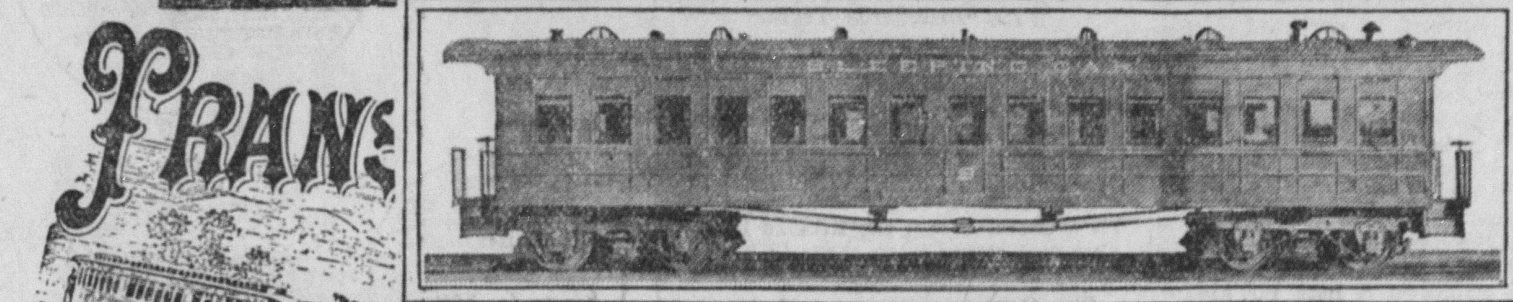


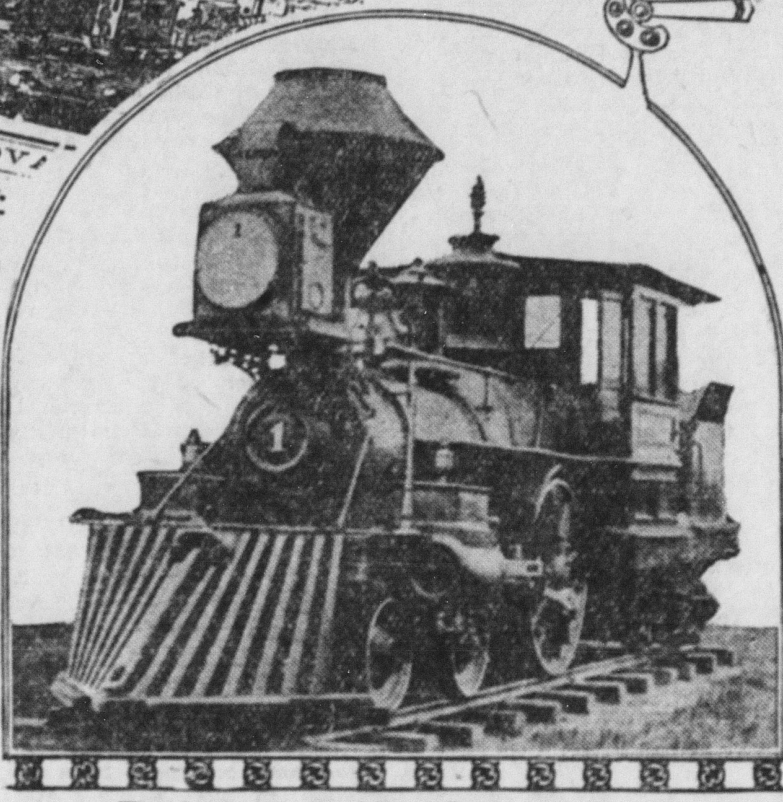
THE FIRST TRANS-CONTINENTAL TRAIN



THE TRANS-CONTINENTAL
Published Daily in the Pullman Hotel Express.
Between Boston and San Francisco.
W. R. STEELE, Editor.

"ALL ABOARD FOR SAN FRANCISCO."
A few common words quickly spoken at the departure of a railway train, signify a very common event. And it is not until the train has passed that one realizes the magnitude of the event. The Trans-Continental, May 24, 1870, was the first of its kind. It was the first of a new era in the history of the continent. It was the first of a new era in the history of the continent. It was the first of a new era in the history of the continent.

one of those iron roads now become the highways that bear the rule of the world, a passage over the longest continuous line of rails operated by any man through almost all of the United States. It is a single ride; they mean the completion of a commercial route that can, and will influence the trade of the world; they mean that a great nation—that hearts and souls dwell around it—has been brought into a closer union. It is a new era in the history of the continent. It is a new era in the history of the continent. It is a new era in the history of the continent.



By ELMO SCOTT WATSON
TODAY a trip from the Atlantic coast to the Pacific is such a commonplace event as to cause but little comment. You step into an airplane on a flying field near New York city this morning and tomorrow night you'll be eating a midnight lunch in San Francisco. But 60 years ago when the first transcontinental train that ever traversed the United States reached its destination seven days after it started, that was hailed as "an epochal event."

This first train to run from the east coast to the west left Boston on May 24, 1870, and arrived in San Francisco on May 31. It was operated under the auspices of the Boston Board of Trade and on board were 124 passengers, composed of the leaders in Boston's social, financial and political life. Not only was it the first transcontinental train ever run but in the seven days it made the longest journey that any railroad train had ever covered. It caused a sensation not only in this country but in Europe as well. Newspapers all over the United States gave their readers news of the progress of the tour just as in recent years the papers have kept the public informed of the progress of "round-the-world" flyers. The train, named "The Trans-Continental," was composed entirely of the new type of cars which were just beginning to be introduced by George M. Pullman, who had organized the excursion, enlisted the co-operation of the various railroad lines over which it ran and induced the Boston Board of Trade to sponsor the trip.

Another fact which made this train unique was that for the first time in history a newspaper was published aboard a train and files of the "Trans-Continental," which have been preserved, not only tell a day-by-day story of the expedition but also furnish some interesting sidelights on the life of the times. The first issue, dated at Niagara Falls, N. Y., on May 25, contains the following description of the train: "The train is made up of eight of the most elegant cars ever drawn over an American railway. They were built by order of the Messrs. Pullman, to be completed in time for the present excursion, and to be first used in conveying the members of the Board of Trade of the city of Boston, and their families, from their homes on the Atlantic coast to the shores of the Pacific."

"The train leads off with a baggage car, the front of which has five large ice closets, and a refrigerator, for the storing of fruits, meat and vegetables. The balance of the car is for baggage, with the exception of a square in one corner, where stands a new quarto-medium Gordon press, upon which this paper is printed."

"Next comes a very handsome smoking car, which is divided into four rooms. The first is the printing office, which is supplied with black walnut cabinets filled with the latest styles of type for newspaper and job work. This department, we may say without egotism, has been thoroughly tested, and has already turned out some as fine work as can be done by those of our brothers who have a local habitation. Adjoining this is a neatly fitted up lobby and wine room. Next comes a large smoking room, with euchre tables, etc. The rear end of the car has a beautifully furnished hair-dressing and shaving saloon."

"Following this come the two new hotel cars, the 'Arlington' and the 'Revere,' both of which are completely and elegantly furnished, and are thoroughly adapted to the uses for which they are destined. Two magnificent saloon cars, the 'Palmyra' and 'Marquette' come next. The train is completed by the two elegant commissary cars, the 'St. Charles' and 'St. Cloud,' each of which is finished in all of its appointments as any of the other carriages noticed."

"The entire train is equipped with every desirable accessory that may tend in the least to promote the ease of the passengers—elaborate hangings, costly upholstery, artistic gilding, and beautifully finished wood work marking every portion of their arrangements. Among the new features introduced into these cars are two well-stocked libraries, replete with choice works of fiction, history, poetry, etc., and two of the improved Burdett organs. These instruments are complete in every detail of stops, pedals, double banks of keys, etc."

"The cars of this train are lighted during the night in a new and novel manner, there being under each an ingeniously constructed machine which produces from liquid hydro-carbon, a gas

equal in brilliancy to that made in the ordinary way.

Despite this writer's emphasis upon the "elegance" of these cars, it is interesting to compare those wooden cars, heated with wood-burning stoves, lighted by gas (the first ones were lighted by tallow candles and oil lamps, incidentally), with no springs and no vestibules, so that walking from one car to another was something of an adventure, with the vapor-heated and electric-lighted steel cars of today, a train of which is being shown at a number of state fairs this fall. But in 1870 these "elegant cars" represented the peak of luxury and of the accounts in the little four-page, seven by ten-inch newspaper one gains the impression that this excursion was the most enjoyable (but thoroughly dignified, of course) "joyride" ever taken by a party of Americans.

The governor of Massachusetts accompanied the party to the state line and there bade them Godspeed on their way to Albany, and the newspaper records the fact that "From Chester to Washington up the grade of the Boston & Albany railroad, our train was run at fully thirty miles an hour. . . . The fastest speed between Boston and Albany was performed from Chatham to Greenwich, a distance of twenty-three miles, which was made in twenty-four minutes." From Albany to Niagara falls the trip was made over the New York Central, to Detroit by the Great Western of Canada, to Chicago by the Michigan Central, to Council Bluffs by the Chicago and North Western and then across the Missouri by ferry boat to Omaha.

Everywhere along the route the excursionists were met and welcomed by state and city officials and civic leaders and at every station the platforms were crowded with people to see the history-making "first trans-continental train" pass through. Chicago sent a special train to meet the Trans-Continental and escort it into the city and "On reaching Chicago our Excursionists found carriages in waiting and were quickly whirled up to the Sherman and Tremont Houses, and after a good night's rest and breakfast, found their attentive friends at the door of their hotel with carriages in which they were driven over the city and through many of its attractive and beautiful avenues."

Nor were such attentions the only ones showered upon the members of the party. "At Detroit two large boxes of superior fine cut chewing tobacco were sent on board the train as a present from the manufacturers" and at Omaha "Messrs. Brewer and Bemis kindly presented the party with a barrel of fine ale, of their own manufacture, from the Omaha Brewery, the receipt of which is hereby gratefully acknowledged." As for Omaha, it is rather difficult to recognize the modern city of today, with its population of nearly a quarter of a million, in this description:

"Omaha is situated on the western bank of the Missouri river, on a sloping upland, about 50 feet above the high water mark. It is the present terminus of the U. P. R. R. Co., and a thriving, growing city of from 20,000 to 25,000 inhabitants. The State Capitol was first located here but was removed to Lincoln City in 1868. In 1854 a few squatters located here, among whom was A. D. Jones, now one of the 'solid' men of the place. In the fall of that year he received an appointment as postmaster for the place, which as yet had no postmaster or post-office. As Mr. Jones is one of the most accommodating of men, he improvised a postoffice by using the crown of his hat for that purpose. When the postmaster met one of his neighbors, if there was a letter for him, off came the hat from the postmaster's head while he fished out the missive and placed it in the hands of the owner. The battered hat postoffice has given place to a large first class postoffice commensurate with the future growth of the city."

"The inaugurating of the U. P. R. R. gave it an onward impetus and since the growth of the city has been almost unparalleled. There are many evidences of continued prosperity and future greatness. The Omaha 'Herald' daily 'Republican,' daily, 'Western Journal of Commerce,' 'Nebraska State Journal,' 'The Agriculturist,' and

the 'Western World' are published here. There are seven collegiate institutes and convent schools, twelve private and six public schools in the city. There are also fifteen churches.

"Omaha has also eleven hotels. There are twenty-nine manufacturing, one distillery, and six breweries. The whole number of merchants who report sales of and over the value of \$25,000 for the year is eighty-five, twenty-five of whom are wholesale. The sales of these firms for the year ending May, 1870, foot up a total of \$8,800,000. Omaha was also "where the West began" for these Easterners, and their thrills multiplied as they journeyed over the Union Pacific toward Cheyenne, as witness this from the train newspaper: "The prairies are diversified by little groups of antelopes and buffaloes, and our stoppings multiplied by frequent camps of National soldiers; these hardly made who, having beaten back the waves of rebellion, now guard the advance of civilization into the wilds of the savage. Prairie dog villages also "excited their interest" as did the Indians "who are now seen at almost every station. They are the friendly Pawnee, Bannocks and Shoshones." And for those who, as boys, had read dime novels, it was a special thrill when "Buckskin Joe, well known as a hunter, trapper and Indian scout during the past fifteen years, was at Cheyenne as we passed awaiting the regular eastward-bound passenger train, to proceed on to the place of his birth in New York state, which he has not visited since his boyhood. He attracted much attention from our party, who gathered around him and listened with marked interest to his startling and romantic tales of Indian fights and frontier life."

In light of the recent scourge of grasshoppers in the West, the following paragraph is of special interest: "Swarms of mammoth crickets, coming in hordes, at times cross the track of the railroad in such numbers as to completely stop all passing trains. They measure about two inches in length, are very fat and plump and jump upon the rails when warmed by the sun. As the locomotives traverse this district they crush them by the thousands and spread over the rails a glutinous substance resembling grease; and the wheels soon revolve helplessly. We have seen them by the thousand."

Fortunately for the chronicler of the "elegant cars," he had not used up all his best adjectives from Omaha to Salt Lake City, for he needed them (and made full use of them!) for the journey through the mountains to San Francisco and for the lavish California hospitality given them there. But if the members of the party were loud in their praise for the royal welcome which they received in the Golden West, they also were conscious of certain other local customs which were different from any they had previously experienced. The following item, published in the issue of the "Trans-Continental" newspaper dated Boston, July 4 (for by that date they had retraced their way across the continent, seems to reflect a sense of outraged Yankee thrift which is more than a little amusing: "While at San Francisco many of our party observed what is certainly a striking characteristic of an early custom still remaining in California. When a single copy of a certain morning newspaper was purchased of newsboys for nominally 'one-bit' they received a 25-cent piece and returned a dime and a paper, thus really taking 15 cts. for a single copy of a paper, whose published subscription price was 12 1/2 cts. a week. This results from the fact that a dime is the smallest coin in circulation throughout the West Coast."

This last issue also contains a "Valedictory" editorial in which appear these words: "All agree that the excursion has been a splendid success; and that it has done much to annihilate the idea of distance and separation, and to bind together the East and West in indissoluble bonds. The great valley of the Mississippi and the Lake States especially are brought into immediate neighborhood with us, and we are with them. There is now no West this side of the Pacific coast, for Chicago and Omaha and Cheyenne are, in comparison, close by."

(© by Western Newspaper Union.)

Felts Plus Feathers for Fall Wear

By CHERIE NICHOLAS



WHO would have believed that in this day and age of ultra modernism hats should dare to go romantic, beplumed and audaciously picturesque. But they have!

What's more, the new chapeau, which are so frankly mid-Victorian and a la Empress Eugenie, bid fair to set the pace for fashions in general in that advance costume displays are reflecting a Second Empire influence both as to silhouette and the many little details which go to make up the unified ensemble.

Not that there is any danger of this matter of period influence being overplayed, no, indeed, not with the wise-mindedness which exists among contemporary creators of fashion. What's really happening is that the berth the bustle (via graceful draping toward the back) and the higher waistline are serving as inspiration for an artful and subtle interpretation on the part of present-day designers.

An interesting situation in regard to the new hat fashions is that instead of women showing a reluctance to accept them, as one might suppose, seeing that they are so radically different from anything styled for years and years, they are welcoming them with greatest enthusiasm. Of course, after one tries on several of the perky little tip-tilted shapes with their decorative feathers it is easy to discover the wifery of their popularity, for they are decidedly flattering, as a rule.

The initial chapter in the story of millinery for fall and winter is being told for the most part in terms of felts and feathers with a promising future in store for velvet to wear with

dressy afternoon costume.

It is the ribbon-bound felt derby with a bright little feather which as a "first" hat is in the lead for sports and practical wear about town. The model pictured at the top of this group to the left is a good reason why this type of hat is qualifying so successfully. Note its pose-tilted over the right eye and showing the hair at the opposite side. It is a brown felt with motif of taupe and brown pasted feathers.

Another derby to the right at the top of the picture bespeaks "what's what." This one is a green velour, for green is competing with brown for fall. Do not let the glorified ostrich plume which trims it take you by surprise, for so is it written in the book of fashion for fall and winter—felt trimmed with ostrich in a picturesque manner.

The hat below to the left is a black felt. If the camera were to register the other side it would reveal a wavy coiffure arranged to the "queen's taste." The rich plumage is black shading to white for the flat pasted ostrich encircling the crown with pure white for the drooping feather.

One of the very latest Parisian fashions is the soft felt which concludes this group. The black ostrich which trims it accents the picturesque.

(© 1921, Western Newspaper Union.)

MAKE-UP PROBLEM IN FALL FASHIONS

The new fall fashions, which emphasize vivid color contrasts, present a different problem in make-up. And the problem is all the more important because the new hats are so small that they leave the face entirely exposed, according to Katharan McCommon, associate editor of Harper's Bazaar.

The most effective make-up for fall is the one which accents a woman's natural colors, she writes in Aromatics Magazine. Fall make-up should harmonize with eyes, skin and hair and vary somewhat with varying shades of dress, she says.

"The effect of a make-up which simply accents nature is tremendously effective, without being at all blatant," she writes. "If bright shades take the color out of the face, which they undeniably do, the answer is to augment with a rouge that will most nearly simulate your own natural color. If you stick to the colors that are becoming to your type this rule may be easily followed."

Marquessette Being Used 'Now for Milady's Blouse'

Marquessette is being utilized by blouse makers now as well as by curtain makers. Short-sleeved blouses with rows and rows of ruffled lace or net making the neckline and cuff are being shown in the shops where best styles are exhibited. Tucked nets are popular and so are the batistes, but more marquessette than any other kind are promised.

Latest Leather Coats Are Made Reversible

Reversible leather coats are a new and practical novelty for travelers. The new coats are made of soft, pliable lambskin lined with checkered wool. The cloth side of the coat is pulled in leather along the collar and cuffs. Blue and white, dark red and ivory, brown and beige are the smartest combinations.

For Autumn Wear



Elaborate materials will be noted when the first sign of spring bring out the latest products of costume designers. In the picture beige lame is used as a background for the beautiful sable furs. A brown hat and brown shoes are worn.

White Raincoats Catch Fancy of Fashionable

White raincoats have captured the fancy of the fashionable. Coats and capes of various materials in snowy white are effective in the rain, from both a practical and a fashionable point of view. White cravanette and white waterproofed silk, shiny white rubber materials are considered smart. Long white capes of military flavor, some with pipings and buttons of black, are a comfortable rainy day accessory for the woman who does her shopping by motor, as it is easy to slip in and out of for the short trips from the car to the door of the market