, and delivered a speech of considerable length. After referring to the defects of the present system of nominating conventions, and the origin and purposes of the Republican party, he said: No sooner was the triumph of the Republican party secured, and it became the privilege and duty of this great party to nominate a President, and confer upon patronage, than the men who always look upon plunder as the principal object of power pushed themselves to the front. The legislation of the last few years is characteristic of the man who controls our party. Witness the enactment of laws of doubtful constitutionality, solely intended to prolong official tenure and party ascendancy. Mark the plans to job lucrative ones, and enrich the office-holder, wherein the plunder of the treasury was the principal object. Observe the creation of new offices and the unnecessary increase of others in order that political favorites may be rewarded. These and other acts of villany mark the degeneracy of our time-honored organization, and require the old Republicans, together with the Democrats, who have demonstrated their political integrity, to restore, by independent political action, the party to its original purity. If this is accomplished, and if not practicable, to disso lve it into its own original elements.

He then spoke of the political record of Hon. William D. Kelley and his course in Congress, and said that what the people most require today is immediate relief, from the crushing weight of taxation, which is paralyzing every department of trade, closing up our workshops and stopping the fires of our furnaces. Look at every State of the Union. The desire of the Government at Washington lately is to relieve the public debt at once is bringing bankruptcy to the business man, and taking the bread from the mouths of the poor laborer. Episcopal clergymen, most delightful traveling companions, and, although the latter were opposed to ringing on Sunday as a rule, they were desirous of plaudits on to their journey's end, at least they had no wish to stop at Omaha, but there was no help for it. A stop was made about four-hours I never passed, and had it not been for the kindness by the Rev. Dr. Vinton I do not know what we would have done. This was the only oasis in this dreary desert of a day. As trains leave Omaha every day for the Western, there is, if the Eastern train is on or hand, no necessity to lay over, and, reader, if you are going that way, let me say to you again, *don't do it!* for there is vastly more comfort in a sleeping-car than in Omaha, until they have a better hotel than can be found there now and it is in charge of some one who knows how to keep it.

HOTEL TRAIN.

On two days in the week, Monday and Thursday, the Pullman Car Co. run what is termed their hotel train from Omaha through to Oakland (opposite San Francisco) without change. This train is generally composed of twenty-four sleepers, and although there are so many sleeping cars as necessary. An extra change of twenty-five cars is made in this train, which does not include meals. They are described in the fore described. This train is made up of twenty-four cars for the reason of meals, but because of its great convenience. The ride of two thousand miles is made without change. The track is your home for four days, and the passengers form a family, as will be always a happy one is another thing. The regular express leaves Omaha in sleeping-car, of course, but by taking it another change of double cars will be made at Ogden, where the junction of the Central and Union Pacific Railroads, one thousand and fifty-four miles long, meet, and the cars and stations have to be depended upon for meals. No great change in the cars, however, for it is a rule to be able to stretch one's legs occasionally, and have a change, and in one of the cars, the dining-cars, is a place, or rather a table, where one can get a good meal, and in one of the sleeping-cars, almost, for the sake of the scanty gains made by the sale of refreshments.

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NOTICE.

FOR SALE.

RARE CHANCE

TO BUY OR RENT

ELEGANT COUNTRY RESIDENCE.

FOR SALE OR TO RENT—What is acknowledged to be the handsomest Country Seat in respect to natural beauty of scenery, and combination of Water, Woods and Lawns, with Gardens, Fruit, Flowers, Hills, Dales, and City Line Station, N. P. R. R., 20 minutes' ride from Philadelphia, consisting of 12 acres, with Mansion, Lodge, Gardens, Fruit, Flowers, Hills, Dales, Cascades, and Lawns, with beautiful Old Oak, Hemlock and other Ornamental Trees, Shrubbery, Grapery, Greenhouse, Hothouse, Stable, Carriage House, Ice House, Cow House, with stream of water, woods and rolling grounds, all in perfect order, and ready for immediate occupancy. Large porte-cochere, covered terrace, with a fine fountain, gas and water, hot and cold water throughout the house, fitted, and furnished with beautiful grounds