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Without exaggerating, and keeping close within the narrow limits of fact, it may be asserted without fear of truthful contradiction, that the

Chicago & North-Western Railway

It is not only the best and most perfectly equipped railroad in the world, but it is also the most important as to the territory it traverses, the numerous business centers and pleasure resorts that it reaches, and the facilities it offers for pleasant, speedy, safe and comfortable transit for all classes of passengers. It caters alike to the needs, tastes and abilities of the millionaire merchant prince; to the farmer, with his plain and simple wants; and to the economical and necessitous; and gives to each the full value of all he pays for. Its luxuriantly finished and furnished palace sleeping cars, and its more than luxurious drawing room coaches, are marvels of beauty and comfort. Its coaches are new and of the most perfect models that have been adopted by any company, and they are always kept sweet, clean and pure. Its dining cars are superb, and the meals and service provided in them are equal to that given by any first class hotel in the country.

WHERE IS IT?

Starting from Chicago and having various main lines running west, northwest and north, it covers about all that is desirable in Northern Illinois, Iowa, Wisconsin, the upper Michigan peninsula, Minnesota and Central and Southeastern Dakota and Northeastern Nebraska.

It is eminently *the* railroad of the Northwest, and from its commanding location it controls the traffic of all the territory it traverses.

WHAT IS IT?

Over 5,000 miles of the best built and best maintained railroad there is in the country. It is equal in every respect to any road in the world, and is believed to be better than any of its competitors. Its lines are built of heavy steel rail; its bridges are of steel, iron and stone, and all its appointments are as good as money can buy.

COLORADO & CALIFORNIA.

This Company's line between Chicago and Council Bluffs (Omaha) is shorter than any other between these points, and was the pioneer in forming connection with the Trans-Continental Union and Central Pacific Railroads. Nearly all experienced overland travelers seek this line because it is known to be the best, shortest, most comfortable, and in every way the most desirable. To seek other more circuitous and inferior routes is accepted as an evidence of inexperience or want of information.

If you are destined to or from Colorado, Nebraska, Utah, Wyoming, Montana, Idaho, Nevada, California, Oregon, Washington Territory, China, Japan, the Sandwich

Islands, New Zealand or Australia, you should, in making the trip between Chicago and Council Bluffs (Omaha), in either direction, see that your tickets read over this great road.

ST. PAUL, MINNEAPOLIS & WINNIPEG.

This road "St. Paul Line," is the short and desirable route between Chicago and Madison, St. Paul and Minneapolis, and the best to travel over if you are destined to or from Chicago and any point north or northwest of St. Paul. Winona and Mankato, Minn.; Frankfort, Huron, Pierre, Aberdeen, Columbia and Watertown, Dakota; Milwaukee, Fond du Lac, Oshkosh, Watertown and Sheboygan, Wis.; Freeport, Elgin, Dixon and Fulton, Ill.; Clinton, Cedar Rapids, Des Moines, Webster City, Algona, Tama and Council Bluffs, Iowa, are a few of its hundreds of prominent local stations. It reaches most of the pleasant summer resorts of Wisconsin and Minnesota, and is the road to take for the health and scenic resorts of the Rocky Mountains, the National Yellowstone Park, and nearly all of the notable western and northwest resorts that are accessible by rail.

It connects in Union Depots with the Union Pacific Railway at Council Bluffs, and at St. Paul with all roads diverging from that point.

You can procure tickets over this route from nearly every coupon ticket agent in the country. When buying your tickets, read them carefully and be sure that at least one coupon reads over the CHICAGO & NORTH-WESTERN Ry. Ask your nearest coupon ticket agent for one of its large maps; they are FREE, and will show you all of this Company's lines as they are.



Passenger Station of the Chicago & North-Western Ry., Chicago.

Its London (England) offices are 124 High Holborn, 449 Strand, 8 Adelaide Street and 189 Cheapside. Its Manchester (England) office, 1 and 3 Princess Street. Its Paris office, 85 Boulevard des Capucines. Its New York office, 409 Broadway. Its Boston office, 5 State Street. Its Chicago offices, 60 and 62 Clark Street, 47 Monroe Street, 56 Kinzie Street, in Grand Pacific Hotel, and at its Passenger Station on the corner Wells and Kinzie Streets. Its St. Paul office, corner Third and Jackson Streets. Its Minneapolis office, 18 Nicollet House. Its Council Bluffs offices are at the Transfer Depot, C. & N.-W. Ry. Depot on Broadway, and at the corner of Broadway and Pearl Street. Its Omaha offices, 1824 Farnham, corner 14th Street, and at U. P. Depot. Its Denver office, 8 Windsor Hotel Block. Its San Francisco office, No. 2 New Montgomery Street, in Palace Hotel.

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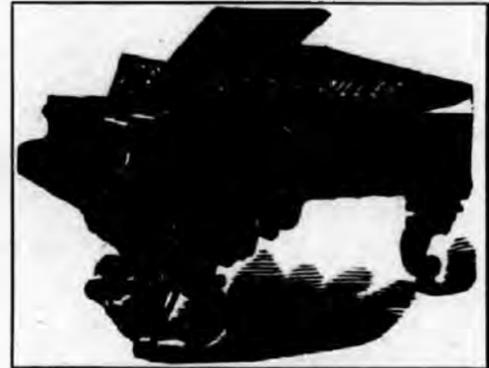
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POSTAL CARD GALOP.



WM. A. POND, Jr.

PIANO.



The musical score is written for piano and consists of four systems. Each system contains a piano staff (treble clef) and a bass staff (bass clef). The key signature is one sharp (F#) and the time signature is 2/4. The first system begins with a forte (f) dynamic marking. The music is characterized by rhythmic patterns and melodic lines in the right hand, supported by chords and bass lines in the left hand.

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By the same Composer, "Corn Stalk Galop." Price 40c.

First system of musical notation. The treble clef staff begins with a piano (*p*) dynamic marking. The bass clef staff features a steady eighth-note accompaniment. A crescendo (*cres.*) marking is placed above the treble staff in the fourth measure.

Second system of musical notation. The treble clef staff contains a melodic line with some grace notes. The bass clef staff continues the eighth-note accompaniment. A piano (*p*) dynamic marking is in the second measure, and a crescendo (*cres.*) marking is in the fifth measure.

Third system of musical notation. The treble clef staff features a melodic line with a slur over the first three measures. The bass clef staff continues the accompaniment. A forte (*f*) dynamic marking is in the second measure. The system concludes with the instruction *ff FINE.* and a double bar line.

TRIO. Musical notation for the TRIO section. The treble clef staff has a piano (*p*) dynamic marking. The bass clef staff features a steady eighth-note accompaniment.

Fourth system of musical notation. The treble clef staff has a melodic line. The bass clef staff continues the accompaniment. A crescendo (*cres.*) marking is in the third measure, and a forte (*f*) dynamic marking is in the fourth measure.

First system of musical notation. Treble clef, key signature of one sharp (F#). The piece begins with a piano (*p*) dynamic. The first three measures feature a steady accompaniment of eighth notes in the bass and chords in the treble. The fourth measure introduces a forte (*f*) dynamic and a melodic line in the treble. The system concludes with two more measures of accompaniment.

Second system of musical notation. Treble clef, key signature of one sharp (F#). The first measure continues the accompaniment. The second measure features a forte (*f*) dynamic with a melodic line in the treble. The third measure continues this melodic line. The fourth measure returns to a piano (*p*) dynamic accompaniment. The system ends with two more measures of accompaniment.

Third system of musical notation. Treble clef, key signature of one sharp (F#). The first measure continues the accompaniment. The second measure features a forte (*f*) dynamic with a melodic line in the treble. The third measure continues this melodic line. The fourth measure returns to a piano (*p*) dynamic accompaniment. The system ends with two more measures of accompaniment.

Fourth system of musical notation. Treble clef, key signature of one sharp (F#). The first measure continues the accompaniment. The second measure features a forte (*f*) dynamic with a melodic line in the treble. The third measure continues this melodic line. The fourth measure returns to a piano (*p*) dynamic accompaniment. The system ends with two more measures of accompaniment.

Fifth system of musical notation. Treble clef, key signature of one sharp (F#). The first measure continues the accompaniment. The second measure features a forte (*f*) dynamic with a melodic line in the treble. The third measure continues this melodic line. The fourth measure returns to a piano (*p*) dynamic accompaniment. The system ends with two more measures of accompaniment.

By the same Composer, "Dolly Varden Galop." Price 40c.