BOSTON BOARD OF TRADE

1870.

TRANS-CONTINENTAL EXCURSION

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TO

Hon. ALEX. H. RICE,

Hon. J. M. S. WILLIAMS,

Maj. GEO. P. DENNY,

JAS. W. BLISS,

EDWARD W. KINSLEY,

EXECUTIVE COMMITTEE

OF THE

BOSTON BOARD OF TRADE

Trans-Continental Excursion—Boston to San Francisco,

(MAY 23rd to JULY 1st, 1870,)

These Papers are Respectfully Dedicated, by

THE EDITOR.

RH
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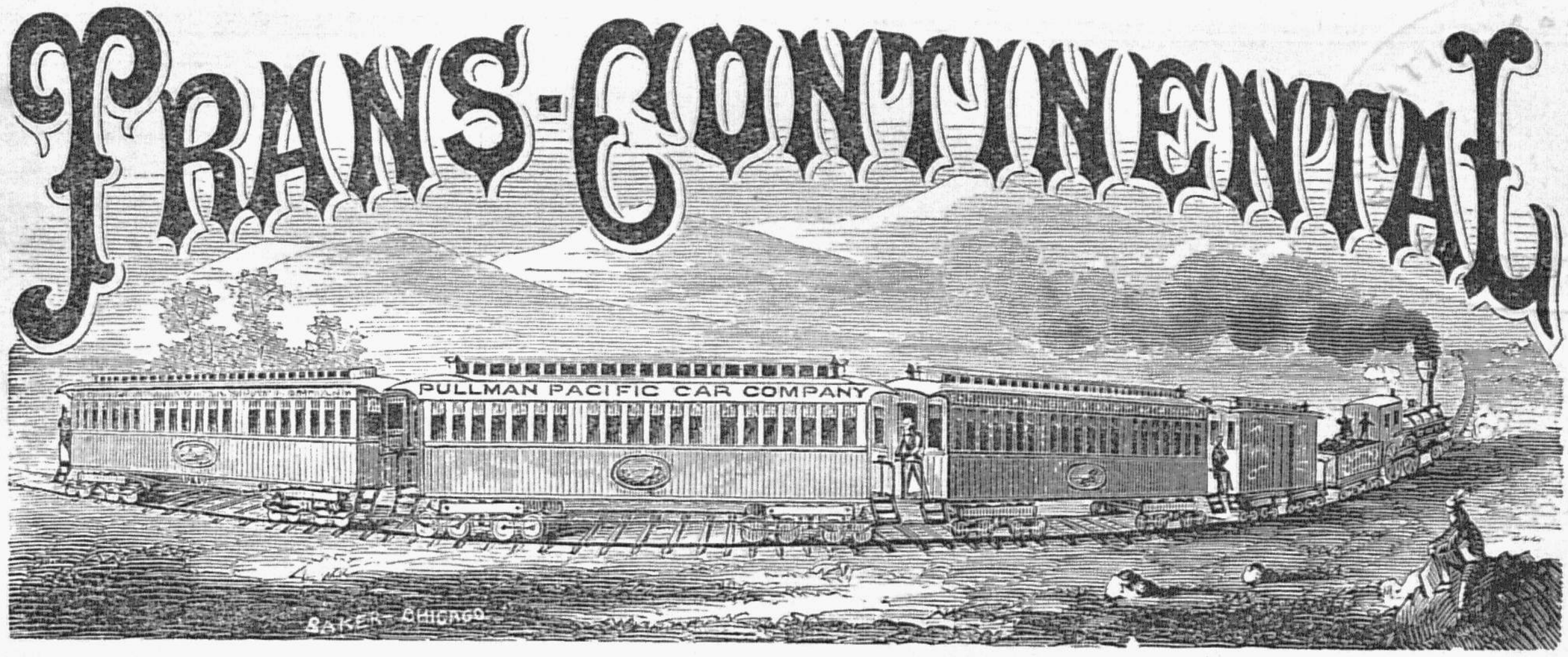

"LET EVERY STEP BE AN ADVANCE."

VOL. 1. Niagara Falls, May 24, 1870. No. 1.

The Trans-Continental.

Published Daily on 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,—apparently a very common event. And yet those brief and simple words, pronounced, on Monday morning, May 23, 1870, near the site of the Coliseum in Boston, are properly entitled to no unimportant and significant position in history, among those short utterances that have preceded or marked great changes or eras. One "yes" spoken by Helen to Trojan Paris was, perhaps, scarcely heeded when said, but its consequence was a ten-years' war. The nod of a Belgian peasant to Napoleon I., and the "Up guards and at them," from his opponent, we have been told, on an evening in June resulted in the final act of the annihilation of an empire. And monosylables spoken in peace, and for peace, may mean as much or more: a single one flashed from Newfoundland to the Irish shore told the world that science had achieved one of her greatest triumphs: one signature, and an act was consummated that made millions free. And those words, "all aboard for San Francisco," spoken on that May morning in Boston, are certainly, in their significance, worthy of attention for at least a moment. They mean, not alone that travellers are to cross a broad continent, but that the most magnificent train produced by American art starts upon its passage—the longest ever yet attempted by an entire train upon any 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 nation. They mean that the farthest East and the farthest West of the Republic, though almost four thousand miles apart, exchange a friendly visit by a single ride; they mean the completion of a commercial route that can, and will influence the trade of the world; they mean that the visibie line is unbroken that binds a great nation—that hearts and memories dwelling around Plymouth Rock and old Faneuil Hall, are closer to those at the Golden Gate; that homes on New England shores and warmth of the native hearthstones and sympathies of those who are there, are grown nearer and, we trust, may be dearer, to those on the once far off Pacific Coast.

In the Campo Santo at Pisa are shown massive links of a huge iron chain with which, we are told, Genoa once, during war, closed the Pisan port, and afterwards exhibited within her own walls as emblems of the conquest; but finally, during the first year of Italian independence, caused to be displayed in the Holy Field of Pisa, spontaneously restored to that city as a perpetual sign of fraternal affection and of indissoluble concord and union. And now, in the New World, we are permitted to see all the links of a far mightier chain, never means of civil strife, but the product and reality indeed of peace and of cordial alliance,—visible bond that joins the extremes of the continental Republic. Work of strong arms, of skillful hands, and of wise heads, may we, during our great ride along it, see it with pleasure, regard it with honest pride, and accord it due appreciation. And in the good old words, once expressed on papers of transportation, we, in the trans-continental train say sincerely, God speed all to the destined port, and bless the builders and those who ride.

—Incidents of this trip gladly welcomed, and promptly chronicled. Communications, if from parties not on the train, must be sent by telegraph. The TRANS-CONTINENTAL always travels in advance of the mails. We are hungry for incidents. Remember brevity, please, and pass forward the items.

—Among the guests who accompanied our train over the Boston & Albany R.R. was James Parker, believed to be the oldest conductor in the United States. He ran on this road in September, 1839, and was able to contrast from a professional point of view ye olden time and the new.

—It is designed to publish this paper hereafter regularly on the Pullman Hotel Express Excursion trains. Publishers who desire an exchange will please address their papers to "TRANS-CONTINENTAL," 46 State street, Chicago Ill.

—Messrs. George M. and Albert B. Pullman accompany our train from Boston to Chicago, and we are pleased to learn that the latter will accompany us all the way to California.

—Forty miles an hour is fast. Therefore the TRANS-CONTINENTAL is ditto Though its dimensions are diminutive it is bound to keep up with its big brothers

—Five thousand Bostonians came to the old Coliseum grounds to cheer and wave adieus to parting friends on Monday morning.

—A Pullman Palace train is a triumph of civilization.

Hon. Alexander H. Rice.

One of the features of journalism of the present day is illustration, and as the TRANS-CONTINENTAL intends not only to be up with the times, but constantly on the move in the run of progress, we present, among other features, in the first issue of our paper, those of the distinguished gentleman whose name graces the head of this article, which will, we think, owing to the spirit of our special artist, be readily recognized by most of our readers. ALEXANDER H. RICE, President of the Boston Board of Trade, may justly be said to be a representative man of Massachusetts, and also of that class of Boston merchants who contribute so much by their business enterprise, sterling integrity and mercantile honor to render the name of that city respected at home and abroad.

Like many of our most eminent public men, Mr. Rice owes nothing to fortune, but everything to his own talent, industry and abilty. After serving as boy and clerk in the store of William Carter & Co., in Boston, he determined to obtain a more thorough and classical education, and for that end entered Schenectady College at N. Y., then under care of the celebrated Dr. Nott, where he graduated with honor. Returning to Boston he accepted a partnership in the house of Wilkins, Carter & Co. His energy and tact soon gave him a leading position in the firm, and the business in 1845 assumed a more important aspect. After the retirement of his partners, the present firm of Rice, Kendall & Co. was formed, with Mr. Rice at its head.

Mr. Rice has served as Mayor of Boston in 1856 and 1857, and in 1858 was elected to congress, serving four terms, and much of the time as chairman of the naval committee, introducing many important reforms and offering the valuable suggestions which were received with commendation by naval men of high position. He certainly was one of the most popular men with the veterans in the service. When Gen. Grant was elected President Mr. Rice's name was one of the most prominent for the position of Secretary of the Navy, and that he did not receive the nomination we consider a positive loss to the country. Having returned to private life, he now devotes himself to his business like a good merchant as he is, and is ever ready to make his talents available in any department of business, charity or assembly for which his ability as a presiding officer and his talent as a graceful and accomplished speaker is peculiarly adapted.

This brief imperfect sketch, written at the running rate of forty miles an hour, can scarcely be said to do justice to its subject.

—J. Tillinghast, Esq., Gen'l Supt. of the New York Central railroad, accompanied our train from Albany to Suspension Bridge, a distance of 304 miles, which was made in 8 hours and 26 minutes. Gen. Priest, Division Supt. accompanied the train as far as Utica, also Div. Supt. Lapham, thence to Rochester, and Div. Supt. Torrence to Suspension Bridge. The train was run by conductors Whitbeck, Eaton and Wells.

—At the Massachusetts State line our passengers assembled and Hon. Alex. H. Rice delivered a short and appropriate address to Gov. Claflin, full of feeling and well chosen sentiments, after which nine hearty cheers were given with a will for the Governor of the old Bay State. While he cannot go with us in person, for the legislature of the State is in session, his heart and best wishes go with us, and his warmest sympathies.

—Before leaving Boston, where our train left the actual borders of Atlantic tide water, in Massachusetts Bay, a bottle of sea water was filled in the presence of the party, to be taken to San Francisco and there emptied into the Pacific ocean. As this train will be the first through entire train which has ever crossed from Atlantic to Pacific direct, every car going through with only through passengers, the incident is not without interest historically.

—From Chester to Washington up the grade of the Boston & Albany railroad, our train was run at fully thirty miles an hour. Everywhere we have met with marked compliments and received distinguished civilities from our railway friends. The fastest speed between Boston and Albany was performed from Chatham and Greenbush, a distance of twenty-three miles, which was made in twenty-four minutes.

—Col. Charles O. Russell, Gen'l Superintendent of the Boston & Albany R. R. accompanied the train over his road, and the excursionists acknowledge themselves under many obligations to him, both personally and officially, for his great kindness and for many favors shown them and the train.

—His Excellency, Gov. Claflin, with his wife, accompanied this excursion party, of the Boston Board of Trade, through the State of Massachusetts to the State line.

—The Board of Trade Excursion train, it is estimated, was visited by over fifty thousand people from the time of its arrival on Saturday to Monday morning.

—Owing to the crowded state of these columns, our full stock report is omitted, but will be found posted on the bulletin of our editorial room in the smoking car.

—At every way station the platforms are crowded by persons anxious to view and cheer the party as they pass.

WANTED.—In the "Revere" Car a Tenor and Bass.

TELEGRAPHIC.

Invitation from Chicago.

Chicago, May 23d, 1870.

To GEO. M. PULLMAN, ESQ., Albany,
In charge of Excursion Party from Boston to San Francisco.

In behalf of the Board of Trade of Chicago, I am instructed to extend an invitation to the party in your charge to stay this city, as our guests, from Tuesday evening to Wednesday morning, or longer if they can. Be pleased to communicate this invitation to the party and their answer to us as soon as possible.

S. H. MCCREA,
Pres. Board of Trade,
Chicago.

Answer.

S. H. MCCREA, ESQ.,
Pres. Board of Trade, Chicago.

Telegram received. ALEX. H. RICE, President Boston Board of Trade, replies as follows:

Thanks for your generous invitation. We shall take great pleasure in meeting you and your associates, but regret that the lateness of our arrival and early departure will prevent the acceptance of formal attention from your Board. We hope for a longer stay at Chicago on our return from the Pacific.

BOSTON, May 23d.—At 5 o'clock this P. M. a brick wall at the corner of Easton avenue and Commercial street fell and covered five men who were at work in a cellar close by. Jeremiah Sullivan, Patrick Hearn, and Michael Mulligan were instantly killed. and John and Thomas Sheehan, brothers, and Lyman Boynton were seriously injured.

Athletics of Philadelphia beat Harvard Base Ball Club 20 to 8 to-day.

Enos Briggs, senior partner of Briggs & Co., crockery dealers, died this A. M.

Wenborn is without a post office, grocery and dry good store, all having been destroyed by a fire this morning. Loss heavy.

NEW YORK, May 23.—Money worked with extreme ease this afternoon, and loans were made to large government dealers as low as 3 per cent. Bulk of business, however, done at 4, and at 4 and 5 on railway collaterals. Sterling from 109⅜ to 109⅝ for bankers' bills. Gold steady since last report at decline, closing at 114.

ROCHESTER, May 23.—A fire this morning damaged the residence of Joseph Cochrane, Esq., to the amount of $10,000. Fully insured.

An inmate of St. Mary's hospital threw himself from a third story window yesterday and was killed.

[BY CABLE].

MADRID, May 23, 1870.

The proceedings in the Constitutional Cortes on Saturday were quite interesting. One of the deputies questioned the Ministers on the truth of the rumored concert of action on the part of Great Britain and the United States to effect a mitigation of the so-called Spanish horrors in Cuba. Senor Moret, Minister for the Colonies replied. He said while such rumors had been extensively published, the Government was without official information on the subject. While the matter was before the Deputies he desired to remind them that De Rodas, Captain General of Cuba, had repeatedly invited American Commissioners to visit Cuba, examine into those alleged cruelties and see for themselves how utterly false these stories were.

PARIS, May 23.—The High Court will meet June 15, to try those who were arrested for complicity in the regicide plot.

The French Postmaster General was injured yesterday by a runaway horse.

Advices from Madrid confirm reports of Prim having a direct understanding with Saldano, whereby an Iberian union is to be established.

LACROSSE, Wis., May 23.—The total loss by the late terrible fire here will amount to over half a million of dollars, including the baggage of passengers on the steamer War Eagle. The number of lives lost will exceed fifty. The three persons reported as lost were only those known here. A large number of immigrants were burned on the lower deck, and many were drowned—names unknown. A newly married couple, going to St. Paul on a wedding tour, were burned to death in their stateroom.

LONDON, May 23, 4.30 P. M.—Consols money 94¼, account 94⅜. American securities dull. Bonds, 1862, 88⅞; 1865, old, 88⅜; 1867, 90⅜; 10-40s, 86; Erie, 18¼; Illinois, flat, 110; A. & Gt. West'n 28½.

Political news meagre.

The *Times* rejoices in the disappearance of the Japanese social and commercial isolation

QUEENSTOWN, May 23.—The steamers Manhattan and City of Brussels, from New York, have arrived.

LIVERPOOL.—Cotton quiet, steady, uplands 10⅞ @ 11; Orleans 11¼; sales been 10,000 bales, including 2,000 for export and speculation.

Cotton, steady. Breadstuffs, quiet.

The new iron-clad vessel Abyssinia, on her trial trip, made fifteen knots an hour.

— This paper is the first ever composed, printed and published on a railway train. It is therefore an historical event worthy of note.

—The publishers of the TRANS-CONTINENTAL feel gratified at the many compliments they have received, and propose to show their brother printers throughout the country that some things can be done as well as others. The force consists of Messrs. W. S. Heggie, Jas. McNeal and W. E. Robins, of the Chicago *Republican*, and W. R. Steele, also of Chicago.

—Gen'l Supt., W. K. Muir, and the Financial Manager, Joseph Price, officers of the Great Western railway of Canada, met our train at Niagara Falls, and will accompany us over their road. Their road is in excellent order, and we shall cross Canada the rate of forty miles an hour.

— As we journey through Canada, we shall be reminded by the display of bunting that to-day is Her Majesty Queen Victoria's birth-day. We shall heartily join with our Canadian neighbors in celebrating the birth-day of so good a Queen.

Officers of Union Pacific Railway.

Hon. Oliver Ames, President.
John Duff, Vice President.
John S. M. Williams, Treasurer.
E. H. Rollins, Asst. Treasurer and Sec.
Gen. G. M. Dodge, Chief Engineer.
Col. S. Seymour, Consulting Engineer.
J. M. Ham, General Accountant.
Col. C. G. Hammond, Genl. Supt.
C. W. Mead, Asst. Genl. Supt.
J. Budd, Genl. Ticket Agent.
H. Bronson, Genl. Frt. Agent.
S. H. H. Clark, Purchasing Agent.

Officers of Central Pacific R'y.

Hon. Leland Stanford, President.
C. P. Huntington, Vice President.
Mark Hopkins, Treasurer.
E. B. Crocker, Att'y and Gen'l Agent.
E. H. Miller, Jr., Secretary.
W. H. Porter, Cashier.
S. S. Montague, Chief Engineer.
B. B. Redding, Land Commissioner.
Albion N. Towne, Genl. Supt.
John Corning, Asst. Genl. Supt.
T. H. Goodman, Genl. Frt. & Pass. Agt.

THE PULLMAN

PACIFIC CAR COMP'Y,

CAPITAL, **$1,000,000.**

GEO. M. PULLMAN, Pres. & Gen. Man.
C. W. ANGELL, Secretary.
L. M. Bennett, Supt.

DIRECTORS.

Geo. M. Pullman. Sidney Dillon.
Oliver Ames. C. S. Bushnell.
Andrew Carnegie.

Gen. Offices, 102 Michigan Ave., Chicago.

OUR TRAIN.

Comparatively few of those who may receive copies of the TRANS-CONTINENTAL will have an opportunity to see the train upon which it is printed. We therefore give a brief description.

The train is made up of eight of the most elegant cars ever drawn over an American railway. They were built by the 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 space 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 with 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. The apparatus is furnished by the U. S. Gas Light Co., whose offices are at 155 West Twenty-ninth street, New York. The generator is so arranged that it provides gas for any required number of burners in the car and no more. and when the burners are all turned off the generator ceases to act until they are reopened. Geo. P. Ganster, Esq., represents the company and accompanies the train as far as Chicago.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on this train, bound for the Pacific coast:

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

Frederick Allen and wife.
H. S. Barry.
Miss Josie W. Bliss.
Hon. John B. Brown and wife.
E. W. Burr and son.
John L. Bremer.
Geo. D. Baldwin and wife.
Miss L. E. Billings.
Chas. W. Brooks.
M. S. Bolles.
Alvah Crocker and wife.
Mrs. F. Cunningham
Thos. Dana.
Miss M. E. Dana.
Mrs. Thos. Dana. 2d
Mrs. Geo. P. Denny,
Arthur B. Denny,
Cyrus Dupee and wife.
John H. Eastburn and wife.
Robt. B. Forbes and wife.
J. S. Fogg.
Mrs. E. E. Poole.
Misses Farnsworth.
Robert O. Fuller.
J. Warren Faxon.
N. W. Farwell and wife.
Misses Farwell.
Curtis Guild and wife.
C. L. Harding and wife.
Miss N. Harding.
Edgar Harding.
J. F. Hunnewell.
J. F. Heustis.
W. S. Houghton. and wife.
D. C. Holder and wife.
Miss C. Harrington.
A. L. Haskell and wife.
Miss Alice J. Haley.
J. M. Haskell and wife.
H. O. Houghton and wife.
John Humphrey.
Hamilton. A. Hill and wife.
Benjamin James.
C. F. Kittredge.
Mrs. C. A. Kinsley.
Addie P. Kinsley.
Mary L. Kinsley.
Chas. S. Kendall.
Miss M. C. Lovejoy.
John Lewis.
Jas. Longley and wife.
Geo. Myrick and wife.
Col. L. B. Marsh and wife.
C. F. McClure and wife.
Joseph McIntyre.
Sterne Morse.
Fulton Paul.
F. H. Peabody. wife and serv't.
Miss F. Peabody.
Miss L. Peabody.
Mast. F. E. Peabody.
Rev. E. G. Porter.
Miss M. F. Prentiss.
James W. Roberts. and wife.
Wm. Roberts.
Josiah Reed.
S. B. Rindge and wife.
Mast. F. H. Rindge.
J. M. B. Reynolds and wife.
John H. Rice.
Hon. Ste. Salesbury.
M. S. Stetson and wife.
D. R. Sortwell, and wife.
Alvin Sortwell,
F. H. Shapleigh.
T. Albert Taylor and wife.
E. B. Towne.
Lawson Valentine and wife.
Miss Valentine.
Rev. R. C. Waterston and wife.
A. Williams.
Dr. H. W. Williams and wife.
N. D. Whitney and wife.
Judge G. W. Warren.
Geo. A. Wadley and wife.
Henry T. Woods.
Mrs. J. M. S. Williams
Emily L. Williams.
Carrie T. Williams,
J. Bert. Williams.

PULLMAN'S

PALACE CAR COMP'Y,

Incorporated under Special Act of the Legislature of Illinois, A. D. 1867.

CAPITAL, - - $4.000,000.

GEO. M. PULLMAN, Pres. & Gen. Man.
A. B. PULLMAN, Gen'l. Sup't.
C. W. ANGELL, Secretary.

DIRECTORS.

Geo. M. Pullman. John Crearer.
H. E. Sargent. Thomas A. Scott.
Robert Harris. Henry R. Pearson.
Amos T. Hall.

Genl. Offices, 102 Michigan Ave., Chicago.

F. KORBEL & BROS.

Cigar Box Manufacturers,

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SAN FRANCISCO, CAL.

G. S. JOHNSON & Co., *Proprietors.*

BANK OF CALIFORNIA.

CAPITAL, - - **$5,000,000** IN GOLD.

Principal Office, San Francisco.

D. O. MILLS, *President.* WM. C. RALSTON, *Cashier.*

A. ROMAN & CO.,

PUBLISHERS & BOOKSELLERS,

Issue the OVERLAND MONTHLY on the first of every month.

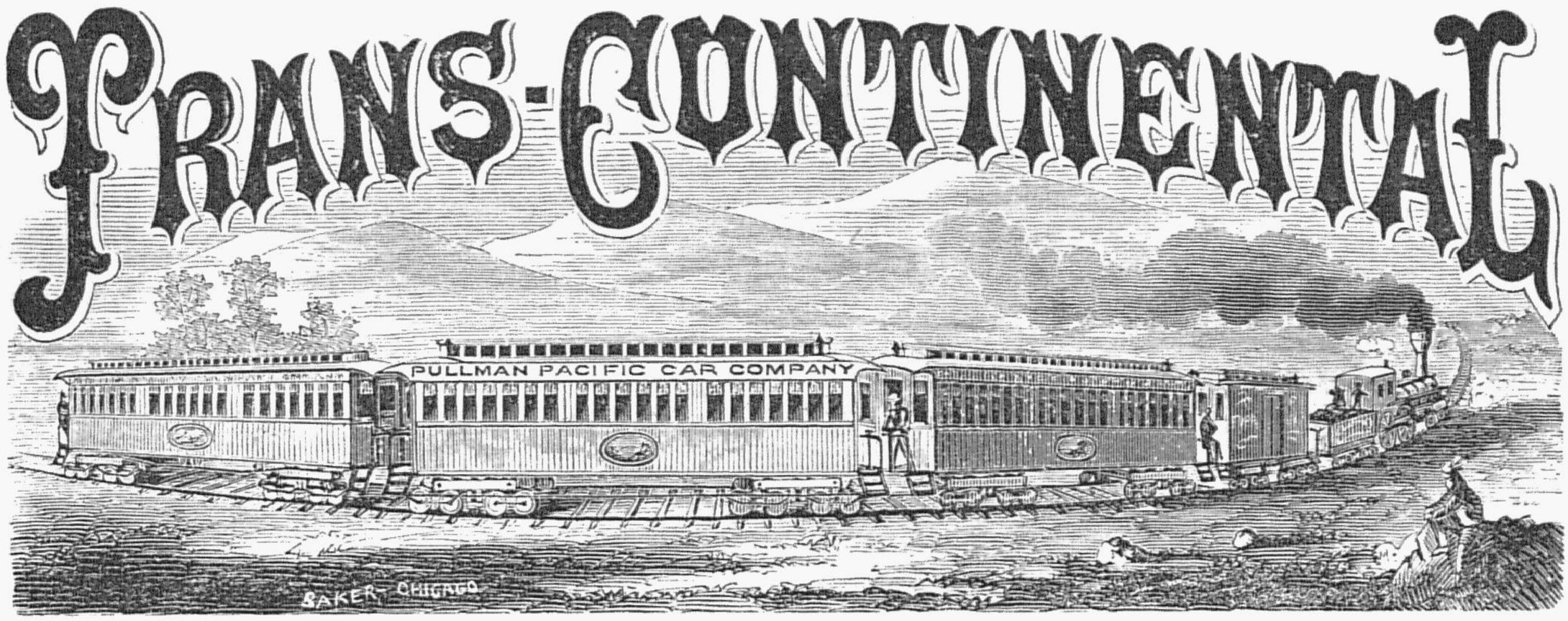
No. 417 MONTGOMERY STREET,

SAN FRANCISCO.

Northern Transportation Company

Dispatch steamships regularly to all points for the West Coast, including Mexico, Lower California, Oregon, Washington Territory and Alaska; also monthly to Honolulu, Hawaiian Islands, Tahiti, Fejee, New Zealand and Australia

HOLLADAY & BRENHAM *Agents.*



"LET EVERY STEP BE AN ADVANCE."

Vol. 1. Omaha, Neb., May 26, 1870. No. 2.

The Trans-Continental.

Published Daily on the Pullman Hotel Express,

Between

Boston and San Francisco.

W. R. STEELE, *Editor.*

CHICAGO'S WELCOME.

It was supposed when our excursionists started upon their grand jaunt from the Atlantic to the Pacific that no stops except for wood and water would be made before reaching Omaha. As the train approached the State of Illinois, however, the Chicago Board of Trade of Chicago, which numbers many warm friends of Boston among its members, were, with that spirit of generous hospitality which characterizes them, on the alert to devise some means to greet their friends in a fitting manner on arrival. Telegrams flew back and forth between old friends who had met at the different commercial conventions, and the officers of the Board of Trade and the executive committee of the excursionists; the despatches to the latter urged a stop of a day or two in Chicago, and the Board were anxious to meet their eastern contemporaries, and also that they should have an opportunity of witnessing the march of progress that has been made of late years in the Queen of the West, in which eastern capital has played an important part. It was found, however, that the longest stop that could possibly be made was to pass Tuesday night at Chicago, leaving at noon the next day, which course was accordingly determined upon, although urgent solicitations were made by our Chicago friends to prolong the visit.

When the train reached Michigan City, about two hours' ride from Chicago, it was met by a special train, bearing S. H. McCrea, Pres.; Charles Bardolph, Secy.; and about thirty members of the Chicago Board of Trade.

Hearty greetings of old acquaintances took place, and the party were straightway marshalled into the first car, where all were formally presented to Hon. Alex. H. Rice, President of our Excursion party, H. A. Hill, Esq., Secretary of the Board of Trade, Mr. Kinsley, Col. Denny, Capt. J. W. Bliss, Hon. J. B. Brown, and others. Mr. McCrea, in an eloquent and spirited speech, welcomed our party, and extended, on behalf of the Chicago Board of Trade, an invitation to pass the night and breakfast, and the following morning to take a ride over the city in carriages, which would be provided for the party, taking occasion, in his remarks, to pay many handsome compliments to the "Hub and its representatives." Mr. Randolph, Sec. of the Board, followed, giving the details of arrangements that had been made. &c. Hon. A. H. Rice, in response, expressed the gratification experienced by the party at the courtesy extended, accepting them in a few well-chosen remarks gracefully expressed. 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 hotels with carriages, in which they were driven over the city and through many of its attractive and beautiful avenues, parting with many regrets, at noon, for the continuance of their journey to the far West.

The arrangements, although necessarily very hasty, were completely carried out, and this pause to our flight has been a most pleasant episode in a thus far more agreeable and delightful excursion. The attentive courtesies of the Chicago Board will certainly strengthen those bonds of friendship which already closely united the "Queen City of the West" and the "City of Notions."

CURIOUS FREAK.

When near the crossing of the Grand Trunk Railway, west of Detroit, a crazy man jumped upon the platform of the car St. Cloud, while the train was in rapid motion, a thing a sane person could hardly have done, and pulled the bell, which signalizes the engineer to stop the train. He then jumped upon a brake, and thence bounded upon the top of the cars. He then commenced to throw off his coat and vest, and to declaim in the wildest manner, imagining himself in command of a Fenian army. By this time the train had stopped, a ladder was procured, and after some effort, he was taken down and secured by several men, who put a straight jacket upon him. He was being taken to a mad house, and seeing our train going past, by a desperate effort he escaped and jumped upon it.

At Detroit, George F. Bagley, Esq., Ex-President of the Detroit Board of Trade, met our party and accompanied us to Chicago, as a delegate from that body to escort us through the State of Michigan. While presenting their salutations and welcome, he expressed a strong desire to have us visit their city on our return, when we shall have more time and opportunity to inspect its wonderful growth.

—Those of our party who keep their watches running on Boston time will find them three hours and twenty-eight minutes too fast on reaching San Francisco, as in going west we change our apparent time one minute for every fifteen miles of longitude traversed.

TRANS-CONTINENTAL

THURSDAY MORNING, MAY 26.

AGAIN WESTWARD.

At the depot of the Chicago and Northwestern railroad, in Chicago, an immense crowd was congregated to see our party off, and there, as at other places on our route, we were greeted with hearty and repeated cheers. Our train left by the Galena division of the C. & N. W. R. R., accompanied by George L. Dunlap, Gen'l. Supt., and John C. Gault, Asst. Gen'l. Superintendent; also E. J. Cuyler, Superintendent of the Galena Division, Geo. M. Pullman, President of the Pullman Palace Car Co., and Charles W. Angell, Secretary. Gen. Anson Stager, Gen. Superintendent of Western Union Telegraph Co.; S. H. McCrea, President Chicago Board of Trade, and other distinguished guests, accompanied us as far as Sterling. Here our party assembled on the platform and an address was delivered by Hon. Alex. H. Rice, our chairman, who pictured in exquisite language and with much feeling our personal obligation, and the great benefits derived by the traveling community from the invention and introduction of Pullman's Palace Cars, and in the name of the party paid a handsome and well-merited tribute to the genius and ability of Mr. Geo. M. Pullman, the inventor. Cheers were then given for him, the railway and telegraph companies, and the ladies of Sterling, who turned out in great numbers and lined the platform.

J. B. Watkins, Asst. Supt. Iowa Division, and J. A. Head, Asst. Supt. of West Iowa Division, also accompanied us.

—Iowa claims to have 410,168 children, good promise of future greatness. Everywhere on our route we see a rich soil and thriving villages, churches, school-houses and happy homes. The West is indeed a glorious opening, and the manifold blessings of nature are bountifully showered on those whom Poor Richard referred to when he said, "He who by the plough would thrive, himself must either hold or drive." All honor to our Western farmers, the result of whose labors meet our eyes wherever we look, on either side of our train, as we fly through the Prairies of the West.

—At Detroit two large boxes of superior fine cut chewing tobacco were sent on board the train as a present from the manufacturers, Messrs. K. C. Barker & Co., to members of this party.

—Our friends everywhere, and particularly in our own State, will be glad to know of the grand success of the Pullman Palace Car Company. The pioneers of this great enterprise—by which travelers may have all the comforts and luxuries of a first-class hotel, while flying through the country at the rate of forty miles per hour—have rallied around them the best and most experienced railroad men in the United States. To them this party are indebted for many generous courtesies. Our memorable excursion over the Rocky Mountains, and their princely liberality and watchful care during the entire trip, will never be forgotten. The P. P. Car Company have now over three hundred cars on the track, and are building over one hundred more. They are running over twenty thousand miles of rail, and their popularity is constantly expanding. It will not be long before every good road in the country will be equipped with both their sleeping and dining cars, and the traveling public will heartily welcome the extension of their lines in the East as well as the West. It is the general impression of this party that our Eastern roads will hereafter find them a necessity, and they will do all in their power to advocate their early introduction in New England railways.

While crossing the beautiful State of Michigan, we passed the farm of Chas. H. White, situated in the town of Marshall. He keeps 120 of the best Ayrshire and Durham cows, and has 800 acres of land under cultivation. He sent us a present of a tub of his finest butter, as an expression of the warm interest and friendship he feels towards our party. He also telegraphed, that if we would stop at his farm, on the line of the road, he would have a large pailful of real "cream" ready to present us, but as we passed his place at forty miles an hour, it was hardly deemed expedient to "break up," however pleasant it would have been to have had his generous gift on our Strawberries.

—Full market reports received by telegraph, with other telegraphic intelligence, received too late for insertion, will be found posted on the Bulletin Board.

—The running time of our train over the Great Western Railway of Canada was five hours and fifty-three minutes—a distance of 229 miles.

—The barber shop on our train, in the after end of the smoking car, is doing a flourishing business.

—Our train left Chicago by the Galena Division of the Chicago & Northwestern Railway, hauled by engine "Henry Keep." This line is the oldest in the West, and was the first road built west of Chicago, and was built for a distance of 20 miles before any Railroad line had reached Chicago from the East. In June, 1864, this line (the Galena & Chicago Union) was consolidated with the Chicago & Northwestern Railway, forming one of the largest railroad corporations at the present time in this country, owning and operating over 1200 miles of railway. We have found this road in admirable order, and have run over 491 miles in 17 hours and ten minutes.

BE ON TIME.—Excursionists should remember that time, tide and the Pullman Excursion train, wait for no man. One gentleman unfortunately left a-STERN at Chicago, was filled with re-MORSE, and is now chasing our train on a special engine, and will probably catch us at Omaha, if we stop there long enough. Our railroad friends are running us at their maximum speed, over our entire route.

—At four o'clock yesterday afternoon we crossed the Mississippi river on the new iron bridge about a mile wide. Our passengers crowded the windows and platforms, and greatly enjoyed the sight of this memorable Father of Waters. A patent draw bridge in the center, 250 feet wide, is moved by a steam engine overhead. The current of the river is about four miles an hour.

BUSINESS CARDS.

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AND
CURIOS,
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New importations by every steamer.
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A. W. SISSON. W. H. WALLACE.
Sisson, Wallace & Co.,
Wholesale and retail dealers in
General Merchandise
AND AGTS. FOR CHINESE LABOR.

Stores on line of C. P. R. R. at Truckee, Winnemucca, Carlin, Cedar Pass and Toano.
PRIN. OFFICE, No 12 J ST., SACRAMENTO
(Brannan House.)
C. W. CROCKER. D. A. BENDER

TELEGRAPHIC.

CHICAGO, May 25.—Gold closed at 14⅝ A St. Albans despatch says: O'Neill crossed the line into Canada last night with two columns. They now occupy the same camp as last year. There is great excitement. Over 1,000 Fenians passed through Rutland last evening. It is understood that O'Neill has issued orders for a general rendezvous in the vicinity of the Vermont and New York frontier.

WASHINGTON, May 25.—The Senate have the Appropriation bill under discussion.

In the evening session a joint resolution was reported authorizing the Midland Pacific railroad to bridge the Missouri river at or near Nebraska City.

In the House the Northern Pacific joint resolution was reported without amendment; after debate on the main question it was ordered by 107 to 66.

The Indian Chiefs now here smoked a pipe of peace with the Commissioners of Indian Affairs to-day. They are pleased and will report everything satisfactory.

NEW YORK, May 25.—Money easy, 3 @ 5 per cent on call.

Stocks higher, closing strong.

Western Union Telegraph, 33⅛; Pacific Mail, 38¾; N. Y. Cent., 101¼; Erie, 23⅜; Northwestern, 82¼.

QUEBEC, May 25.—Great fire. 419 houses, two ships and much lumber destroyed.

CHICAGO, May 25, 5 P. M.—Wheat closed at 97c. cash; Corn 85; Oats 47; Rye 80; Barley dull.

A Boston telegram says: The debate in the House on the bill granting State aid to Boston for the Hartford and Erie Railroad, commenced yesterday.

LONDON, May 25.—President Grant's Proclamation seems to give satisfaction.

NEW YORK, May 25.—To-day 1,646 emigrants arrived from Europe by steamers.

COUNCIL BLUFFS.

As to-day we pass through the thriving city of Council Bluffs, we have compiled the following description, with some interesting facts and figures, from the *Tranz-Continental Railroad Guide:*

"Council Bluffs is the county seat of Pottawattomie county, Iowa. It is situated about three miles east of the Missouri river, at the foot of the bluffs, and contains about 11,000 inhabitants. It is four miles distant from Omaha, Nebraska, to which city it is connected by railroad and ferry. Council Bluffs is one of the oldest towns in Western Iowa. As early as 1846 it was known as a Mormon settlement by the name of Kanesville, which it retained until 1853, when the legislature granted a charter designating the place as the City of Council Bluffs. The explorers, Lewis and Clark held a council with the Indians here in 1804, and so named it. Its future is well assured from the centralization of railroads at this point, and the great agricultural resources of the surrounding country. The railroad interests of Council Bluffs are almost identical with those of her 'twin sister,' Omaha,—with which she will shortly be connected by the railroad bridge now building by the U. P. R. R. Co. The interests of one city will then become of like importance to the other. Council Bluffs includes within her corporate limits twenty-four square miles, extending north and south four miles, east and west six.

"The surrounding country is rich in the chief wealth of a nation—agriculture. No better farming land is found than Western Iowa possesses, and when this vast area shall become closely settled, Council Bluffs will be the central point of one of the richest farming sections of the Union.

"The educational department comprises one seminary for young ladies, one high school, eight private schools, and fourteen district or free schools.

—Our messenger boy, in uniform, will hereafter go through our train half an hour before meeting each mail train bound eastward, to collect letters and papers to those we left behind us. Each letter should have upon it a three cent stamp.

—Several children on the train, and some of a larger growth, amused themselves last night in one of the saloon cars by playing leap-frog and other games. We are like one great family, full of fun and frolic, and having a good time.

—This morning we cross the Missouri river, and after visiting the extensive work shops of the Union Pacific Rail road start from what is strictly speaking the initial point of the great Pacific Railroad across our Continent.

ACKNOWLEDGEMENTS.—We thank the editors of the Toronto *Globe* and their agents for favors to this office during the trip from Chicago to Boston last week.

What is the use of living unless we make ourselves useful to our fellow creatures? Not a conundrum but food for thought and an impulse to good actions.

Officers of Union Pacific Railway.

Hon. Oliver Ames, President.
John Duff, Vice President.
John M. S. Williams, Treasurer.
E. H. Rollins, Asst. Treasurer and Sec.
Col. C. G. Hammond, Genl. Supt.
C. W. Mead, Asst. Genl. Supt.
J. R. Nichols, Asst. Superintendent.
T. E. Sickles, Chief Engineer.
F. Colton, Gen. Pass. Agent.
Wm. Martin, Gen. Freight Agent.
J. J. Dickey, Supt. Telegraph.
O. F. Davis, Land Commissioner.
A. S. Downs, Local Treas.
Geo. Starr, Gen. Traveling Agent.

Officers of Central Pacific R'y.

Hon. Leland Stanford, President.
C. P. Huntington, 1st Vice President.
Chas. Crocker, 2d Vice President.
Mark Hopkins, Treasurer.
E. H. Miller, Jr., Secretary.
A. N. Towne, Genl. Supt.
John Corning, Asst. Genl. Supt.
E. C. Fellows, Supt. Western Pacific.
F. W. Bowen, Supt. Sacramento Div
C. D. Montanya, Supt. Truckee Div.
Chas. E. Gillett, Supt. Humboldt Div.
Jas. Campbell, Supt. Salt Lake Div.
T. H. Goodman, Genl. Frt. & Pass. Agt.
F. L. Vandenburgh, Supt. Telegraph.
B. B. Redding, Land Commissioner.

BUSINESS CARDS.

COSMOPOLITAN HOTEL,

San Francisco, California.

HALEY & PATTEN, Proprietors.

The leading Hotel of the Pacific Coast, having all the modern improvements, including one of Miller's Patent Safety Passenger Car Elevators.

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T. CLAPP, Agent, San Francisco,

MANUFACTURERS OF

SLEEPING CAR BLANKETS,

Pittsfield, Mass.

JAS. L. HOWARD & CO., Agents, Hartford, Conn.

ONWARD.

ORIGINAL.

Written on the train by a lady expressly for the TRANS-CONTINENTAL.

We go toward the Golden Gate,
Thro' deserts which the heart appalls,
Where mountains like impressive fate.
Rear up their adamantine walls,
While rivers rush with fretted foam,
From out their wild and rocky home,
Nature forbids our onward way,
And yet our path is clear to-day.

Through arid plain and meadow fair,
We pass, unconscious of the powers
Which bear us on through earth and air,
As swiftly as the circling hours.
Thro' sunshine and thro' storm we pass,
(A rapid glance in magic glass,)
While we, in trustful calm await
Pacific shores and Golden Gate.

A. W.

OUR FURTHER PROGRESS.

Over the Michigan Central Railroad our train was drawn by the locomotive "Ruby," which was most tastefully decorated with flowers, and on her head was painted a large medallion, with "WELCOME BOSTON BOARD OF TRADE." Her tender was covered with a panoramic landscape of the trip from Boston to San Francisco, including views of the cities on the line. On either side between her driving wheels, the arms and shields of Massachusetts and California were painted, and a picture of the President of the road surmounted the headlight. Other tasteful decorations also assisted in convincing us that the party was warmly welcomed.

A. S. Sweet, superintendent of motive power, rode on the locomotive from Detroit to Chicago, and Sam'l Skelding, who has been sixteen years conductor of this road ran the train. We were accompanied by H. E. Sargent, Gen'l Supt. of the road, over the entire line, and we received from him every attention. The distance of 284 miles was run in 8 hours and 38 minutes.

The road was as smooth and the trip as comfortable as is possible to imagine. The "Diamond," a beautiful engine, the mate in every way of the "Ruby," was also used on the trip.

—Concerts have been held in the "Marquette" and "Palmyra," both of which have organs. Several of our party played accompaniments, and sung airs, and our ladies and gentlemen all joined with a hearty co-operation in ringing forth sweet and joyful notes, which were distributed at a rate of forty miles an hour. The time was fast, but the melody was good.

GRAND IMPROVEMENT
IN
PIANOS.

HALLET, DAVIS & CO.,
Manufacturers of
GRAND AND SQUARE PIANOS,

Have great satisfaction in announcing to the musical public that the United States Government has granted to Geo. H. Davis, of this house, LETTERS PATENT on their new and already famous

ORCHESTRAL GRAND PIANO.

This invention in the first place so modifies the construction of Grand Pianos that a greater and a better quality of tone is produced thereby than by the construction usually adopted; in the second place, it gives the instrument a much more beautiful and convenient form than that usually given to Grand Pianos; and, in the third place, it renders either side of the instrument equally desirable for a front side in a room of whatever shape—that is, the case of this grand piano, instead of being hollowed out on *one* side, is made so that *both* sides are alike. This brings the bridges into the centre of the board, securing nearly *one-third move* of the sounding board than has been heretofore attained. Its action is light and delicate, while its power is marvelous. Its tone is remarkable for sweetness, clearness and brilliancy. Its singing qualities very closely resemble the richness of the human voice, and its tenor is unexampled in any instrument yet produced.

The Orchestral Grand Piano

is an *entirely new invention*, differing at once in arrangement of case and scale from anything hitherto attempted. It has commanded the admiration of all artists and critics who have examined it, and testimonials in its favor are abundant and enthusiastic.

By a unanimous vote of the Executive Committee of the National Peace Jubilee, this was the only piano used in the Great Coliseum,

Its distinguishing characteristics are immense power, sweetness, brilliancy, and perfect equality of tone, elasticity of touch snd durability—not being injuriously affected by change of climate.

Every instrument warranted for five years.

Confident of the unprecedented merits of our new invention, justified by a common consent and authorized by letters patent at Washington, we unhesitatingly announce our Orchestral Grand Piano as without an equal in America, and without a superior in the world! And we cordially invite most careful inspection by all who are interested in the advancement of musical manufactures and who have at heart the best interests of musical science. These instruments are offered at *very low prices*, in order that the musical public of the United States and Canada may become thoroughly familiar with their character and capacity. Illustrated Catalogues of our Pianos sent free to any address.

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No. 700 Harrison Avenue,
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W. W. KIMBALL,
63 Washington St., Chicago, Sole Western Agent.

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Our Styles are the latest and our Prices Reasonable.

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THE PULLMAN
PACIFIC CAR COMP'Y,

CAPITAL, **$1,000,000.**

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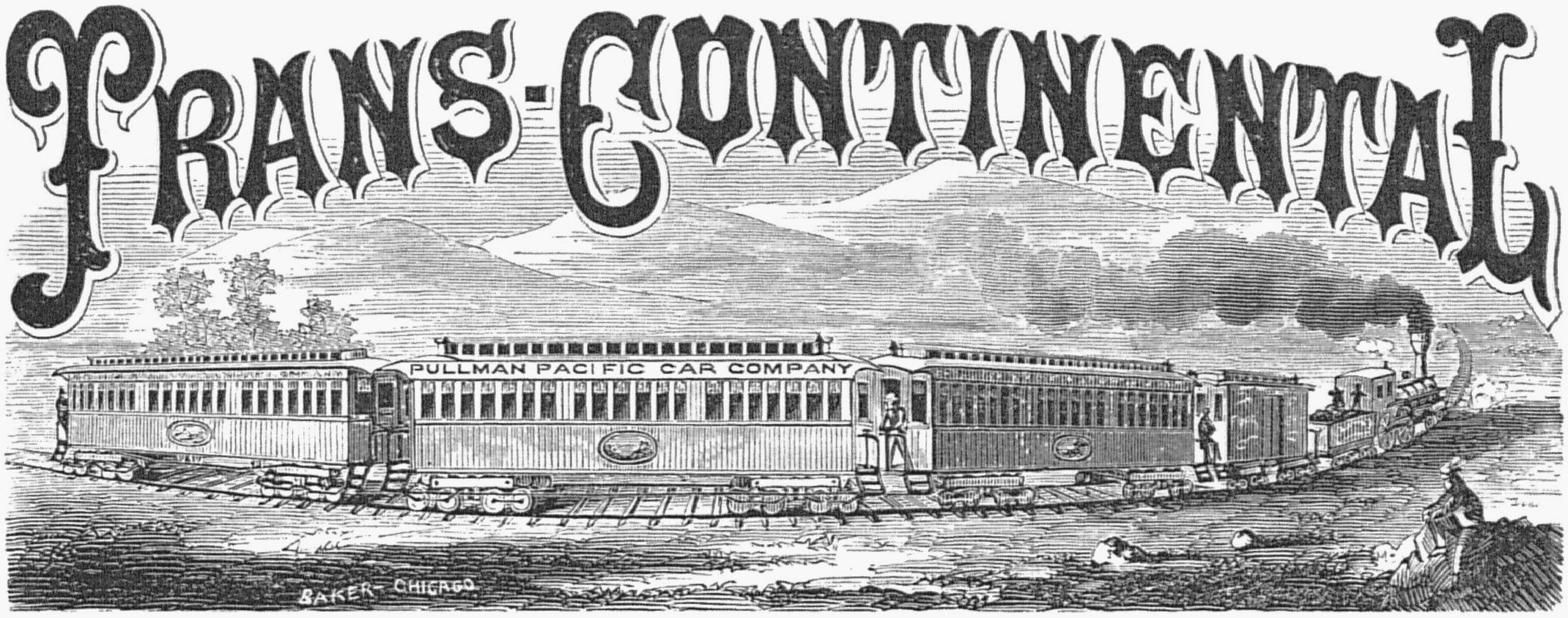
Visitors and pleasure seekers will find this a first-class Hotel in every respect



"LET EVERY STEP BE AN ADVANCE."

Vol. 1. **Cheyenne, Wyoming, May 27, 1870.** **No. 3.**

The Trans-Continental.

Published Daily on the Pullman Hotel Express,

Between

Boston and San Francisco.

W. R. STEELE, *Editor.*

UNION PACIFIC AND CENTRAL PACIFIC RAILROADS.

There are many who read our little sheet at home who will feel interested in the following items, which we gather from the *Trans-Continental Railroad Guide:*

"The government grant of lands to the national highway was every alternate section of land for 20 miles on each side of the road, or 20 sections equaling 12,800 acres for each mile of the road. By the company's table, the road as completed, is 1,774 miles long. This would give the company 22,707,200 acres, divided as follows: Union Pacific, 13,875,200; Central Pacific, 8,832,000.

"In addition to the grant of lands and right of way, Government agreed to issue its thirty year six per cent. bonds in aid of the work, graduated as follows: for the plains portion of the road, $16,000 per mile; for the next most difficult portion, $32,000 per mile; for the mountanious portion, $48,000 per mile.

"The Union Pacific R. R. Co. built 526 miles for which they received $16,000 per mile; 408 miles at $32,000 per mile; 150 miles at $48,000 per mile, making a total of $28,456,000.

"The Central Pacific R. R. Co. built 12 miles at $16,000 per mile; 522 miles at $32,000 per mile; 156 miles at $48,000 per mile, making a total of $24,386,000.

"The total subsidies for both roads amount to $52,840,000. Government also guaranteed the interest on the Companies' first mortgage bonds to an equal amount.

"We give a few figures showing approximately, what the road cost, and the amount of material used. In the construction of the whole line there were used about 300,000 tons of iron rails; 1,700,000 fish plates; 6,800,000 bolts; 6,126,375 cross-ties; 23,505,500 spikes.

"Besides this there was used an incalculable amount of sawed lumber, boards for building, timber for trestles, bridges, &c. Estimating the cost of the road complete by that of the other first-class roads ($105,000 per mile), and we have the sum of $181,650,000 as the approximate cost of the work.

"To give the traveler some idea of the amount of rolling stock required to operate a road of this magnitude, we give the numbers of the cars of all kinds, and locomotives, now in use."

Locomotives	319
Passenger Cars	163
Emigrant and Second Class Cars	88
Pullman Sleeping Cars	22
Silver Palace Sleeping Cars	20
Mail and Express Cars	45
Caboose Cars	88
Baggage Cars	34
Box Cars	2,566
Flat Cars	2,765
Hand Cars	421
Dump Cars	142
Section Cars	109
Iron Cars	50
Coal Cars	231
Bridge Cars	12
Gravel Cars	20
Derrick Cars	2
Wrecking Cars	1
Rubber Cars	13
Powder Cars	2
Water TankCars	4
Cook Car	1
Pay Cars	2
Officer's Cars	2
President's Car	1
	7,123

OMAHA.

"Omaha is situated on the western bank of the Missouri river, on a sloping upland, about fifty feet above 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 the appointment of postmaster for the place, which as yet had no post-office. As Mr. Jones was one of the most accommodating of men, he improvised a post office by using the crown of his hat for that purpose. When the postmaster met one of his few 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 its owner. The battered hat post office has given place to a large first-class post office commensurate with the future growth of the city. It is now the distributing post office, and employs six clerks beside the assistant postmaster.

"The inaugurating of the U. P. R. R., gave it an onward impetus, and since then 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 two collegiate institutes and convent schools, seven private and six public schools in the city. There are also fifteen churches.

"Omaha has eleven hotels. There are twenty-nine manufactories, 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, 1869, foot up a total of $8,800,000."

TRANS-CONTINENTAL

FRIDAY MORNING, MAY 27.

THE AGE OF PROGRESS,

Athough this Excursion is made by business men, there is no reason in the fact to render articles on business necessary for this journal — ladies, if they should attempt to read such compositions, might too emphatically feel themselves among the Bored of Trade. There is quite enough subject for thought supplied by what an imaginative French editor at Chicago styles the village (he might have said TOWNE), lighted by gas, traversing the Continent at the rate of forty miles an hour. As every one "on board" this rolling village is aware, the Excursion is advancing delightfully. Indeed, as we have been charmed to know, we have had BLISS in the train from the start. The company is becoming so domesticated in its palatial quarters, that already we have heard singers discoursing, of course in reference to our train, "Home, sweet Home." Owing to delicate reticence or pre-engagement of feeling, however, we have not heard the soprani and alti address their favorite carriages in the words of the popular Italian song, "*O car-o mio*," and the same feeling may make them quite fond of our VALENTINES. We are making, besides acquaintances and jokes, satisfactory time, and although some person may be disappointed because, like the Duke, in "As You Like It," they cannot, next Sunday, at San Francisco, find "sermons in STONES," yet they and all of us can be consoled by the fact that daily we are able to find the wisdom and wit of "books in running BROOKS," and good in everything, especially in the commissary department.

We believe in success, and consequently like to deserve it; of one form of it we feel sure; that on arrival at our destination we can show what we highly esteem and what Chinese good taste delights in—excellent RICE. And we may add, by the way, that we flatter ourselves that we may achieve another success — one that even California, with all her wonderful abilities, may not be able to achieve; for, while she cannot take Mt. Diabolo to Massachusetts bay, the "Board" is showing that it can take more than one Boston HILL to San Francisco.

But although the train has, for our accommodation, been extended to such a length, articles in the "TRANS-CONTINENTAL" should not be, nor should anything in them be, like our bottle of Atlantic water, far fetched. Besides we are reminded that though only one person has been left behind, (and he has found a STERNE chase a long one,) and though the company is amiable, yet somebody might be "put out" if anything too bad be done; and what might not happen to an expelled unfortunate left in a place that has been said to have derived its name from the piercing exclamation "O-MY-HA'R," uttered by a tourist when too closely shaved by an Indian barber.

RECEPTION AT OMAHA.

On our arrival at Omaha, early yesterday morning, Col. C. G. Hammond, Gen. Supt. of the Union Pacific railroad, was in waiting to welcome us, and took our entire party by special train to the extensive workshops of the company, every portion of which was visited, and the opinion was universal that they were the most complete car works and machine shops to be found in the Western States. It indeed seemed a marvel that such completeness and perfection has been reached in a place so recently a wilderness.

An inspection of two hours passed pleasantly and rapidly away; after which the special train in waiting took the party to the 9th street station, where a new surprise awaited them. His Honor Ezra Millard, Mayor of Omaha, was there to receive us, with carriages sufficient to convey the entire party on a tour of inspection around the city.

When on Capitol Hill a wide view of the Missouri valley stretched out before us in all its loveliness, and at this point our president, Hon. Alex. H. Rice, returned thanks, accompanied by appropriate remarks, expressing our appreciation of the enjoyment which the entire party received by reason of the kind reception of their Omaha friends, to which Major Millard made a most interesting reply, which was indeed a capital speech, and was enthusiastically received by the party.

Mr. Miller, editor of the Omaha *Herald.* was then called upon by some very agreeable pleasantries from our enthusastic friend and fellow traveller, Edward W. Kinsley, uttered in his usual happy and fluent style.

Mr. Miller's speech was a most able, sensible and excellent one, during which he asserted that Nebraska was, in his judgment, the best State to settle in, and Omaha was his favorite city of all in the Western States. His remarks were replete with valuable information. enlightening us in regard to the resources of Nebraska.

The party then drove over the prairie into the country, to the farm of Mr. Greeley, where they were allowed to pick choice flowers from his garden, and returned by another road to Omaha, occasionally stopping by the way to ramble on the prairie and pick wild flowers.

The vehicles were private carriages, furnished by the citizens of Omaha, as a complimentary expression of their regard. Seldom has it been the good fortune of so large a party to ride behind so many fine-bred horses.

On returning to the city, lunch was served at the Wyoming, Metropolitan, and Cozzens Hotels, and just before dark, the entire party re-embarked on our palace train, now west of the Missouri, for the far West, amid repeated cheers for Mayor Millard and the citizens of Omaha, and for Col. C. G Hammond and Chas. W. Mead, General and Asst. Gen. Superintendents of the Union Pacific Railway, the latter of which accompanies us over their road.

—Messrs. Brewer & 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.

— Do not interrupt an editor when he is writing. Kindly consider his feelings, and thus indirectly oblige all subscribers who read his paper.

—Hon. C. S. Bushnell and party left Omaha yesterday by the Pullman Hotel Express Train for San Francisco, in a special car.

—Edward L. Burlingame, son of the late Anson Burlingame, will leave Omaha to-day by the regular Pacific Express train.

BUSINESS CARDS.

GEORGE C. SHREVE & CO.,
Dealers in
FINE JEWELRY AND SILVERWARE
No 110 MONTGOMERY STREET.,
(Occidental Hotel Block,)
SAN FRANCISCO.

JAPANESE AND CHINESE GOODS
AND
CURIOS,
609 Sacramento Street, San Francisco.
The largest variety of rare and curious Goods in this line ever offered in the United States, wholesale or retail.
New importations by every steamer.
WM. HASELTINE & CO.

A. W. SISSON. W. H. WALLACE.
Sisson, Wallace & Co.,
Wholesale and retail dealers in
General Merchandise
AND AGTS. FOR CHINESE LABOR.

Stores on line of C. P. R. R. at Truckee, Winnemucca, Carlin, Cedar Pass and Toano.
PRIN. OFFICE, No 12 J ST., SACRAMENTO
(Brannan House.)
C. W. CROCKER. D. A. BENDER

TELEGRAPHIC.

SPECIAL.

[By the Western Union Telegraph Co's line, assisted by a special flash of chain lightning, kindly furnished expressly to convey this telegram:]

WAUKEGAN, Ill., May 26.—Received at Omaha, May 26, P. M.—To Hon. J. M. S. Williams, Hon. Alex. H. Rice, Curtis Guild, Esq., Japanese Consul Brooks and Boston Pullman Car Excursion Party, Omaha:

My five thousand lots welcome you to Omaha. Bon voyage.

GEO. FRANCIS TRAIN.

WASHINGTON, 26.—In Senate, Casserly presented memorials from San Francisco merchants, asking removal of dangerous rocks in their bay.

In House, Northern Pacific Railroad bill passed without amendment, after debate, 107 to 85. Postmaster announces that mails will hereafter be despatched via San Francisco, regularly to New Zealand and Australia by steamers. Letters 10c. Papers 2c.

NEW YORK, 26.—Steamship Alaska, of California line, via Panama, arrived, reports severe earthquakes in South America. P. M. S. S. Co. will cease running steamers via Panama, and hereafter devote more attention to their lines in Pacific Ocean and Chinese seas.

NEW YORK, May 26.—Head Fenians predict a fight.

PORTLAND, May 26.—O' Neil now captured, and in Burlington Jail.

TORONTO, May 27.—Fenian movements virtually collapsed.

[BY CABLE.]

LONDON, 27.—*Times* editorial regrets absence American troops on Canadian frontier, and advises Canada to treat second offence marauders as ruffians and murderers. Approves Grant's action as legal and honorable.

BERLIN, 26.—King formally closed the session to-day.

—We are following the Platte Valley through its entire length. To the eye a vast level surface is presented, covered with green grass. Here buffalo roam in immense herds, and the light and graceful antelope, so fleet of foot, frequently follow trains for miles, keeping up wonderfully in so unequal a race. The soil shows this whole valley to have been a river bottom. Large herds of beef cattle are frequently met with, grazing far and wide, over these Plains.

FLORENCE OUTDONE.—An interesting incident occurred just after the arrival of the train at Council Bluffs:

A very pleasant looking gentleman appeared at one of the car windows, where a young lady was sitting, and presented her with a beautiful boquet, prefacing the presentation with the following: The compliments of the State of Iowa to the State of Massachusetts, by an old resident of Mass. The young lady thanked him politely, whereupon, lifting his hat and bowing gracefully he withdrew.

Officers of Union Pacific Railway.

Hon. Oliver Ames, President.
John Duff, Vice President.
John M. S. Williams, Treasurer.
E. H. Rollins, Asst. Treasurer and Sec.
Col. C. G. Hammond, Genl. Supt.
C. W. Mead, Asst. Genl. Supt.
J. R. Nichols, Asst. Superintendent.
T. E. Sickles, Chief Engineer.
F. Colton, Gen. Pass. Agent.
Wm. Martin, Gen. Freight Agent.
J. J. Dickey, Supt. Telegraph.
O. F. Davis, Land Commissioner.
A. S. Downs, Local Treas.
Geo. Starr, Gen. Traveling Agent.

BUSINESS CARDS.

COSMOPOLITAN HOTEL,

San Francisco, California.

HALEY & PATTEN, Proprietors.

The leading Hotel of the Pacific Coast, having all the modern improvements, including one of Miller's Patent Safety Passenger Car Elevators.

GILES, BROTHER & CO.,

Importers, Manufacturers, and

Jobbers of Fine

Watches, Diamonds and Jewelry,

Solid Silver Ware, Silver Plaied Ware. Sales Rooms of the United States Watch Co. Manufacturers of all grades of American Watches, Pendant Winders, and Key Winders.

142 Lake Street, Chicago.

Works of U. S. Watch Co., Marion, N. J.

PONTOOSUC

Woolen Manufacturing Company,

T. CLAPP, Agent, San Francisco,

MANUFACTURERS OF

SLEEPING CAR BLANKETS,

Pittsfield, Mass.

JAS. L. HOWARD & CO., Agents, Hartford, Conn.

GRAND IMPROVEMENT

IN

PIANOS.

HALLET, DAVIS & CO.,

Manufacturers of

GRAND AND SQUARE PIANOS,

Have great satisfaction in announcing to the musical public that the United States Government has granted to Geo. H. Davis, of this house, LETTERS PATENT on their new and already famous

ORCHESTRAL GRAND PIANO.

This invention in the first place so modifies the construction of Grand Pianos that a greater and a better quality of tone is produced thereby than by the construction usually adopted; in the second place, it gives the instrument a much more beautiful and convenient form than that usually given to Grand Pianos; and, in the third place, it renders either side of the instrument equally desirable for a front side in a room of whatever shape—that is, the case of this grand piano, instead of being hollowed out on *one* side, is made so that *both* sides are alike. This brings the bridges into the centre of the board, securing nearly *one-third move* of the sounding board than has been heretofore attained. Its action is light and delicate, while its power is marvelous. Its tone is remarkable for sweetness, clearness and brilliancy. Its singing qualities very closely resemble the richness of the human voice, and its tenor is unexampled in any instrument yet produced.

The Orchestral Grand Piano

is an *entirely new invention*, differing at once in arrangement of case and scale from anything hitherto attempted. It has commanded the admiration of all artists and critics who have examined it, and testimonials in its favor are abundant and enthusiastic.

By a unanimous vote of the Executive Committee of the National Peace Jubilee, this was the only piano used in the Great Coliseum,

Its distinguishing characteristics are immense power, sweetness, brilliancy, and perfect equality of tone, elasticity of touch snd durability—not being injuriously affected by change of climate.

Every instrument warranted for five years.

Confident of the unprecedented merits of our new invention, justified by a common consent and authorized by letters patent at Washington, we unhesitatingly announce our Orchestral Grand Piano as without an equal in America, and without a superior in the world! And we cordially invite most careful inspection by all who are interested in the advancement of musical manufactures and who have at heart the best interests of musical science. These instruments are offered at *very low prices*, in order that the musical public of the United States and Canada may become thoroughly familiar with their character and capacity. Illustrated Catalogues of our Pianos sent free to any address.

HALLET, DAVIS & Co.,

WAREROOMS,

No. 272 Washington St.,

MANUFACTORY,

No. 700 Harrison Avenue,

BOSTON.

W. W. KIMBALL,

63 Washington St., Chicago, Sole Western Agent.

LITTLE THINGS OF LIFE.

An Epigram by an Irreconcilable Batcheldor.

ORIGINAL.

Little nothings rule;
  Items make a whole;
Earth is but a school;
  Man's standard is his soul.

Little sparks of love,
  Shot from roguish eyes:
Blessings from above
  Batcheldors should prize.

Little things are powers;
  Gentleness is strong.
Babies, helpless dears,
  Cheer the world along.

Wisdom comes by driblets;
  "Too much"—is no blessing.
So those with triplets
  Don't mind confessing.

Little scratches give
  Most annoying pain;
Heaven sends blessings
  Like little drops of rain.

Little words libel;
  Little looks betray
Hopes, fears, joys and tears,
  Heart magnets, far away.

Little aid to plans
  Often brings relief,
Heart answering hands
  Steals away grief.

Little bites of insects
  Harrow up the soul;
Little drops of whiskey
  Drown us in the bowl.

Little drops of water,
  Little grains of sand;
One fills the ocean,
  The other forms the land.

Little sands of life,
  Little grains of time,
Legions come from units,
  'Tis truth, well as rhyme.

Little bits of paper,
  When a note or check
Enslaves obsequious wordlings
  To hasten at your beck.

Little flakes of gold,
  Hid in flinty rocks,
Entice investments bold,
  Deceitful as stocks.

Every breath we draw
  Takes noiselessly away
That little part of time
  Known as to-day.

Two whistles from the Locomotive admonishes me to "down brakes."

C. W. B.

FROM OMAHA TO CHEYENNE.

The most important stations between these two points, Omaha and Cheyenne, distance 516 miles, are as follows:

Elkhorn, 28 miles west, is on the east bank of Elkhorn river. Its elevation is 1,169 feet. The river is 300 miles long, and its course southeast. About one-third of its length is thickly settled by Germans.

Fremont is 46 miles from Omaha. It is the county seat of Dodge County, Nebraska. The town is situated about three miles from Platte river, and contains a population of 1,700 to 2,000 people. The Sioux City and Pacific Railroad connects here with the Union Pacific. It is a thriving place, in the midst of a beautiful country.

North Bend, fifteen miles further west, is surrounded by a fine agricultural country, and has a population of about 400.

Schuyler, 75 miles from Omaha, has also a population of some 400, and the country surrounding is of the same character.

Columbus is George Francis Train's geographical center of the United States. The capital will be moved here when he is elected President. It has 800 inhabitants, three churches, and two schools.

Grand Island is a very pretty place, 153 miles out; has a population of 500 or 600, good hotel, churches, schools, etc. This is the largest island in the Platte river, being 80 miles long and 4 wide.

Kearney, 191 miles west of Omaha, has an elevation of over 2,000 feet, and is near old Fort Kearney, on the other side of the Platte. The fort was established by volunteers of the Mexican war in 1848.

Plum Creek, 230 miles from Omaha, is only a telegraph and freight station, but a point of much interest, being the scene of some of the most fearful Indian massacres known in our history.

North Platte is a place of a few hundred inhabitants. The railroad company here have a round-house and machine shop; also, a fine hotel.

Julesburg, 377 miles out, once a populous place, is now almost deserted. It is four miles north of Fort Sedgwick, and was once known as the toughest place in the far west.

Sidney has about 200 inhabitants. It is 102 miles east of Cheyenne, and a regular dining station.

There are no other stations of importance now till we reach the magic city of Cheyenne, a description of which we shall give to-morrow.

What is that which by adding something to it makes it smaller, but by adding nothing to it will grow larger?

Hole in the stocking.

G. T. BELDING & CO.,

Wholesale and Retail Dealers in

Men's, Boys' and Childrens'

CLOTHING!

Our Styles are the latest and our Prices Reasonable.

CLOTHING MADE TO ORDER.

G. T. BELDING & CO.,

96 and 98 RANDOLPH ST., CHICAGO.

PULLMAN'S

PALACE CAR COMP'Y,

Incorporated under Special Act of the Legislature of Illinois, A. D. 1867.

CAPITAL, - - $4.000,000.

GEO. M. PULLMAN, Pres. & Gen. Man.
A. B. PULLMAN, Gen'l. Sup't.
C. W. ANGELL, Secretary.

DIRECTORS.

Geo. M. Pullman. John Crerar.
H. E. Sargent. Thomas A. Scott.
Robert Harris. Henry R. Pierson.
Amos T. Hall.

Genl. Offices, 102 Michigan Ave., Chicago

THE PULLMAN

PACIFIC CAR COMP'Y,

CAPITAL, **$1,000,000.**

GEO. M. PULLMAN, Pres. & Gen. Man.
C. W. ANGELL, Secretary.
L. M. Bennett, Supt.

DIRECTORS.

Geo. M. Pullman. Sidney Dillon.
Oliver Ames. C. S. Bushnell.
Andrew Carnegie.

Gen. Offices, 102 Michigan Ave., Chicago.

BANK OF CALIFORNIA.

CAPITAL, - - **$5,000,000** IN GOLD.

Principal Office, San Francisco.

D. O. MILLS, *President.* WM. C. RALSTON, *Cashier.*

Kohler & Frohling,

Growers of and Dealers in

California Wines and Brandy,

626 MONTGOMERY STREET,
(Basement Montgomery Block,)
SAN FRANCISCO.

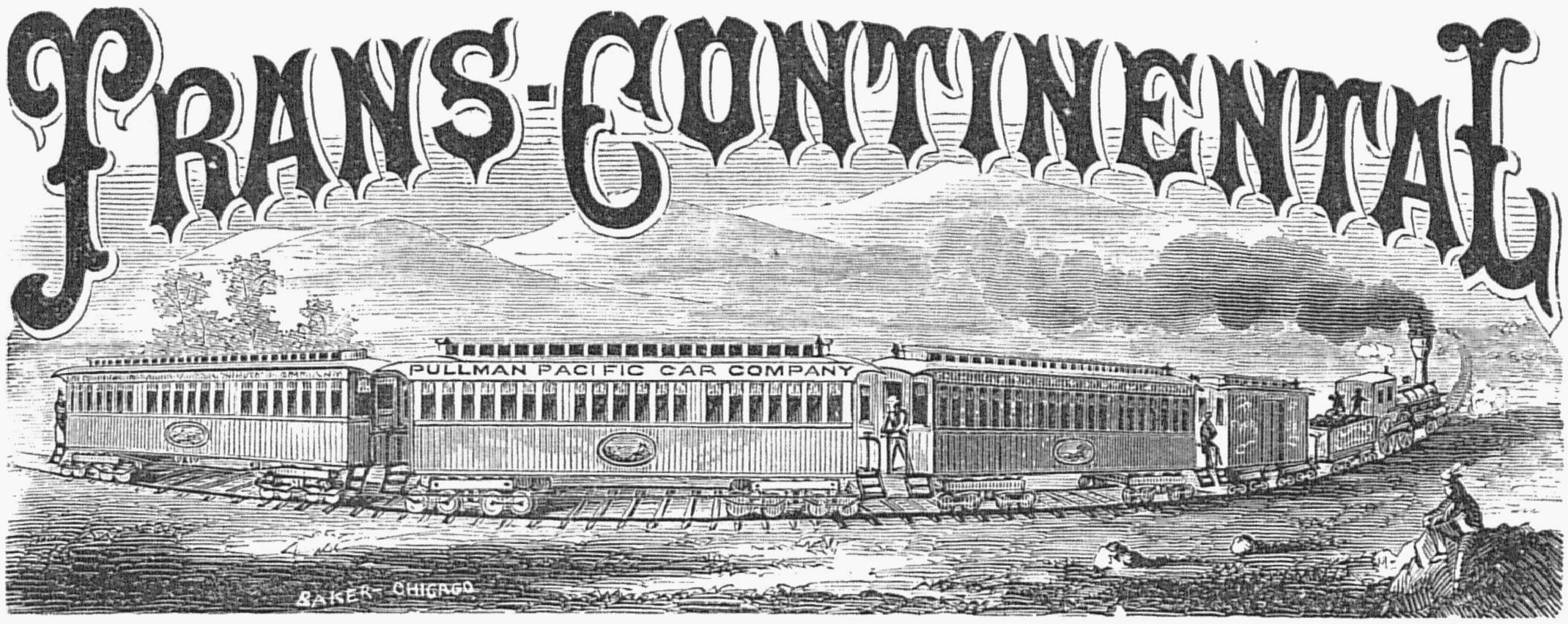
Agency in New York, Rennet, Prosch & Co., 26 and 28 Vesey St. Agency in Chicago, Rottner, Lembcke & Co., 129 South Clark St.

AUZERAIS HOUSE,

San Jose, California.

J. M. STAPLES & SONS, Proprietors.

Visitors and pleasure seekers will find this a first-class Hotel in every re ect



"LET EVERY STEP BE AN ADVANCE."

Vol. 1. **Ogden, Utah, May 28, 1870.** **No. 4.**

The Trans-Continental.

Published Daily on the Pullman Hotel Express,
Between
Boston and San Francisco.
W. R. STEELE, *Editor.*

CHEYENNE TO OGDEN.

From Cheyenne to Ogden, the western terminus of the Union Pacific Railroad, the distance is 516 miles, the same as from Omaha to Cheyenne. There are but few settlements or towns of importance, but much of the scenery is grand, and several of the points full of interest to the tourist. We again draw upon the *Trans-Continental Railroad Guide* for a few facts and figures:

Sherman, 33 miles from Cheyenne, is 8,235 feet above the sea. It is named in honor of General Sherman, the tallest general in the service. This station is 549 miles from Omaha and 1,225 miles from Sacramento. The maximum grade from Cheyenne to Sherman is 88.176 per mile. Seventy-five miles to the southwest is Long's Peak. To the south, 165 miles away, is Pike's Peak, both plainly visible. To the northwest, about 100 miles distant, is Elk Mountain, another noted landmark.

Dale Creek Bridge is a structure 650 feet long, and 126 feet high, spanning Dale creek from bluff to bluff. The bridge is the grandest feature of the road.

Fort Saunders is located 54 miles from Cheyenne. The fort is beautifully situated on the east of the road, about three miles from Laramie City, close along side of the track, and in full view from the cars for some miles, when approaching or leaving the post.

Laramie City is 56 miles from Cheyenne. Directly to the east of this place can be seen the old Cheyenne Pass wagon road—the old emigrant route—which crosses the plain and river about half a mile below the city, running thence northwest to the base of the mountains, parallel with the railroad. The Laramie plains here are 20 miles wide by 60 long.

Creston is the next place. It is 222 miles from Cheyenne. This is the summit of the great "backbone" of the continent, the Rocky Mountains. According to General Dodge, it is 7,000 feet above the level of the sea.

Point of Rocks is a telegraph station 68 miles farther on. Here is where all who go to the Sweet Water mines stop, and stages leave regularly for the mines—distant 75 miles.

Bryan comes next. It is not a very important station. The country around is barren and uninviting.

Carter's station is 45 miles further west. Here all freight is received for Virginia City, Helena and Bannock City, Montana.

Wahsatch, 452 miles from Cheyenne, is a little town of some 200 people.

Echo City is next. It contains about 700 inhabitants. The railroad company have shops here for repairs, &c. There is no game beyond here till the Humboldt is reached. Coal and iron ore are said to be abundant in this section.

Ogden, the western terminus of the Union Pacific railroad, is 39 miles west of Echo City. It is situated at the mouth of Ogden canyon, one of the gorges which pierce the Wahsatch range, and between the Weber and Ogden rivers. It has a population of about 5,500. *The Salt Lake Telegraph*, a daily, semi-weekly, and weekly paper, is published here by T. B. H. Stenhouse. The town is strictly Mormon, there being no schools or churches excepting those which are under the control of the church of the Latter Day Saints. It is the county seat of Weber county, and will, in time, become a place of considerable importance. The town presents the usual appearance of Mormon towns, the houses being widely scattered, with fine gardens and orchards filling up the intervening spaces.

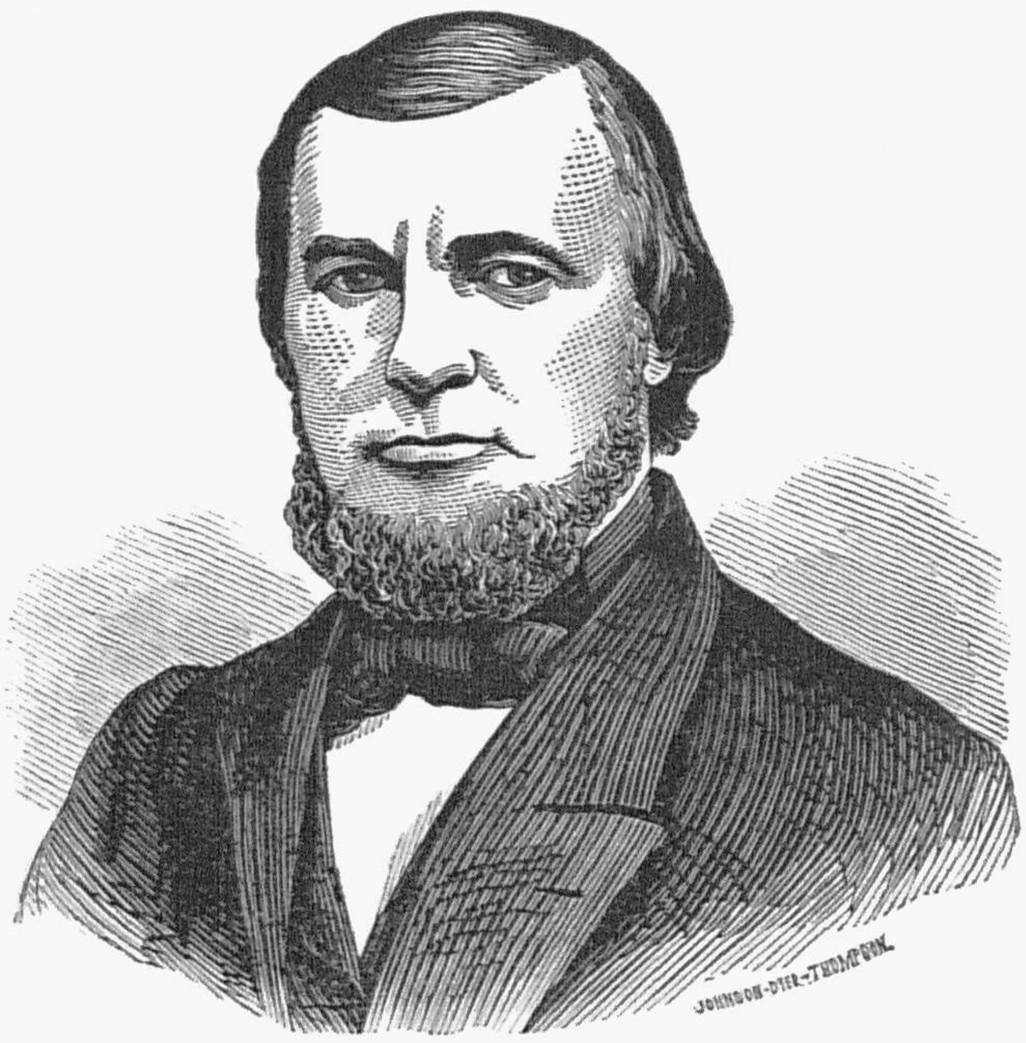
CHEYENNE.

This is the largest town between Omaha and Corinne. The elevation is 5,931 feet. Distance from Omaha, 516 miles; from Sacramento 1,259 miles; from Denver City, 110 miles. Cheyenne is situated, properly speaking, on a broad, open plain, the Crow creek, a small stream, winding around two sides of the town. The streets are broad, and laid out at right angles with the railroad. Cheyenne contains 3,000 inhabitants. The streets present a lively business appearance, and the traveler feels that he has arrived at a town of more than ordinary business importance and energy.

On the fourth day of July, 1867, there was *one house* in Cheyenne, no more. At one period there were 6,000 inhabitants in the place and about the vicinity; but as the road extended westward, the floating, tide-serving portion followed the road, leaving a permanent and energetic people behind them, who have put up substantial buildings of brick and stone, wherein they are carrying on all branches of trade which mark a thriving and steadily growing city. Its permanency now is fully established, and henceforth the growth of the place will be steady and secure.

Cheyenne is the great central distributing point and depot for the freight and travel destined for Colorado and New Mexico, and the vast country of the Cheyenne plains.

There are two daily papers here, the *Leader*, published by N. A. Baker, Esq. and the *Argus*, published by Dr. Bedell and edited by H. Garbanetti. Both are live, go-ahead sheets.



HON. OLIVER AMES.

With pleasure we present to our readers a likeness of the President of the Union Pacific Railroad, prepared for this paper by our special artist. While traversing this wonderful highway we are spontaneously moved to acknowledge his eminent services to us and the people of this nation. Oliver and his brother Oakes Ames—the latter our well known Congressman from Massachusetts—are sons of the original Oliver Ames, who commenced the manufacture of shovels at North Easton, Mass., many years ago, which early beginning has ripened into a manufacturing establishment said to be the largest and most prosperous of the kind on the globe.

To these two brothers now at the head of this great house, we are indebted,—to say the least, as much as to any other two men—for the enterprise, vigor and faith in the future, which carried the construction of the Eastern end of the Pacific Railroad to so early and satisfactory a completion. They fearlessly united their fortunes to it at a time when the road needed large pecuniary aid, and their liberal investments in the work, strengthened materially its financial credit.

We believe Oakes was first to invest, but Oliver, who soon followed, has recently given nearly undivided attention to its affairs. How efficiently he and other gentlemen associated with him in the management of this line perform their duties, those of us who are now travelers upon it; have visited its machine shops; and observed its general economic arrangements, can testify. To project, construct, equip and run a road across these desert plains, and through mountain ranges forming our continental backbone, is one of the greatest and proudest achievements of our day.

We witness, as we travel, the vast solitudes which it penetrates, note obstacles which, *a priori*, were declared insurmountable, imposed by nature, and are reminded by soldiers, met at every station, of the pluck and courage, as well as energy, required to accomplish this mighty marvel. All honor, therefore, to Oliver and Oakes Ames and their associates. All, deserve the pecuniary reward their enterprise has brought them, and our grateful remembrance.

Hon. Oliver Ames is about 65 years of age, large hearted, liberal, public spirited at home, ever ready to contribute to educational and humane objects which commend themselves to his judgment or are approved by those in whose discretion he can confide.

—Asst. Gen. Supt. Chas. W. Mead, who has accompanied us thus far, returned last night by the Eastern train owing to business, but left a host of warm friends among our party, who cheered for him heartily before his departure.

Dr. H. Latham, surgeon general of the U. P. R. R., accompanied our train, as our guest.

FLOWERS.—Five varieties of sweet WILLIAMS in the Revere.

—In Congress yesterday a bill was reported granting $100,000 toward the expedition to the North Pole.

FOUND.—A sum of money, which the owner can have by proving ownership and paying for this advertisement.
4-1t REVERE.

TRANS-CONTINENTAL

SATURDAY MORNING, MAY 28.

Those of our party who feared the interest of ouf journey would wane after the novelty of the first day or two had passed, find themselves agreeably mistaken. Each day brings its own novelty, and, if possible, enhances our gratification. The unfolding of new scenery, the salubrity of the atmosphere, the glow of anticipation, and the genial temper of our party, crowd into each passing hour the delight of a year of ordinary life.

Of the three great mediums through which we derive gratification; the eye the ear and the imagination; the first and last are in endless and delightful activity. All that is charming and diversified in landscape scenery by day; all that is sublime and glorious in "the starry dome of heaven by night," is revealed to the eye; while the imagination, waking or dreaming, revels in scenes of ideal beauty, which are but the glorified imagery of onr passing experience. If it be true that we live by events and not by time, then are we indeed filling out the measure of years in these charming and delightful days; and if our noblest growth be that of thought and sentiment, then will our journey be the greatest teacher of our lives. The universal expression of our party is that nothing else could compensate the loss of this excursion; and those alone can know the extent and real grandeur of our great national inheritance who see it with the eye, and measure it by actual transit.

Yesterday we passed the North Fork of the Platte River, which we found wider than the Mississippi or Missouri, at their railroad crossings, and since then we have had a delightful run through green fields and varied flowers.

The prairies are diversified by little groups of antelopes and buffaloes, and our stoppings multiplied by frequent camps of National soldiers; these hardy lads who, having beaten back the waves of rebellion, now guard the advance of civilizatlon into the wilds of the savage. The sight of the old flag, under which some of our party held command during the war, and the bugle notes which have summoned many of our kindred and acquaintances to scenes of conflict and of glory, have a new and glorious significance in this other defence of civilization and peace.

If there be any where an American heart that is sluggish in its patriotism, or any where a soul that is dull in its sensibility to the beneficence of our country's God, let him come out upon a

journey like this, where he shall see his flag as the emblem of progress and of peace, and in their boundless acres the matchless heritage of ourselves and our posterity.

OUR VILLAGE ON WHEELS.

Leigh Hunt, in commenting upon Shenstone's lines written in an inn, says that stopping at an inn is like being abroad and at home at the same time—abroad in respect to the novelty, and at home as regards doing what we please. This happily illustrates the mode of life which we are now enjoying in the Pullman Palace Cars. Of the novelty of our position there certainly can be no question, for in addition to the change from a private residence to an ordinary hotel, which is always pleasant as a change, we are temporarily stopping at a hotel on wheels; at a peripatetic caravansery; at a locomotive lodging house. In Chicago, and other cities of the west, it is not uncommon to raise hotels and other buildings on wheels and rollers and move them from place to place; and last year the hotel Pelham, in Boston, was moved back a distance of several feet. But there is a method in the motion of our hotel; it goes forward in one direction, and it goes with a will. This is an altogether fresh and new experience to most of those in the train. Nor can there be any doubt that all the inmates of this moving hotel make themselves at home. They read, write and talk in their parlors; they sing and play in the saloons; they eat and drink at the cosy little tables, and they move from car to car with freedom.

Last evening a little party made itself happy in the "St. Charles," drinking "Molasses and water," with sprigs of "sage" in the tumblers, and straws, just for the fun of the thing, and singing serious, comic and serio-comic songs, as they were moved to do. We commend this mild form of drinking, and especially this spirit of goodfellowship to all fellow passengers, and would respectfully exhort them to continue as they have begun, to make themselves at home.

The universal judgment of our party is, that the table throughout our train is supplied far in excess of our highest expectation; and it has astonished us to find it demonstrated to us personally, that a Pullman Hotel train can really equal the best first class hotel, whose table includes all the luxuries of the season.

—Yesterday forenoon we passed through the first snow-sheds and fences on the eastern end of the Union Pacific Railway, and found around them, wild flowers instead of snow.

CELEBRATION IN CHEYENNE.

On the arrival of our train, a large force of United States Cavalry was drawn up for our inspection, and Gen. Thos. Duncan, Col. Wilson and Major Howe, came forward to receive us. Also Gen. John H. King, who sent his full regimental band to serenade us, with exquisite music, which they did at intervals throughout our stay. Hon. J. A. Campbell, Governor of Wyoming Territory, then came forward, and in a neat little speech, gave us a cordial welcome to his territory. He was responded to by Hon. Alex. H. Rice, Pres't of our Board, who waxed eloquent with the enthusiasm engendered by the place and occasion. Mr. Rice then invited Gov. Campbell to dine with us on the train and honor us with his company, which he kindly consented to do as far as the limits of his Territory. We are truly grateful for the attention so bountifully showered upon us.

THE SUNSET LAND.

As the setting sun began to throw its golden mantle over the western sky, our train came slowly up the grade toward the Summit at Sherman. There, 8,242 feet above tne coast line, our party disembarked; then ladies and gentlemen all congregated upon the topmost rock and sang America with an expression and pathos that awakened a thrill in every heart. Then followed the Star Spangled Banner, John Brown, and a Doxology, after which Gov. Campbell, standing on the highest point, spoke words of welcome to the party, after which three cheers were given for the Summit of our native land. Pike's and Long's Peaks were visible, covered with snow, nearly 175 miles distant. We were far above the line of vegetation on the Alleghanies, and considerably higher than the summit of Mount Washington.

TELEGRAPHIC.

Telegram from his Excellency, Gov. Claflin, of Massachusetts.

BOSTON, May 27, 1870.

Chas. Wolcott Brooks, Edw. W. Kinsley and excursionists:

Three times three cheers for the excursionists! All greet you and rejoice in your success. Those who started with you only sorry they did not keep on. Pullman will live with Fulton in history, for he gives the millions comfort. Hartford & Erie R. R. loan killed in House today. Fenians are returning. "Let us have peace." The old Bay State follows you with affectionate regards.

WILLIAM CLAFLIN.

WASHINGTON, May 27.—In Senate, Appropriation bill discussed. Morrill reported Deficiency bill. Wallace, of South Carolina, sworn in. Cullom reported bill prohibiting Territorial Legislation regarding Chinese.

In Conference, report of 15th Amendment Enforcement bill adopted by strict party vote. Schenck reported bill reducing Internal Revenue taxes. Adjourned.

—A stern chase is proverbially a long one, especially to a Pullman Hotel Train on the Pacific Railway.

[By U. P. R. R. Telegraph Lines.]

OMAHA, May 27.

GEORGE P. DENNY,

Boston Board of Trade Excursion.

Sun rose as usual this morning out of Boston Harbor. Your jolly telegram received. Mr. MORSE, who dropped a-STERN-e, reached here with the barber. Both forwarded to Ogden. Your party have made many friends in Omaha, who watch your movements with interest.

FRANK COLTON.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on an excursion to the Pacific coast:

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

Frederick Allen and wife,
H. S. Barry,
Miss Josie W. Bliss,
Hon. John B. Brown and wife,
E. W. Burr and son.
John L. Bremer.
Geo. D. Baldwin and wife.
Miss L. E. Billings.
Chas. W. Brooks.
M. S. Bolles.
Alvah Crocker and wife.
Mrs. F. Cunningham
Thos. Dana.
Miss M. E. Dana.
Mrs. Thos. Dana. 2d
Mrs. Geo. P. Denny,
Arthur B. Denny,
Cyrus Dupee and wife.
John H. Eastburn and wife,
Robt. B. Forbes and wife,
J. S. Fogg,
Mrs. E. E. Poole,
Misses Farnsworth,
Robert O. Fuller,
J. Warren Faxon,
N. W. Farwell and wife.
Mary E. Farwell.
Evelyn A. Farwell.
Curtis Guild and wife.
C. L. Harding and wife.
Miss N. Harding.
Edgar Harding.
J. F. Hunnewell.
J. F. Heustis.
W. S. Houghton. and wife.
D. C. Holder and wife.
Miss C. Harrington.
A. L. Haskell and wife.
Miss Alice J. Haley.
J. M. Haskell and wife.
H. O. Houghton and wife.
John Humphrey.
Hamilton. A. Hill and wife.
Benjamin James,
C. F. Kittredge,
Mrs. C. A. Kinsley,
Addie P. Kinsley,
Mary L. Kinsley,
Chas. S. Kendall,
Miss M. C. Lovejoy,
John Lewis,
Jas. Longley and wife,
Geo. Myrick and wife,
Col. L. B. Marsh and wife.
C. F. McClure and wife,
Joseph McIntire,
Sterne Morse,
Fulton Paul,
F. H. Peabody, wife and serv't,
Miss F. Peabody,
Miss L. Peabody,
Mast. F. E. Peabody,
Rev. E. G. Porter.
Miss M. F. Prentiss.
James W. Roberts. and wife.
Wm. Roberts.
Josiah Reed.
S. B. Rindge and wife.
Mast. F. H. Rindge,
J. M. B. Reynolds and wife.
John H. Rice.
Hon. Ste. Salisbury,
M. S. Stetson and wife,
D. R. Sortwell, and wife.
Alvin Sortwell,
F. H. Shapleigh,
T. Albert Taylor and wife,
E. B. Towne,
Lawson Valentine and wife.
Miss Valentine.
Rev. R. C. Waterston and wife.
A. Williams.
Dr. H. W. Williams and wife.
N. D. Whitney and wife.
Judge G. W. Warren,
Geo. A. Wadley and wife.
Henry T. Woods.
Mrs. J. M. S. Williams.
Miss E. M. Williams.
Miss C. T. Williams.
J. Bert. Williams.

Lines of Welcome to the Boston Excursionists.

From the Citizens and Press of North Platte.

Hail Boston "Nabobs!" gallant men,
We greet you warmly to this "plain,"
Where, on each side are gliding forth
The rivers Platte, both South and North.

A hearty welcome from the "Press"
Salute you all; we wish success
To your auspicious journey through;
O'er mountains high and rivers blue.

That pleasing town of busy trade;
With ports superb, where ships do lade
For foreign shore, filled with the grain
Which grows far west upon the plain.

That town you left, for a long ride
While Summer opens in its pride,
To see the boundless landscape bloom
And still have comforts of a home.

And as this train speeds swiftly on,
May harmless mirth flow freely from
Lips ever true, yet sentimental,
And ably fill the *Trans-Continental.*

In all this noble Pullman load,
We hope none brought one care on board,
So let good cheer now freely flow,
To gladden hearts and banish woe.

We hail with joy extraordinary,
Our traveling "contemporary,"
And trust a copy will be sent
To *Platte Valley Independent.*

Speed on, then, "Hubs," and pleasure chase,
And when returning to this place,
Leave us a sketch of all you see,
Which by our *Press* shall published be.

PRAIRIE DOG CITY.

From Potter Station, which is 433 miles west of Omaha, and which our train will pass to-day, and half way to Antelope, a distance of about ten miles, the valley is full of Prairie Dogs.

The *Trans-Continental Guide* has the following in relation to the dog town:

"It occupies several hundred acres on each side of the road, where these sagacious little animals have taken land and erected their dwellings, without buying lots of the company. (We do not know whether the company intend to eject them.) Their dwellings consist of a little mound (with a hole in the top), from a foot to a foot and a half high, raised by the dirt excavated from their burrows. On the approach of a train, these animals can be seen scampering for their houses; and stand on their hind feet, barking at the train as it passes. Should any one venture too near, down they go into their holes, and their city is silent as the city of the dead.

"The animal is of a sandy brown-color, and about the size of a large fox squirrel. In their nests, living in perfect harmony with the dog, may be found the owl and rattlesnake, though whether they are welcome visitors, is quite uncertain. The prairie dog lives on grasses and roots, and is generally fat; and by many, especially the Mexicans, considered good eating, the meat being sweet and tender, according to their report. Wolves prey on the little fellows, and they may often be seen sneaking and crawling near a town, where they may, by chance, pick up an unwary straggler. But the dogs are not easily caught, for some one is always looking out for danger, and on the first intimation of trouble, the alarm is given, and away they all scamper for their holes."

—As we advance farther and farther into the heart of the Continent, exchanging civilization for the broad and luxuriant prairies, a greater realization of the power and mystery of the telegraph is impressed upon us. That this wonderful agent should be so strong a channel of communication between our train and friends at home, as to transmit information from each to the other in the twinkling of an eye, is well calculated to suggest the thought whether the principle may not be expanded and applied to locomotion as our necessities may require, annihilating distance and almost outrunning time. An equal advance in science to that of the past century would render this possible in a few years. Our Pullman train certainly annihilates the discomforts of traveling if it does not quite annihilate space. The facilities of the Western Union Telegraph Company, enable us to do this even at the lonely station on the Plains.

It was a cheering incident in our smoking car last evening when one of our party who had telegraphed to Boston to learn if his wife was well, received, after we had run forty-seven miles farther west, the answer: "All well at home," which fact was announced, and loud applause followed from all in the car.

—A staid and hitherto undemonstrative gentleman of our party exclaimed, in the full enthusiasm of his heart, "This is indeed the happiest party I ever saw; it beats the Peace Jubilee!" It is indeed true; we all feel that the attentions and enjoyments we are now receiving will remain indellibly engraved on our hearts. We certainly aim to appreciate our blessings.

Why is a madman like two men?
He is a man beside himself.

GRAND IMPROVEMENT
IN
PIANOS.

HALLET, DAVIS & CO.,
Manufacturers of

GRAND AND SQUARE PIANOS,

Have great satisfaction in announcing to the musical public that the United States Government has granted to Geo. H. Davis, of this house, LETTERS PATENT on their new and already famous

ORCHESTRAL GRAND PIANO.

This invention in the first place so modifies the construction of Grand Pianos that a greater and a better quality of tone is produced thereby than by the construction usually adopted; in the second place, it gives the instrument a much more beautiful and convenient form than that usually given to Grand Pianos; and, in the third place, it renders either side of the instrument equally desirable for a front side in a room of whatever shape—that is, the case of this grand piano, instead of being hollowed out on *one* side, is made so that *both* sides are alike. This brings the bridges into the centre of the board, securing nearly *one-third move* of the sounding board than has been heretofore attained. Its action is light and delicate, while its power is marvelous. Its tone is remarkable for sweetness, clearness and brilliancy. Its singing qualities very closely resemble the richness of the human voice, and its tenor is unexampled in any instrument yet produced.

The Orchestral Grand Piano is an *entirely new invention*, differing at once in arrangement of case and scale from anything hitherto attempted. It has commanded the admiration of all artists and critics who have examined it. and testimonials in its favor are abundant and enthusiastic.

By a unanimous vote of the Executive Committee of the National Peace Jubilee, this was the only piano used in the Great Coliseum,

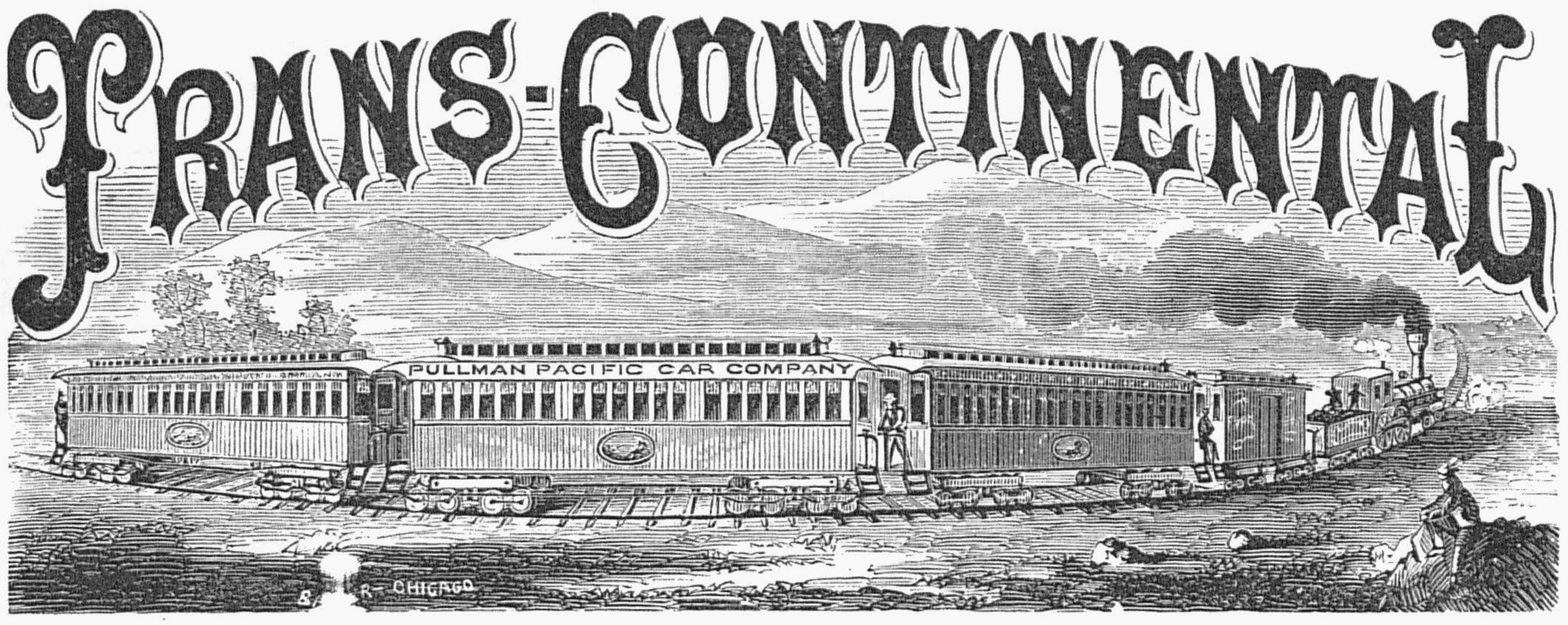
Its distinguishing characteristics are immense power, sweetness, brilliancy. and perfect equality of tone, elasticity of touch snd durability—not being injuriously affected by change of climate.

Every instrument warranted for five years.

Confident of the unprecedented merits of our new invention, justified by a common consent and authorized by letters patent at Washington, we unhesitatingly announce our Orchestral Grand Piano as without an equal in America, and without a superior in the world! And we cordially invite most careful inspection by all who are interested in the advancement of musical manufactures and who have at heart the best interests of musical science. These instruments are offered at *very low prices*, in order that the musical public of the United States and Canada may become thoroughly familiar with their character and capacity. Illustrated Catalogues of our Pianos sent free to any address.

HALLET, DAVIS & Co.,
WAREROOMS,
No. 272 Washington St.,
MANUFACTORY,
No. 700 Harrison Avenue,
BOSTON.

W. W. KIMBALL,
63 Washington St., Chicago, Sole Western Agent.



"LET EVERY STEP BE AN ADVANCE."

Vol. 1. **Salt Lake City, Utah, Monday, May 30, 1870.** **No. 5.**

The Trans-Continental.

Published Daily on the Pullman Hotel Express,

Between

Boston and San Francisco.

W. R. STEELE, *Editor*.

THROUGH THE WAHSATCH.

The cars leave Echo City, 993 miles west of Cheyenne, and speed along the banks of the Weber about six miles, then enter the Narrows of Weber canyon, through which the road is cut for two miles, most of the way in the side of the steep mountain that drops its base in the river bed. Shortly after entering the Narrows, the One Thousand Mile Tree is passed. This living mile-stone of nature's planting has long marked this place; long before the hardy Mormon passed down this wild gorge; long before the great trans-continental road was even thought of. It stood a lonely sentinel, when all around was desolation; when the lurking savage and wild beast claimed supremacy, and each in turn reposed in the shade of its waving arms. How changed the scene! The ceaseless bustle of an active, progressive age, the hum of labor, the roar and rush of the passing locomotive has usurped the old quiet, and henceforward the lone tree will be, not a guide to the gloomy past, but an index of the coming greatness of a regenerated country.

Near the "thousand mile tree" two ridges of granite rock are seen on the left hand side of the road, reaching from the railroad track to the summit of a sloping, grass-clad mountain. They are from 50 to 200 feet high, narrow slabs, standing on edge, as though forced out of the mountain side. The two ridges run parallel with each other, about 100 yards apart, the space between being covered with green grass and wild flowers, forming one of the prettiest lawns imaginable.

The next place of importance is called Devil's Gate Station. The train runs down the right hand bank of the river, till near Morgan City, when it crosses to the left side, and follows for two miles farther, between towering mountains, until it suddenly dashes up to the station, and all the wild scenery is before the traveler. Onward goes the train across the bridge; 50 feet above the seething cauldron of waters, where massive frowning rocks rear their crests, far up toward the black and threatening clouds which hover over this witch's cauldron. With bated breath, we gaze on this wild scene, and vainly try to analyze our feelings, in which awe, wonder, and admiration are blended. No time for thought, as to how or when this mighty work was accomplished; no time or inclination to compare the work of Nature with the puny work beneath us, but onward, with quickened speed, down the right hand bank of the stream; on beneath these massive piles, worn and seamed in their ceasless struggles against the destroying hand of time; on to where yon opening of light marks the open country; on, past towering mountain and toppling rock, until we catch a view of the broad sunlit plains, and from the last and blackest of the buttresses which guard the entrance into Weber, we emerge to light and beauty, to catch the first view of the Great Salt Lake—to behold broad plains and well cultivated fields which stretch their lines of waving green and golden shades beyond.

We have now passed through the Wahsatch Mountains, and are fairly in the great Salt Lake Valley. The elevation at this point is 4,550 feet, 2,269 feet lower than Wahsatch, 56 miles to the eastward. From this point to Omaha the distance is 1,024 miles; to San Francisco, 895.

—"Bring me no more reports," as the sleepy individual remarked when he was roused up at half past four Saturday morning to see Echo Canon; when he discovered, after a hasty toilet, that the said "great gun" of scenery was about ten hours distant. The enthusiasm of preparation was a pure waste of powder, and the canyon did not receive our load of excursionists till some hours later; they all went off, however, well satisfied, and the worthy Treasurer is so prompt in the discharge of duty that all resolved to stand by him while he has a shot in his locker.

The question in the morning was, "Where is Echo Canon?" and echo answered, "Where?"

—On Saturday, after working off 150 copies of the TRANS-CONTINENTAL, the press broke down. It was soon taken to pieces, and portions transferred to our Machine Shop. in the forward car, where the damage was repaired in half an hour, and the balance of our edition worked off successfully. We seem provided against every emergency.

—About fifty years ago, a Boston merchant assisted in striking off the first page printed on the shores of the North Pacific. The first number of this journal, the first printed on the first train from Boston to the Pacific, contained an article written by his son, who, like his father, preserved as a historical relic, the first proof and impression.

—Whatever changes of temperature may occur in these high table lands in the centre of our continent, there are few changes of humidity, and consumption is unknown.

—One lady said she was so delighted with the trip, and the Pullman cars, she knew she would be actually sorry to leave the train on arrival.

TRANS-CONTINENTAL

MONDAY MORNING, MAY 30.

☞ *Communications and Exchanges for this paper should be addressed,* TRANS-CONTINENTAL, 46 *State Street, Chicago.*

ROCKY MOUNTAIN JOTTINGS.

In our course westward, after passing the Father of Waters, we have crossed in Iowa 367 miles; Nebraska 473 miles; Wyoming 487 miles: Utah 221 miles. Westward again we shall cross Nevada 455 miles, and California 281 miles, making some 2,284 miles from the Mississippi to the Golden Gate.

Everywhere our party have been greeted by a hearty welcome, and by spontaneous expressions of kindness extended at each stopping place.

We have found a constant variety of excitement, sometimes by watching for buffalo, or gazing on groves of graceful antelopes coursing over the plains, and occasionally in watching prairie dogs, and their singular community of dwellings.

Through Echo and Weber Canyons, on Saturday last. the open "car of observation" on the rear of our train, was crowded, to view the wild grandeur of scenes, enclosed in their narrow passes, as our train thundered through their tortuous course at a speed never surpassed. Bold and rocky cliffs; eccentric forms worn by water and by time; present to the eye, shapes resembling ancient cathedrals and feudal castles.

Such massive walls of natural masonry often enclose green intervales, everywhere fertile under the hand of Mormon industry. Who would be content with books of travels, when from the open page of nature such lessons of pleasure and improvement are before us! Genius never reared such wondrous forms; romance never was marvellous as nature, in her elementary simplicity; but with all our admiration, we can but admire the mighty power of man's well directed intellect, presented to our view, in this stupendous work now spanning a continent. and as a triumph of mind over matter, is even more impressive than the magnificence of nature herself.

—Robert B. Forbes, one of our party, commanded, during the Irish famine in 1847, the U. S. sloop-of-war *Jamestown*, when she carried a cargo of grain, as a gift from Bostonians, to the famished in Ireland. He also invented the "Forbes rig," and sent the first American merchant steamer into Chinese waters, thus inaugurating a trade, which has since developed into one of great magnitude.

FLORA.

The influence of woman's presence is manifest everywhere, by the development of an appreciation of the beautiful. Our "FLORA" has been enthusiastic among the wild flowers whenever a stop at any way station afforded the least opportunity for a short ramble. We are furnished a list of a bouquet gathered by the way side, which we annex:—

Purple and Pink Phlox; Purple Larkspur; Hairy Puccoon, or *Lithospermum*; Spiderwort, or *Tradescantia Virginica;* White Crowfoot, Waterleaf, or *Hydrophyllum Virginicum;* and several others We are told that on our return, we shall find a much larger variety blooming later.

At Alkali Station, 322 miles west of Omaha, our train having stopped apparently to allow us to pick flowers, we found white evening primroses, very large and showy. *Pentstemon Glaber*, in pretty spikes of blue and purple bells; vetch, charlock, and wild roses, and a showy, peculiar species of dock. Other flowers seen in profusion along the route across the continent, our botanist has had no opportunity to examine.

NEW WAYS FOR OLD.

The great highways of commerce are changing. The recent arrival of the *Idaho* at San Francisco, with the first mails and passengers which have reached us from Australia, entirely by steamship, marks an historic era worthy of mention. Of 150 through passengers bound from Australia to Europe, 104 have passed our train, on their way across the United States, which route will hereafter — when steamships of suitable size are placed on this route — furnish England with the shortest and most direct route to her Australian Colonies, and one offering greater attractions and comfort than through the tropics, via Suez.

—For three hundred miles or more we may find Mormon settlements extending in the valley of Salt Lake, which now "blossoms as the rose," having been reclaimed by the well-bestowed industry of Latter Day Saints, who, by artificial irrigation, have fertilized the soil—once a barren waste.

—Fossil fishes were collected by our geologists, and moss-agates by all our party, in the Wahsatch mountains, at a spot where our train was kindly stopped for the purpose.

—The gopher is a little animal; so called because he is ready to *go for* the farmer's grain as soon as planted.

—Through Weber and Echo Canyons, the U. P. R. R. car of observation was taken on behind our train. Its internal arrangement much resembles an open sleigh, and afforded a fine opportunity to gaze on the picturesque and strange scenery so noted on this section of the road.

—Saturday evening most of our party attended the Salt Lake Theatre, which is a large building; was well filled; and the performance, by native artists, was truly excellent.

—Passing through the alkali and sage bush country, a party of eight in the commissary car got a meal by looking out of the window; for they *eight saw-sages* there.

—One of the conductors says the prairie dog is an animal full of life and *spirit*. We should think so; nearly every one we saw was pretty well "set up."

—We pass this morning along the shores of Salt Lake, and over the ten miles of track which was laid between sunrise and 6 P. M. in May last year. This is the greatest feat of the kind in railroading ever accomplished.

—Jas. Campbell, Div. Supt. of Salt Lake Division of the Central Pacific R. R., accompanies our train.

Officers of Union Pacific Railway.

Hon. Oliver Ames, President.
John Duff, Vice President.
John M. S. Williams, Treasurer.
E. H. Rollins, Asst. Treasurer and Sec.
Col. C. G. Hammond, Genl. Supt.
C. W. Mead, Asst. Genl. Supt.
J. R. Nichols, Asst. Superintendent.
T. E. Sickles, Chief Engineer.
F. Colton, Gen. Pass. Agent.
Wm. Martin, Gen. Freight Agent.
J. J. Dickey, Supt. Telegraph.
O. F. Davis, Land Commissioner.
A. S. Downs, Local Treas.
Geo. Starr, Gen. Traveling Agent.

Officers of Central Pacific R'y.

Hon. Leland Stanford, President.
C. P. Huntington, 1st Vice President.
Chas. Crocker, 2d Vice President.
Mark Hopkins, Treasurer.
E. H. Miller, Jr., Secretary.
A. N. Towne, Genl. Supt.
John Corning, Asst. Genl. Supt.
E. C. Fellows, Supt. Western Pacific.
F. W. Bowen, Supt. Sacramento Div.
C. D. Montanya, Supt. Truckee Div.
Chas. E. Gillett, Supt. Humboldt Div.
Jas. Campbell, Supt. Salt Lake Div.
T. H. Goodman, Genl. Frt. & Pass. Agt.
F. L. Vandenburgh, Supt. Telegraph.
B. B. Redding, Land Commissioner.

SUNDAY AT SALT LAKE CITY.

Where the lofty, sterile crags of the Wahsatch, garlanded with perpetual snow, look down on the wide alkali plain of the Great Salt Lake; in almost the centre of the vast interior wilderness of America; where a civilized people have lived only within a few years, and in an immense structure, covered by one of the broadest domed roofs existing, we yesterday afternoon heard a powerful organ peal forth, to an audience of thousands, the notes of the glorious hymn, sung by a large choir, "On the mountain top appearing, lo, the sacred herald stands." After this hymn we heard President Brigham Young deliver a remarkable address. The place, the newness and completeness of the edifice; of the city in which it stands; and more than all, the peculiar influences that have brought them to their existing condition; rendered the scene one of the marvels of our times. The Organ contains a choir organ and a heavy subbass, with wooden pipes 32 feet high. The bellows are worked by hand. There are three banks of keys. The number of stops is yet incomplete. The case is, in general outline, designed after that in Music Hall, Boston, and painted in imitation of oak and walnut. The instrument, in all its parts, is the product of Mormon skill. The Tabernacle containing it has seats, we are told, for 13,000 persons, and is certainly a remarkable edifice.

DISTINGUISHED GUESTS.

Yesterday, by invitation of Mr. A. B. Pullman the following gentlemen dined on board our train.

President Brigham Young, Daniel H Wells and George A. Smith; also Apostles John Taylor, Orson Pratt, Sen., Wilfred Woodruff, George Q. Cannon and Brigham Young, Jr.; also Blshop J. C. Little. It gave our party great pleasure to meet them and be presented, and they appeared to enjoy their visit.

—Brigham Young informed our party that he had now 16 wives and 49 living children only, and that he was sixty-nine years old, and had only attended school eleven days when a boy.

—This morning we met, at Monument Point, the California excursion train, containing 300 school teachers, bound for the Atlantic States to spend their summer vacation.

—To-day many of our party have seen Chinese laborers for the first time.

—The late Mr. Morse and the barber haue been restored to us.

OUR SABBATH SERVICE.

One of the nobler and more delightful incidents of our great ride, occurred last evening in the "Palmyra," where an audience, limited only by the capacity of the car, attended evening service, commencing with the hymn, "Thus far the Lord hath led me on," sung in congregational style, to an accompaniment on the organ by Mrs. Kinsley. Rev. E. G. Porter, of Lexington, followed by reading the 139th Psalm, and Dr. R. C. Waterston, of Boston, offered a remarkably impressive prayer, abounding in eloquent and appropriate reflections on the wonders and mercies shown us during our eventful journey.

Mr. Porter then gave a brief discourse of similar tenor. The services closed with the beautiful hymn "Nearer my God to Thee," and the doxology, "Praise God from whom all blessings flow." After the benediction, "Coronation," and other good old psalm tunes, were sung. The true New England spirit that found expression at the summlt of the Rocky mountains, in the choral "America," and the Hundredth psalm, was well manifested in these familiar strains, while the train was departing from the city of the plain.

—The large package of lithographic maps, with time tables of the Central Pacific R. R., kindly forwarded from Sacramento by John Corning, Asst. Gen'l Supt. of the road, expressly for our party, were most acceptable to our passengers. Mr. Corning is on his way to meet us, and we hope to see him soon after breakfast.

TELEGRAPHIC.

[From U. S. Senator from Massachusetts]

WASHINGTON, D. C., May 29.

CHAS. WOLCOTT BROOKS:

Cyrus W. Field was sitting with me when your despatch arrived, and he also enjoyed the report of your trip. I thank Pullman for his great discovery, and congratulate my friends of the Boston Board of Trade, on the opportunities now offered them.

CHARLES SUMNER.

[Telegram from His Excellency, Governor of Nevada.]

CARSON CITY, Nevada, 7 P. M., May 28, 1870.

CHAS. WOLCOTT BROOKS, on Boston Excursion:

Hearty greetings to the party. I hope their visit may be a very pleasant one. I will meet you on Tuesday; what time will you reach Reno?

H. G. BLASDELL.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on an excursion to the Pacific coast:

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

Frederick Allen and wife,	Mrs. C. A. Kinsley,
H. S. Barry,	Addie P. Kinsley,
Miss Josie W. Bliss,	Mary L. Kinsley,
Hon. John B. Brown and wife,	Chas. S. Kendall,
E. W. Burr and son.	Miss M. C. Lovejoy,
John L. Bremer.	John Lewis,
Geo. D. Baldwin and wife.	Jas. Longley and wife,
Miss L. E. Billings.	Geo. Myrick and wife,
Chas. W. Brooks.	Col. L. B. Marsh and wife.
M. S. Bolles.	C. F. McClure and wife,
Alvah Crocker and wife.	Joseph McIntire,
Mrs. F. Cunningham	Sterne Morse,
Thos. Dana.	Fulton Paul,
Miss M. E. Dana.	F. H. Peabody,
Mrs. Thos. Dana. 2d	wife and serv't,
Mrs. Geo. P. Denny,	Miss F. Peabody,
Arthur B. Denny,	Miss L. Peabody,
Cyrus Dupee and wife.	Mast. F. E. Peabody,
John H. Eastburn and wife,	Rev. E. G. Porter.
Robt. B. Forbes and wife,	Miss M. F. Prentiss.
J. S. Fogg,	James W. Roberts. and wife.
Mrs. E. E. Poole,	Wm. Roberts.
Misses Farnsworth,	Josiah Reed.
Robert O. Fuller,	S. B. Rindge and wife.
J. Warren Faxon,	Mast. F. H. Rindge,
N. W. Farwell and wife.	J. M. B. Reynolds and wife.
Mary E. Farwell.	John H. Rice.
Evelyn A. Farwell.	Hon. Ste. Salisbury,
Curtis Guild and wife.	M. S. Stetson and wife,
C. L. Harding and wife.	D. R. Sortwell, and wife.
Miss N. Harding.	Alvin Sortwell,
Edgar Harding.	F. H. Shapleigh,
J. F. Hunnewell.	T. Albert Taylor and wife,
J. F. Heustis.	E. B. Towne,
W. S. Houghton. and wife.	Lawson Valentine and wife.
D. C. Holder and wife.	Miss Valentine.
Miss C. Harrington.	Rev. R. C. Waterston and wife.
A. L. Haskell and wife.	A. Williams.
Miss Alice J. Haley.	Dr. H. W. Williams and wife.
J. M. Haskell and wife.	N. D. Whitney and wife.
H. O. Houghton and wife.	Judge G. W. Warren,
John Humphrey.	Geo. A. Wadley and wife.
Hamilton. A. Hill and wife.	Henry T. Woods.
Benjamin James,	Mrs. J. M. S. Williams.
C. F. Kittredge,	Miss E. M. Williams.
	Miss C. T. Williams.
	J. Bert. Williams.

—What is that which is perfect with a head and perfect without a head, perfect with a tail and perfect without a tail, perfect with a head and tail and perfect without a head and tail?

A Wig.

Why is an omnibus strap like conscience?

Because it is an inward check on the outward man.

How can you tell a hollow tree?
Axe it.

CORINNE TO SACRAMENTO.

About six miles west of Ogden City has been fixed upon as the objective point where the Union and Central Pacific railroads meet. There will be a large settlement at this point, and extensive railroad workshops and buildings necessary at so important a terminal point.

Hot Springs, eight miles from Ogden, is the first station, named from a number of springs which boil up at the foot of a spur of the mountains, sending up a dense cloud of vapor which is visible for some distance, serving as a guide to the locality. This class of springs abound in the great basin in great numbers. They are strongly impregnated with sulphur and other mineral substances. The odor arising from them is very strong, and by no means pleasant to people possessed of large noses. The railroad is laid so close to these springs, that it has, in a great measure, destroyed their original appearance.

About six miles west of Hot Springs, we pass near Willard City, a pretty Mormon town of 900 inhabitants, situated at the base of the mountains. The mountains near this town present indications which would assure the "prospector" that they were rich in various minerals.

Near the city, in the first range of hills, is the crater of an extinct volcano, which covers several acres. The masses of lava lying around—its bleak, barren, and desolate appearance—would seem to indicate that not many years had elapsed since it was in active operation.

Corinne, ten miles further, is a place of considerable importance. It contains about 2.500 inhabitants, and, at present, is the center of a very extensive trade. It has an elevation of 4,285 feet. Distance from Omaha, 1,056 miles; from Sacramento, 718. It is situated near the west bank of Bear river, a few miles from the lake. The *Utah Reporter*, the only Gentile paper published in the Territory, is located here. It is said to be a vigorous, sprightly sheet, daily and weekly. Around the town are thousands of acres of fine land, which only require irrigation and culture to render them productive in the highest degree. As we leave Corinne, we gradually draw near the base of the mountains; the farming lands gradually give way to alkali beds, white, barren, and glittering in the sun, with a hard, gray light, very disagreeable and wearying to weak eyes.

Promontory Point is 690 miles from Sacramento. It is celebrated for being the point where the connection between the two roads was made on the 10th of May, 1869. A short distance behind the Promontory the Great Salt Lake can be seen.

Rozel, Monument Point, and Lake are the three next stations, but are of no particular importance.

Kelton is the next. Here several stage lines carry passengers through Idaho to Boise City, Walla Walla, and Portland.

Pilot Peak—a remarkable land-mark, visible at various points along the division, lies about five miles south of the road, almost opposite the station. It is a lofty pile of rocks—the eastern terminus of pilot mountains—rising about 2,500 feet above the barren sands.

Montello, Loray, Toano, and Pequop come next. The latter has an elevation of 6,210 feet, one of the highest points on the road. From here, according to the guide books, we commence to descend. The next station is Otego. Then comes Independence, which has a number of fine valleys and lakes surrounding it. The valleys in this vicinity are said to be susceptible of a high state of cultivation, and wheat, barley, etc., do well here. As a range for stock, the lands have no superior west of the Rocky Mountains.

Elko, 469 miles from Sacramento, is a town of great prominence. The railroad company has a large depot and freight-house here, and there is a large lumber trade growing up.

Carlin, is a large and rapidly increasing place, destined to be a very prominent point. The company have many work-shops and buildings here.

Palisade, on Humboldt Canyon, is located close to the base of cliffs which are from 500 to 1,500 feet high. The scenery hereabouts is grand. One of the most noted points here is what is termed Devil's Peak. This is a perpendicular rock, probably 1,500 feet high, rising from the water's edge.

Golconda is in the Gold Run mining district, and is a station of considerable importance. Silver mines have been discovered here within a few months which turn out from thirty to forty dollars per ton.

Winnemucca is also a place of considerable importance. It is named after an Indian chief who once resided here.

Humboldt is 28 miles from Sacramento. Tourists never regret stopping over here for a day or two to hunt.

Wadsworth is the beginning of the Truckee division of the road. Contains about 800 inhabitants, some 200 or 300 being in the employ of the company at their shops here.

Reno promises to be a place of considerable importance. It is 154 miles from Sacramento, has about 700 inhabitants, and was named after General Reno, who was killed at South Mountain. There is a spicy little paper here called the *Crescent*. Reno is 21 miles from Virginia City, to which a branch railroad runs.

Truckee is quite a large town. Has 4,000 inhabitants, mostly in the lumber trade. The town is built mostly north of the railroad. The company have large freight-houses here, and do a heavy business from this point. The semi-weekly *Tribune* is a paper published here.

Summit is the next station, where the traveler crosses the Sierras. A long line of snow-sheds must be gone through before reaching the summit, which is 7,042 feet above tide. There is no grander scenery in the Sierras—of towering mountains, deep gorges, lofty precipices, sparkling waterfalls, and crystal lakes—than abound within an easy distance of this place.

Cisco is a town of some 400 inhabitants, but of not much importance in a business light.

A little farther on we come to the great American Canyon, one of the grandest gorges in the Sierra Mountains. The river is here compressed between two walls, 2,000 feet high, and so near perpendicular that one can stand on the brink of the cliff and look directly down on the foaming waters below. The canyon is about two miles long, and so precipitous are its sides, which are washed by the torrent, that it has been found impossible to ascend the stream through the gorge, even on foot.

Colfax, 54 miles from Sacramento, is quite a town. The company have some good buildings, and the population numbers about 1,000.

Auburn is a fine town of about 800 people. It is one of the neatest towns in the country. There are two newspapers here, the *Stars and Stripes* and the *Placer Herald*.

Newcastle, Pino, Rocklin, Antelope, and Arcade are all stations of but little importance, and at last we find ourselves gliding into Sacramento.

—Indians are now seen at almost every station. They are the friendly Pawnees, Bannocks and Shoshones.

When a boy falls out of the window what does he fall against?

His will.

How do we know that the highest apple on the tree is always a good one?

It is a tip-top one.

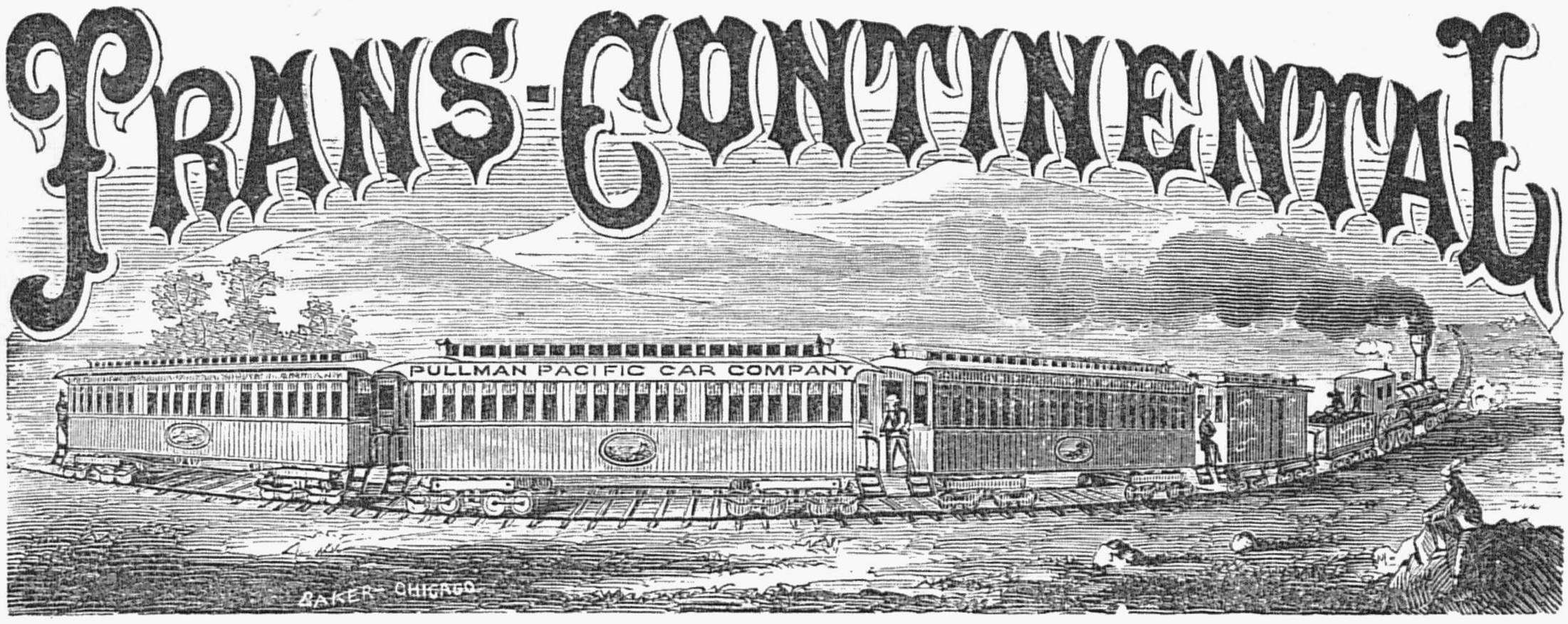
Why does a sculptor die the most dreadful of deaths?

He makes up faces and busts.

My first makes time: my second spends it; my whole tells it.

Watch-man.

When is a cow real estate? When she is turned into a field.



"LET EVERY STEP BE AN ADVANCE."

VOL. 1. Summit Sierra Nevadas, Cal., Tuesday, May 31, 1870. No. 6.

The Trans-Continental.

Published Daily on the Pullman Hotel Express,
Between
Boston and San Francisco.
W. R. STEELE, *Editor.*

OUR CANDID OPINION.

At a general meeting of our party, in the smoking car, Hon. Alex. H. Rice presiding, the following resolutions were offered by Frank H. Peabody, one of Boston's leading bankers, and heartily seconded by Robert B. Forbes, after which they were unanimously passed by acclamation, and with cheers.

In seconding the resolutions, Mr. Forbes rose to say that he entirely concurred in them. He had traveled some; by land and by sea; hardly a country can be named that he had not visited; in one single voyage he had traversed seventy-five thousand miles; therefore he felt competent to speak emphatically when saying that this excursion, for length, completeness of organization, comfort and convenience, stands alone. He thought so highly of the skill, liberality and intelligence of Messrs. Pullman that he believed it would never be outdone in these respects, *except by themselves.* He thought so well of the kindness and skill of the gentlemen who have contributed so much to our safety and comfort as to believe nothing better will ever be accomplished *except under their auspices.*

He had in his pocket a letter from his son in China, 11th ult., who will get his answer in 78 days from the time of writing. This will seem slow to most of you, when the Pullmans, the Ames, the Crockers, and other progressionists improve on the present means of communication. The Pacific Mail Co. have fast, economical steamers on the route, and if they do not, some one else will.

He concluded by saying, "I must not get among the rope yarns, lest my remarks prove like those two towns of France—too long (Toulon) and too-loose (Toulouse)—therefore I have only to say, in conclusion, let us thank fortune for the opportunity of being here under such favorable auspices, and let us adjourn when we part to meet again where the deserts through which we have passed shall be dotted with farms and vineyards."

Resolved, That we, the passengers by the Boston Board of Trade Pullman Excursion train, the first through train from the Atlantic to the Pacific, having now been a week *en route* for San Francisco, and having had, during this period, ample opportunity to test the character and quality of the accommodations supplied for our journey, hereby express our entire satisfaction with the arrangements made by Mr. Geo. M. Pullman, and our admiration of the skill and energy which have resulted in the construction, equipment and general management of this beautiful and commodious moving hotel.

Resolved, That we return our cordial thanks to Mr. Pullman for the very great pains taken by him beforehand to make the present journey safe and pleasurable; that we recognize the complete success which has followed all his efforts, and that we extend to him our sincere wishes for such a degree of prosperity to attend all his operations as will be proportionate to his merits as one of the most public-spirited, sagacious and liberal railroad men of the present day.

Resolved, That we take pleasure in witnessing, as we journey from point to point, through the Western States, the many evidences of Mr. Pullman's enterprise and the extent of his operations in the cars which we meet belonging to the Pullman Co., attached to the regular trains, for the use of the public, or appropriated especially to private excursion parties, and we earnestly hope that there will be no delay in placing these elegant and homelike carriages upon the principal routes in the New England States, and we will do all in our power to accomplish this end.

Resolved, That our cordial thanks are also given to Mr. A. B. Pullman, General Superintendent Pullman Palace Car Co., who has accompanied us on our journey, for his personal attention, and for his unceasing endeavors to promote our convenience and enjoyment.

Resolved, That these Resolutions be published in the TRANS-CONTINENTAL, as a testimonial to the Messrs. Pullman, in which we, the passengers by this train, unanimously and heartily unite.

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

Frederick Allen and wife.	Mrs. C. A. Kinsley.
H. S. Barry.	Addie P. Kinsley.
Miss Josie W. Bliss.	Mary L. Kinsley.
Hon. John B. Brown and wife.	Chas. S. Kendall.
E. W. Burr and son.	Miss M. C. Lovejoy.
John L. Bremer.	John Lewis.
Geo. D. Baldwin and wife.	Jas. Longley and wife.
Miss L. E. Billings.	Geo. Myrick and wife.
Chas. W. Brooks.	Col. L. B. Marsh and wife.
M. S. Bolles.	C. F. McClure and wife.
Alvah Crocker and wife.	Joseph McIntyre.
Mrs. F. Cunningham	Sterne Morse.
Thos. Dana.	Fulton Paul.
Miss M. E. Dana.	F. H. Peabody.
Mrs. Thos. Dana. 2d	wife and serv't.
Mrs. Geo. P. Denny,	Miss F. Peabody.
Arthur B. Denny,	Miss L. Peabody.
Cyrus Dupee and wife.	Mast. F. E. Peabody.
John H. Eastburn and wife.	Rev. E. G. Porter.
Robt. B. Forbes and wife.	Miss M. F. Prentiss.
J. S. Fogg.	James W. Roberts. and wife.
Mrs. E. E. Poole.	Wm. Roberts.
Misses Farnsworth.	Josiah Reed.
Robert O. Fuller.	S. B. Rindge and wife.
J. Warren Faxon.	Mast. F. H. Rindge.
N. W. Farwell and wife.	J. M. B. Reynolds and wife.
Mary E. Farwell.	John H. Rice.
Evelyn A. Farwell.	Hon. Ste. Salisbury.
Curtis Guild and wife.	M. S. Stetson and wife.
C. L. Harding and wife.	D. R. Sortwell, and wife.
Miss N. Harding.	Alvin Sortwell,
Edgar Harding.	F. H. Shapleigh.
J. F. Hunnewell.	T. Albert Taylor and wife.
J. F. Heustis.	E. B. Towne.
W. S. Houghton. and wife.	Lawson Valentine and wife.
D. C. Holder and wife.	Miss Valentine.
Miss C. Harrington.	Rev. R. C. Waterston and wife.
A. L. Haskell and wife.	A. Williams.
Miss Alice J. Haley.	Dr. H. W. Williams and wife.
J. M. Haskell and wife.	N. D. Whitney and wife.
H. O. Houghton and wife.	Judge G. W. Warren
John Humphrey.	Geo. A. Wadley and wife.
Hamilton. A. Hill and wife.	Henry T. Woods.
Benjamin James.	Mrs. J. M. S. Williams.
C. F. Kittredge.	Miss E. M. Williams.
	Miss C. T. Williams.
	J. Bert. Williams.

ROBERT C. WATERSTON

Said we had started with high expectations, so high that he had feared a cruel test awaited our train; but he was free to say that realization had even exceeded expectation so exacting. Higher even than the external beauties displayed to the eye around us have been the solid corresponding luxuries of taste and feeling we have had. Pure air, ventilation and perfect tidiness, while every wish seems to have been anticipated. He had travelled throughout Europe, but in the Pullman palace train, he had seen greater luxuries and convenience than in the cars of any kingdom of the oid world. By a peculiar chance, he once travelled in Queen Victoria's state car, and did not hesitate to say that Pullman has provided for the people of America more than was provided by the people of Great Britain for their beloved queen. We are rejoiced to know that thousands and tens of thousands coming after us will share the same privileges we now enjoy. It has not only been a pleasure to mingle in companionship with those who planned and carried out all this; but to find the most gentlemanly courtesy, united with the ability to care for our comfort. We have here found all the enjoyments of domestic intercourse, blending with the sanctities of domestic life, making this train indeed a *home*.

We have experienced nothing of fatigue or exhaustion, in fact have often been more fatigued by a short trip in rhose cars than in crossing a continent, over the Rocky and Sierra Nevada mountains. He closed by hoping Pullman would go on *pull*-ing *man*-kind.

GEORGE WASHINGTON WARREN,

President of Bunker Hill Monument Association, added his testimony by a few appropriate remarks, endorsing all that had been said. An arrival was formerly looked forward to with anxiety, as the culminating pleasure of a journey, but we have found that the longer the journey the more enjoyment it may include, and—"distance lends enchantment"—gains new meaning in our day.

Hon. ALVAH CROCKER said he was happy to endorse the words of Bunker Hill. Hon. STEPHEN SALISBURY and Hon. JOHN B. BROWN confirmed the previous speakers, and declared that our entire trip through the west had been a series of agreeable surprises. CURTIS GUILD said that when he looked at the Pacific Railroad and the Pullman Palace cars and the magnificent region we had passed through, he thanked God that he was an American. He was forcibly reminded of how in times past he had suffered in cars between Boston and New York, when cramped all night in uncomfortable seats, and of the many other discomforts of railroad travel which were here so happily removed,—and much as we had been accused of boasting of our great country, its resources, its inventions and enterprise, he thought that all could admit the half had not been told. However, nothing was too good for an American who is ever ready to improve upon existing improvements.

Col. LUCIUS B. MARSH said he could not help adding his testimony by saying that every department in our train has been run by first class men, of marked ability in their several branches, and he desired they should receive the praise which is their due.

Rev. E. G. PORTER then spoke, and was followed by HAMILTON A. HILL, Secretary of the National Board of Trade of the United States, who said this trip of our party would result in placing Pullman cars as a necessity on railroads between Boston and New York.

CHARLES WOLCOTT BROOKS was then called to speak on behalf of the West Coast, which he did, occupying half an hour, giving an interesting account of its resources, hopes and industries, which was full of fresh information, enthusiastically received with hearty cheers. Major GEORGE PARKMAN DENNY, of the Executive Committee, then said:

After such a wealth of eloquence, it can hardly be expected that I can, at a moment's notice, fittingly respond for Mr. Pullman to the resolutions and the eloquent words with which they have been endorsed. I feel that a few words will best express the grateful feelings which his own modesty prevents him from uttering.

With all his experience in enterprises of this nature, I am conversant with the fact that this has been to him of greater interest, and anxiety and expense than any other. Consequently your kind words of approbation are correspondingly of the greater value, and more than this, for the further reason that he is fully aware of your high expectations. A few weeks since he was informed that these cars could not be finished before the middle of June, while we had engaged them to leave Boston May 23d; but with his indomitable perseverence he directed that labor should not cease for an hour, either by day or night, that you might not be disappointed; and you did leave on the day and at the hour as promised. I feel at liberty to say that this mark of your approval will be cherished by him as among his most valued possessions.

The meeting then adjourned amid repeated cheers.

—A wise weed—The sage plant.

TRANS-CONTINENTAL

TUESDAY MORNING, MAY 31.

☞*Communications and Exchanges for this paper should be addressed,* TRANS-CONTINENTAL, 46 *State Street, Chicago.*

THE END CROWNS THE WORK.

The issue of this, the last, number of the TRANS-CONTINENTAL, indicates that the constant success attending us has enabled us after our wonderful ride—so long in distance, now seemingly so short in time—to descend to-day to the waters of the Pacific. And this daily record of our progress can hardly end more appropriately than with a retrospective sketch of what we, as travelers, have accomplished,—all that was promised, or that could have been reasonably expected, and indeed far more. Almost as if in one long and rapid vision, have disappeared behind us the Capital of the Old Bay State; the green hills of Berkshire: the spires of Albany; the broad fields of Canada; the rich farms of Michigan; the marvellous trade and lofty edifices of Chicago; the beautiful prairies of Illinois; the vast plains along the Platte; the strange, disintegrating forms of an earlier world by the Green River in Wyoming; the stupendous walls of the Weber Canyon; the mountain-walled valley of the latter-day Saints, and the grandeur and richness of the Humboldt region. We have traversed the lands that witnessed the labors and triumphs of the Puritan; the perseverance of the Dutch; the adventures of the French; and that now, filled with the homes of representatives of nearly every civilized race, are demonstrating the energy and progress of the great composite American people. We can renewedly and assuredly feel that the fact alone that we have found recorded on the vast continental page, renders our highest praise of American skill and American resources, not only not boastfulness, however once seemingly such—but simple and adequate expression of reality. And while rapidly, safely, luxuriously, happily, we have crossed from sea to sea, we can all, with devout gratitude, regarding what we have seen and what we have felt, exclaim with honest love and pride—Thank God we are Americans! and trust and resolve anew that we each and all may, in our own appropriate time and manner, serve loyally the vast land and the noble principles it represents committed to our keeping With these feelings we salute California

DISTINGUISHED GUESTS.

Our party were met at Reno, by His Excellency Gov. Blaisdell, of Nevada, his son, and soon after by A. N. Towne, Gen'l Supt. of Central Pacific Railway, also F. W. Bowen, Supt. Sacramento division, S. S. Montague, Chief Engineer, and Arthur Brown, Supt. bridge and snow shed construction. As we foretold in our last issue, John Corning, Asst. Gen. Supt., met us at Elko, and has accompanied us over the road.

The foregoing are our welcome guests as we go to press; and we do but poor justice to our feelings when we say that their great kindness and attention has completely won our hearts. Regarding our visitors and the road, we can truly say, "They are all our fancy painted."

—Albert B. Pullman, Gen'l Supt. of the Pullman Palace Car Co., feeling a natural anxiety for the complete success of this our eventful trip, has accompanied our train, in order that his presence, like that of Napoleon on the field, should be a complete guarantee that all would be well with us.

To say that our genial friend has won our lasting friendship by the quiet manner in which his influence has been felt, is but a moderate measure of praise from those under his supervisory care.

His practical familiarity with all details of car construction and the genius displayed by both him and his brother, Geo. M. Pullman, we, in common with the traveling community, are indebted for luxuries of travel enjoyed on our glorious trans-continental journey.

—Early this morning, as we ascended the Sierras, we encountered quite a snow storm, a new incident in our trip. In Summit Valley forty-two feet of snow has fallen during a winter, and eight feet has been known to fall in a single storm. In crossing these mountains we pass thirteen tunnels cut through granite rock — the longest 1,680 feet — and through about thirty miles of snow sheds, timbered as heavily as a line-of-battle ship. "Cape Horn," and the view down the American River Valley, added a majestic climax, full of grandeur and beauty, and after rising 3,000 feet, and descending 7,000 feet we shall reach Sacramento, the capital of California.

—At Dutch Flat and Gold Run we passed in view of hydraulic mining sluices, being frequently on the very sides of our road, through a rich mining district.

Our regular despatches from the Associated Press, are again crowded out by the pressure of local matter.

—Yesterday being Soldiers' Memorial Day, it was thought proper that we who, from our present situation, were not permitted to place flowers upon the graves of the departed braves, should recall their deeds and revive the memory of their patriotism. A meeting was therefore held in the "Marquette," which was well filled by ladies and gentlemen. The Rev. E. G. Porter offered prayer, the national hymn was sung, and appropriate remarks were made by Col. Marsh and the Rev. R. C. Waterston. The meeting closed with singing.

—We have passed thirty saw mills in these mountains, with abundant water power, within a distance of twenty-five miles. The frequent way stations on the entire western portion of the Central Pacific Railway, indicate a large local business, which must constantly increase.

TELEGRAPHIC.

SAN FRANCISCO, Cal., May 30.

Hon. Alex. H. Rice,
President Board of Trade.

The Chamber of Commerce of the City of San Francisco, will be happy to welcome the Boston Board of Trade. A Committee will meet you on the road from Sacramento, and take your train by the way of San Jose, and steam you through our city, by special privilege, to the very door of the Grand Hotel.

ROBERT B. SWAIN,
President of the Chamber of Commerce.

[Answer.]

TRUCKEE, May 31.

Hon. Robert B. Swain,
Pres't Chamber of Commerce,
San Francisco.

Our hearts are touched by the cordial welcome which anticipates our arrival in the commercial capital of the Pacific coast, and we warmly reciprocate the cordiality of your first salutations, and look forward with great pleasure to meeting you.

ALEX. H. RICE,
President Boston Board of Trade.

Officers of Central Pacific R'y.

Hon. Leland Stanford, President.
C. P. Huntington, 1st Vice President.
Chas. Crocker, 2d Vice President.
Mark Hopkins, Treasurer.
E. H. Miller, Jr., Secretary.
A. N. Towne, Genl. Supt.
John Corning, Asst. Genl. Supt.
E. C. Fellows, Supt. Western Pacific.
F. W. Bowen, Supt. Sacramento Div.
C. D. Montanya, Supt. Truckee Div.
Chas. E. Gillett, Supt. Humboldt Div.
Jas. Campbell, Supt. Salt Lake Div.
T. H. Goodman, Genl. Frt. & Pass. Agt.
F. L. Vandenburgh, Supt. Telegraph.
B. B. Redding, Land Commissioner.

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Manufacture all varieties of Cloth, Blankets and Woolens.
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HON. LELAND STANFORD.

Among those who stand prominently before the American people, as instruments of progress; who have done much to minister to the greatness and development of the west coast; we turn instinctively to the name which heads our list. Governor Stanford, President of the Central Pacific railroad, is a man in the prime of life. He has filled and occupies many positions of great prominence and responsibility. He was born in the State of New York, but removed to California soon after the discovery of gold. Success in business soon rewarded his efforts, and when the Pacific R. R. bill first passed Congress, he had retired from trade, and held the honorable position of Governor of California. While applying himself closely to business, he is affable and kind hearted in private life

His subsequent association with Chas. Crocker 'Colis P. Huntington, Mark Hopkins, and Judge E. B. Crocker, his brother, and other men of great ability and undaunted energy, resulted in a determination to build a railroad by Dutch Flat, across the Sierra Nevada mountains, which should thereafter form a portion of the great trans-continental road. Discouragement seemed to face them on every side: yet they firmly resolved to build the road, and when they had once undertaken it they persistently persevered against great local opposition, which for a while seriously delayed their advance, and indeed rendered their success somewhat problematical. But with each discouragement and movement of their adversaries, their courage rose, and they were urged to greater effort, until finally the wheel of their success passed its culminating point.

Laborers were scarce and wages high; expenses were large, and legal injunctions retarded receipts; the outlook was decidedly unpropitious—but with a tenacity of purpose rarely equalled they embarked their entire means and determined to push through the road. As their trials were great in the beginning, so also was their success, when fortune smiled auspiciously. In the great race across the continent, marked administrative skill was displayed; and after the Central Pacific Railway, in its course Eastward, had reached the Valley of the Truckee, its advance was nearly ninety miles a month, until at Promontory, on the 10th of May, 1869, it united with the Union Pacific Railway, and through that road with the entire network of railways along the Atlantic Coast.

Charles Crocker, formerly Gen'l Supt. and now 2d Vice-President of this road, came across the plains to California in 1850. His trip occupied 83 days from the Missouri River to El Dorado County, Cal., a wonderful difference when compared to our delightful trip, accomplished with such ease and rapidity, He then gained practical information of great value. He was born in Troy, N. Y., and is 48 years of age; a person of marked energy and great good judgment, having been the executive officer in general charge of the army of construction throughout the time the road was being built.

In private intercourse he is jovial and free-hearted, but close in business matters, which concern the interest of the road. His attention is now principally occupied in directing its general affairs from his headquarters at Sacramento. In other departments, other officers have been, perhaps, equally efficient, but space here forbids a more extended notice of them, than that welcome which we extend to California and ail her public spirited men

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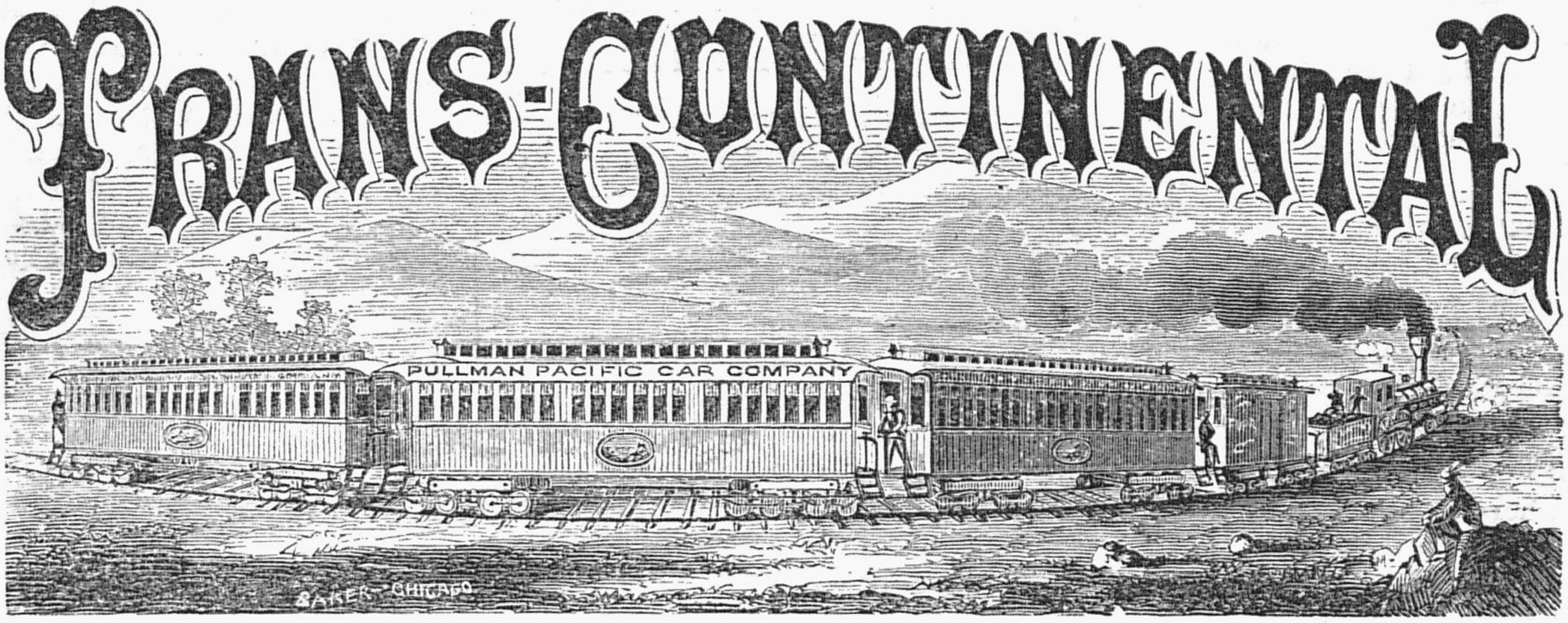

"LET EVERY STEP BE AN ADVANCE."

Vol. 1. San Francisco, Cal., Saturday, June 25, 1870. No. 7.

The Trans-Continental.

Published Daily on the Pullman Hotel Express, Between Boston and San Francisco.

W. R. STEELE, *Editor.*

☞ *Communications and Exchanges for this paper should be addressed,* TRANS-CONTINENTAL, 46 *State Street, Chicago.*

CALIFORNIA.

I.

On the shore of the western sea
  She sat spell-bound and slept,
While the waters and hills and lea
  A weird 'round her kept.

Countless centuries roll'd away,
  And none disturbed her rest—
Neither Indian through the day
  Nor beasts that night infest.

Till at length there was story spread,
  That some strange prize was hid
For the daring, who could but tread,
  Where she their coming bid.

Then afar, from the Spanish land,
  Sailed many voy'gers bold:
And they seiz'd and dwelt on that strand,
  And sought its wealth to hold.

But she heeded not ships or arms,
  Or tones of chanted mass;
And a veil that was o'er her charms,
  No sight of theirs could pass.

Still she slept—to the world scarce known—
  As ne'er to wake again;
Motionless in her weird lone,
  Like Bride of Triermain.

For her slumber could only end,
  When Worth Desert should win;
And a guardian sure defend
  Her life yet to begin.

Then across the broad Continent,
  And 'round the stormy Horn,
Truer men from the Eastward went,
  To seek her haunt forlorn.

And they stirr'd with busy quest
  The land from mount to sea,
Till they wakened both spell and rest,
  And she who slept was free.

Sky and earth all renewed appear—
  For off she casts her veil,
Worn through many a hundred year,
  To fall when they assail.

II.

She is waken'd and risen now.
  In all her beauty bright;
Shining radiant from her brow.
  Like blush of morning light.

And her golden and waving hair
  With flashing jewels twined,
Rich and free, o'er her shoulders fair
  Is streaming in the wind.

Toward the region where she had slept
  Are stretched her round white arms;
They who o'er her true guard have kept
  Behold her queenly charms.

And the life, new and true, she breathes,
  A nobler power shall wear,
For the kind hand of God now wreathes
  A garland she shall bear.

And He, in His wisdom and grace,
  Who makes and who preserves,
With His glory shall crown her lovely face,
  As only she deserves.

III.

In the Middle Age there was made
  A precious diadem,
On the shrine at old Monza laid,
  Enrich'd with gold and gem.

Back of jewel and graven boss,
  A ring curved dark and plain,
Form'd from nail of the holy Cross
  Of Him for us once slain.

Strong and good was the Lombard King
  Who wore that Iron Crown;
Treasure great was the sacred ring
  To that Italian town.

But the men of the East and West
  Who waked the weird lone,
Now a mightier form invest
  With metal and with stone.

For in band of iron they've bound
  A land from sea to sea,
With no fabled link circled 'round,
  Forever one to be.

And a nation receives a crown
  Of more than regal might—
Not a symbol of men bow'd down,
  But fact of power and right.

From that crown shall be taken now,
  Thread of the iron line,
To be wreath'd 'round her jewel'd brow,
  Three emblems to combine.

It shall show that forever clasp'd,
  She's held by all the land;
And with love and devotion grasp'd,
  The nation takes her hand.

And a kiss that a mighty heart
  Imprints the hand it holds;
Seals the pledge true words impart,
  And all that heart enfolds.

It shall show that the homes and hearts
  Now scattered through the land,
Like all her gems, in all its parts,
  Are joined in stronger band.

And memories dear of old,
  And all that now is best,
With the treasures and charms they hold,
  Her life and brow invest.

And He who form'd her diadem—
  Who gave her boundless wealth—
He now crowns her with gold and gem
  And freshest flush of health.

Radiant is her wreathed brow,
And smiles light her fair face;
She is living her new life now,
Unveiled in all her grace.

To the land and the broad, bright sea
Her hand's outstretched to all,
"Hither, joyfully come to me"
Is heard her cordial call.

"Come to me, where the sunlight clear,
O'er land exuberant,
Doubles summer in each year—
And plenty laughs at want.

"Come where wealth in abounding store
Is spread for earnest hands,
Where the grain and vine grow o'er
A soil of golden sands.

"Come and dwell in the region fair
That kept me safe for you;
Grateful will I repay all care,
While you my domain view.

"Bring to me all that culture yields,
And charms of olden days,
Bless and gladden my hills and fields,
And gain what each repays."

Thus, in beauty and splendor crown'd
Queen of the golden west,
She is throned where her realms lie round
Like regions of the blest.

And He who formed her rich and fair—
Who bade her new life wake,
Has given her to a people's care,
Her honor, theirs to make.

Gather, then, where her charms disclosed
Are showing through her clime,
That the weird by true men closed,
Was closed in God's own time.

J. F. H.

SAN FRANCISCO, June 24, 1870.

— The above lines were written by a passenger on this train, expressly for the TRANS-CONTINENTAL.

— Many of our party stopped at the Cosmopolitan Hotel, and a considerable degree of good-natured rivalry existed between these and those who put up at the Grand Hotel, as to the merits of the two hotels, but all finally united in praising both, and as each was strictly first-class in every respect, it was decided that either was very hard to beat.

— On the first of July the Western Pacific Railroad will consolidate with the Central Pacific Railroad corporation, and be thereafter known as the Western Division of the Central Pacific Railroad.

— This afternoon we shall pass through the snow-sheds, galleries and tunnels of the Sierra Nevada Summits, and reach the Silver State of Nevada before night.

TRANS-CONTINENTAL

SATURDAY MORNING, JUNE 25.

SECOND EDITION.

Sacramento, Saturday Forenoon.

EASTWARD BOUND.

Punctually to the minute, our train left the depot of the Western Pacific Railroad Company, at its terminus on the pier in the Bay of San Francisco; and E. C. Fellows, Superintendent of this division, accompanied us as far as Sacramento.

Our beloved train was tastefully decorated to receive us, and the many smiling faces of the various employees betokened a hearty welcome. "Home, Sweet Home," was prominent among the decorations, and after getting settled each in his appointed place, a genial glow of satisfaction appeared to pervade every member of our party. Had we time and space to-day, we might say all that we desire, in regard to our departure, but reserve for a future number a less hasty notice of its many pleasing incidents.

Notes from our Log Book.

The Boston Excursion party entered San Francisco seven minutes before midnight on *Tuesday*, May 31st, and proceeded down Market street, through the city, by special permission of the city government. The train stopped in front of the GRAND HOTEL, which took all of our party it could conveniently accommodate, while a considerable number found comfortable quarters at the COSMOPOLITAN HOTEL; a small remainder were taken by friends to private houses.

Wednesday, June 1st, was pricipally occupied in receiving and making individual visits; many prominent citizens of San Francisco called on our party, and attentions were proffered with a heartiness that made us feel the warm-hearted hospitality of a western welcome.

Thursday, June 2d, was chiefly occupied by a most charming drive to the Cliff House and ocean beach, in which nearly all the party joined. The broad Pacific was first seen by most of us, and the Seal Rocks, covered with seals and sea lions, directly opposite the hotel, on the Cliff, attracted general interest.

After the ceremony of mingling the waters of the Atlantic and Pacific Oceans, and the baptism of a child in the mingled waters, under the porch of the house, by Rev. Robert C. Waterston, our party rode four miles along the ocean beach and returned by Bernal Heights, which commands a very extensive and noble view of the city and bay of San Francisco. Visits were also made to Woodward's Garden, and the curious old Mission Church of San Francisco, built of adobe, or earth bricks, which Mission gave its name to the queen city of the Pacific.

Friday, June 3d—Many of the party were out bright and early, and visited the market; nearly all spent the forenoon among the shops and principal streets, occupied in making purchases, and minor details received attention until one o'clock, when the party, accompanied by guests, numbering in all over two hundred persons, including the Bushnell-Nickerson-Howes-Baker party—went by special train on a delightful exeursion among the country seats of San Mateo county. We were indebted to President H. M. Newhall, and to Messrs. Peter Donahue and Charles Mayne, for marked railroad courtesies and attentions.

Many private estates, distinguished for comfort as homes, and for the especial beauty of their grounds were visited. At the last place we were entertained in a most happy and whole-souled manner, having first a dinner, then a dance, and finally a supper before leaving. It is hard to express the just appreciation of our party, of the elegant hospitality so generously bestowed upon us, but the memory of it will linger with us, and be safely treasured in a choice corner of our hearts. All reached the city safely, after an absence of nearly twelve hours.

Saturday, June 4th, a portion of the party, by invitation of Gen. Ord, visited the fortifications in the harbor, and passed out and in the Golden Gate Nearly all of us in the evening visited the Chinese Theatre, and saw and heard a special performance that resulted in a marvellous combination of uncommonly rich dresses and indescribable sounds.

Sunday, June 5th, the party attended morning service chiefly at the churches where Dr. Stone and Dr. Stebbins preached excellent sermons, referring to the social event of the week. Other engagements were chiefly of a private nature.

Monday, June 6th, was occupied by drives, visits and shopping. A second portion of the party made an excursion in the harbor. In the evening, several gentlemen of San Francisco gave a ball to the excursionists at the Cosmopolitan hotel. A little over five hundred ladies and gentlemen were present. The ball, unusually agreeable, elegant and successful, closed at 4 A. M. The supper was perfect in all its points.

Tuesday. June 7th, the forenoon was generally occupied by the party in preparations for long excursions to the

country. At 4 P. M. forty-six ladies and gentlemen left for the Yo-Semite Valley by way of Mariposa, and about sixty others left for the Geysers. The former spent the night at Stockton, the latter at Calistoga Springs.

Wednesday, June 8th, the Yo-Semite party rode to Snelling's, sixty miles through the dust of the San Joaquin plains. The visitors to the Geysers spent a very pleasant day near those interesting curiosities. Foss, the world-renowned driver, handled his six horses with his accustomed skill, and the various wagons all made good time, and went without accident of any kind.

Thursday, June 9th, the Yo Semite party rode 32 miles to Mariposa, where a portion remained until the following day; others rode on twelve miles to White and Hatch's—a very neat ranch-house, quietly nestled in the midst of a pine forest, among the foot-hills of the Sierra Nevada Mountains.

Our second division left the Geysers soon after sunrise, dined at Calistoga Springs and returned by rail through the beautiful Napa Valley to Vallejo, whence by steamer New World, they returned to San Francisco, much pleased with their trip.

TELEGRAPHIC.

BOSTON, June 22.—Charles Wolcott Brooks:—When is the Boston Excursion train due at Chicago, on its return? E. H. Sampson will leave here in season to meet you at that point.

GEO. O. CARPENTER.

[*Sent by Telegraph.*]

BOSTON EXCURSION TRAIN, June 25.—Hon. B. B. Styles, Mayor, etc., Denver, Colorado:—The Boston Excursion party present thanks for your hearty invitation to visit Denver, and regret their inability to avail themselves of the pleasure which such a visit would afford.

ALEX. H. RICE, President.

—The proprietors of the Grand Hotel gave those of our party stopping at their house a farewell dinner, and supplied their table with a bountiful supply of California wines, before their departure. Every thing was delightfully cooked, and served in the best manner, and universal satisfaction was expressed by the recipients of this thoughtful and complimentary attention.

—We invite attention to the card of the Pontoosac Woolen Manufacturing Co., in another column. The fine blankets used by the Pullman Palace Car Co. are manufactured at this establishment. T. Clapp, Esq., is the agent at San Francisco.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on an excursion to the Pacific coast:

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

Frederick Allen and wife,
H. S. Barry,
Miss Josie W. Bliss,
Hon. John B. Brown and wife,
E. W. Burr and son.
John L. Bremer.
Geo. D. Baldwin and wife.
Miss L. E. Billings.
Chas. W. Brooks.
M. S. Bolles.
Alvah Crocker and wife.
Mrs. F. Cunningham
Thos. Dana.
Miss M. E. Dana.
Mrs. Thos. Dana. 2d
Mrs. Geo. P. Denny,
Arthur B. Denny,
Cyrus Dupee and wife.
John H. Eastburn and wife.
Robt. B. Forbes and wife.
J. S. Fogg.
Mrs. E. E. Poole.
Misses Farnsworth.
Robert O. Fuller.
J. Warren Faxon.
N. W. Farwell and wife.
Mary E. Farwell.
Evelyn A. Farwell.
Curtis Guild and wife.
C. L. Harding and wife.
Miss N. Harding.
Edgar Harding.
J. F. Hunnewell.
J. F. Heustis.
W. S. Houghton. and wife.
D. C. Holder and wife.
Miss C. Harrington.
A. L. Haskell and wife.
Miss Alice J. Haley.
J. M. Haskell and wife.
H. O. Houghton and wife.
John Humphrey.
Hamilton. A. Hill and wife.
Benjamin James,
C. F. Kittredge,
Mrs. C. A. Kinsley,
Addie P. Kinsley,
Mary L. Kinsley,
Chas. S. Kendall,
Miss M. C. Lovejoy,
John Lewis,
Jas. Longley and wife,
Geo. Myrick and wife,
Col. L. B. Marsh and wife.
C. F. McClure and wife,
Joseph McIntire,
Sterne Morse,
Fulton Paul,
F. H. Peabody, wife and serv't,
Miss F. Peabody,
Miss L. Peabody,
Mast. F. E. Peabody,
Rev. E. G. Porter.
Miss M. F. Prentiss.
James W. Roberts. and wife.
Wm. Roberts.
Josiah Reed.
S. B. Rindge and wife.
Mast. F. H. Rindge,
J. M. B. Reynolds and wife.
John H. Rice.
Hon. Ste. Salisbury,
M. S. Stetson and wife,
D. R. Sortwell, and wife.
Alvin Sortwell,
F. H. Shapleigh,
T. Albert Taylor and wife,
E. B. Towne,
Lawson Valentine and wife.
Miss Valentine.
Rev. R. C. Waterston and wife.
A. Williams.
Dr. H. W. Williams and wife.
N. D. Whitney and wife.
Judge G. W. Warren,
Geo. A. Wadley and wife.
Henry T. Woods.
Mrs. J. M. S. Williams.
Miss E. M. Williams.
Miss C. T. Williams.
J. Bert. Williams.

SAN FRANCISCO, June 25.—Gold in New York at 11 A. M. 111⅛.

The trade riot in Cork still continued; great excitement, hand-to-hand fighting, several Constables wounded.

The thermometer stood at 90 in Chicago yesterday.

The ship Mercurius, from San Francisco to Liverpool, has been wrecked off the coast of Brazil.

War has again broken out in Mexico Guaymas has been captured, together with a large amount of money.

BUSINESS CARDS.

SUMMER HEAD DRESS

THOSE WHO DESIRE

THE BEST HATS!

Are invited to call at

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(Brannan House.)

C. W. CROCKER. D. A. BENDER.

FAREWELL DINNER.

On Thursday evening twelve gentlemen of the excursion gave a dinner at the Union Club, San Francisco, to about thirty gentlemen of California, who have so hospitably received and entertained our party. Several excellent informal speeches were made, but are not reported. The printed list of the courses served contains such a collection of California comforts and luxuries, that it is quite worthy of being given here, as evidence of the variety of productions by the wonderful State that has, to such an unusual degree, interested the party.

HORS D'ŒUVRES.

Shoal Water Bay Oysters,
Monterey Bay Anchovies,
Point Lobos Shrimp Salad.

SOUP.

San Mateo Terrapin,
Colbert a l'Occident,
Pescadero Mussels.

FISH.

Tenderloin Sole, a la Sauce Tartare,
Young Salmon Trout.

ENTREES.

Filet de Bœuf, a la Californienne,
Frogs from Sacramento River,
Spring Chicken, Contra Costa Style,
Turtle Doves and Meadow Larks,
Chinese Birds' Nests, Mongolian Style.

VEGETABLES.

Saucelito Artichokes,
Green Peas,
Asparagus,
Stuffed Tomatoes,
New Potatoes,
Young String Beans,
Sierra Nevada Punch

ROASTS.

Saddle of California South Down Mutton
Petaluma Turkey, with Truffles,
Oregon Ham.

SWEETS.

Omelette Souflee,
Charlotte Russe,
Sonoma Wine Jelly,
Alaska Frozen Pudding.

DESSERT.

San Jose Valley Strawberries,
Alameda Raspberries,
Martinez Cherries,
Santa Clara Pears,
Hawaiian Bananas,
Napa Apricots,
Suisun Plums,
Los Angeles Olives,
San Diego Walnuts,
Central American Coffee,
Santa Barbara Almonds

BUSINESS CARDS.

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Growers of and Dealers in
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FINE JEWELRY AND SILVERWARE
No 110 MONTGOMERY STREET.,
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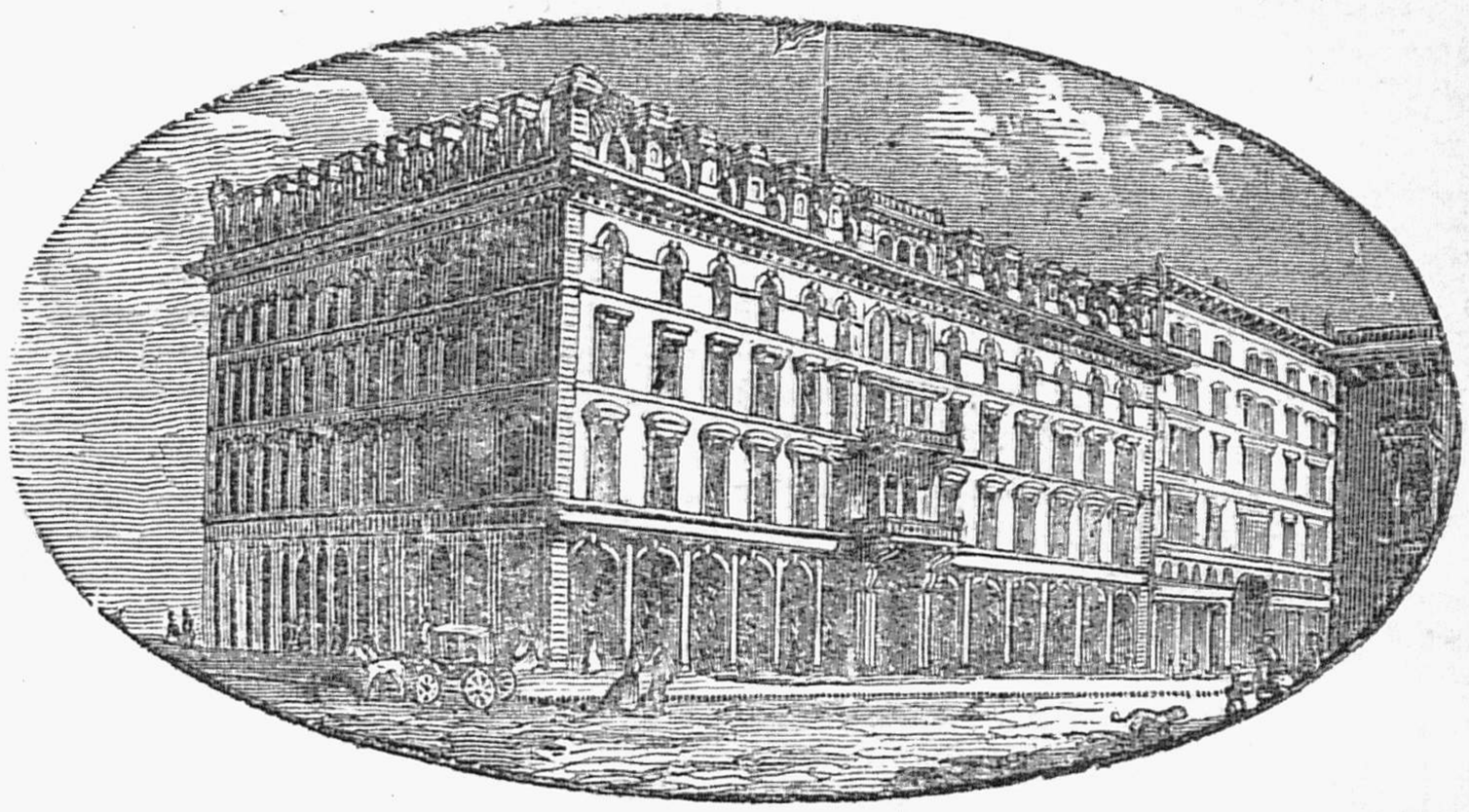

San Francisco, California.
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[Special Act of the Legislature of the State of California, approved February 19th, 1870.]

GRAND
GIFT CONCERT,
IN AID OF THE
Mercantile Library Association,
AT THE
MECHANICS' PAVILION,
SAN FRANCISCO, CAL.,
SEPTEMBER 1st, 1870.

TICKETS OF ADMISSION, $5 EACH, GOLD COIN.

The holder of a whole Ticket, or five coupons, will be entitled to admission to the Concert, and to the whole amount of the Gift awarded to it. The holder of each coupon will be entitled to admission to the Concert and to one fifth of any gift that may be awarded to such ticket.

200,000 TICKETS WILL BE SOLD
At Five Dollars each in Gold Coin.
Treasurer, Bank of California.

During the entertainment, the sum of
$500,000 IN U. S. GOLD COIN
Will be returned to the holders of Tickets, by the distribution by chance of the following

GIFTS:

1 Gift of	$100,000	Gold
1 Gift of	50,000	"
1 Gift of	25,000	"
1 Gift of	20,000	"
1 Gift of	19,000	"
1 Gift of	18,000	"
1 Gift of	17,000	"
1 Gift of	16,000	"
1 Gift of	15,000	"
1 Gift of	14,000	"
1 Gift of	13,000	"
1 Gift of	12,000	"
1 Gift of	11,000	"
1 Gift of	10,000	"
1 Gift of	9,000	"
1 Gift of	8,000	"
1 Gift of	7,000	"
1 Gift of	6,000	"
1 Gift of	5,000	"
1 Gift of	4,000	"
1 Gift of	3,000	"
1 Gift of	2,000	"
1 Gift of	1,500	"
10 Gifts of	$1,000 each	10,000 "
20 Gifts of	750 each	15,000 "
20 Gifts of	500 each	10,000 "
30 Gifts of	400 each	12,000 "
50 Gifts of	300 each	15,000 "
50 Gifts of	200 each	10,000 "
425 Gifts of	100 each	42,500 "
628 Gifts in all		$500,000

After paying the expenses of the entertainment, and making the distribution of the gifts as above announced, the balance will be applied to extinguishing the present indebtedness of the Mercantile Library Association. The Concert and distribution will take place under the immediate direction of the Board of Trustees of the Mercantile Library Association, assisted by a Supervisory Committee, selected from State, City and County Officers, and well-known citizens of San Francisco. Holders of Tickets to which gifts may be awarded, will receive the same on presentation of such Tickets or Coupons to the Business Agents of the Board of Trustees, at their office,

318 California St., San Francisco, Cal.

Orders for Tickets, post paid, accompanied by remittances will meet with prompt attention. MAURICE DORE & CHARLES R. PETERS, 318 California St., Business Agents for the sale of Tickets, to whom all communications may be addressed.

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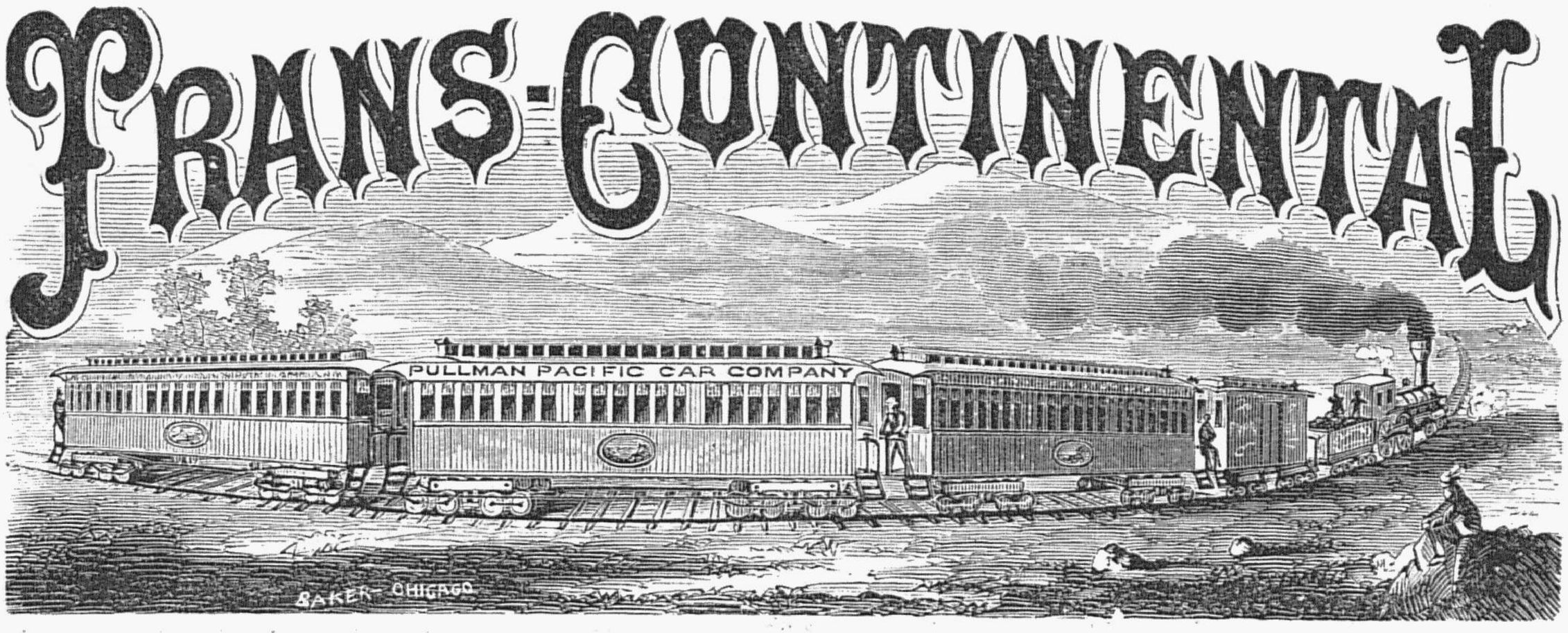

"LET EVERY STEP BE AN ADVANCE."

Vol. 1. Promontory Point, Utah, Monday, June 27, 1870. No. 8.

The Trans-Continental.

Published Daily on the Pullman Hotel Express,
Between
Boston and San Francisco.

W. R. STEELE, *Editor.*

☞ *Communications and Exchanges for this paper should be addressed,* TRANS-CONTINENTAL, *46 State Street, Chicago.*

BOSTON TO SAN FRANCISCO.

The following salutatory verses from Boston to San Francisco, from the pen of our contemporary and fellow-excursionist, Curtis Guild, editor of the Boston *Commercial Bulletin*, which appeared in the San Francisco *Bulletin* of the 24th, are timely and appropriate as well as expressive:

How weak are mere words
To the heart overflowing,
To tell its emotions or seek to convey
Thoughts that thrill all its chords
When with true warmth 'tis glowing,
And every base passion has faded away.

'Tis thus that we stand
To respond to your greeting,
Fellow-countrymen, all 'neath our banner of stars;
And we stretch forth each hand
To clasp yours at meeting,
Our brothers in peace and our comrades in wars.

Where the granite shaft, gray,
Of Bunker Hill rises
To tell where our fathers braved tyranny's shock,
Where the sparkling spray
Of the blue wave baptizes
The shore of our birthplace and old Plymouth Rock.

Where the rising sun's ray
Lights the streets of old Concord,
And Lexington's plain lies in peaceful repose,
There shines Plymouth Bay,
Where the Mayflower was anchored,
'Tis old Massachusetts that every one knows.

But why need I tell
Of these spots all so hallowed—
America's story on history's page?
You know it full well,
And you mark what has followed—
The triumph of freedom the march of the age.

Scarce a century's flow
Our country's veins filling,
In age 'mid the nations in infancy yet;
But the beams on her brow
To the old world is telling,
Our pole star is Progress—that never shall set.

Like the wonder of dreams,
Or some old Eastern story,
These cities seem rising at magic's behest
But learning's light gleams,
Art shines in its glory,
The footprints of enterprise point to the West.

When treason awoke,
And war's desolation
Wrote ruin and death with its fingers of flame;
When we gazed through the smoke,
There the flag of our nation,
Unfurled in the Golden State floated the same.

Ah! what loyal heart
But then thrilled with emotion,
At the stars faintly seen in the fair sunset glow?
What shall sever apart,
Stretched from ocean to ocean,
The strong bonds of Union uniting us now?

War's thunders have ceased,
Peaceful skies are o'erarching;
Section's hate and fierce feuds may we never recall;
But North, South, West and East,
'Neath our old flag still marching,
United we stand but divided we fall.

San Francisco, June 24, 1870.

THE MAIDEN'S GRAVE.

The *Trans-Continental Guide* in describing the early history of the country near the Palisades, about 435 miles from Sacramento, which we passed yesterday, narrates the following:

"In the early times spoken of, a party of emigrants from Missouri were encamped here, waiting for the water to subside. Among them were many families, women and children, who were accompanying their protectors to the land of gold. While here, the daughter of the train-master, an estimable young lady of 18 years, fell sick and despite the watchful care and loving tenderness of friends and kindred, her pure spirit floated into that unknown mist which enwraps the earth, dividing the real from the the ideal, the mortal from the immortal. Her friends reared an humble head-board to her memory, and in course of time—among the new life opening to them on the Pacific slope—the young girl's fate and grave were alike forgotten by all but her immediate relatives. When the advance guard of the Central railroad—the graders and culvert men—came to Gravelly Ford, they found the lone grave and the fast decaying head-board. The sight awoke the finer feelings of their nature and aroused their sympathies, for they were *men*, these brown, toil-stained laborers. The 'culvert men' (masons) concluded that it was not consistent with Christian usage to leave a grave exposed and undefended from the incursion of beasts of prey. With such men, to think was to act, and in a few days the lone grave was enclosed with a solid wall, and a cross—the sacred emblem of immortality—took the place of the old head-board. In the day when the final reckoning between these men and the recording angel is adjusted, we think that they will find a credit for that deed which will offset many little debits in the ledger of good and evil. Perhaps a fair spirit above may smile a blessing on their lives in recompense of the noble deed. Bare the head reverently in passing this grave—not alone in honor of her who is buried here, but also in honor of that higher spirit of humanity which recognizes in a stranger's grave an object too sacred to be passed lightly by, and pays to it the tribute of respect due the last resting place of the dead."

TRANS-CONTINENTAL

MONDAY MORNING, JUNE 27.

Second Edition---Wahsatch, Wyoming.

PLEASANT MEMORIES.

In turning our faces homeward we are subject to a new series of sensations. We entered California strangers to the country and to its people; we leave it full of impressions of the picturesque beauty and the sublime grandeur of its scenery, of its vast agricultural facilities and of its splendid opportunities for a commerce of unlimited diversity and extent. The temporary depression of business in San Francisco, experienced by those familiar with its trade during the past ten or twenty years, but not apparent to us, can only be a time-mark in its history, indicating a transition period from one to another kind of prosperity. The season of reckless speculation has nearly, if not entirely passed by; and California is gathering her capital and concentrating her thought and energy upon the development of those fixed and settled departments of industry, which form the true basis of prosperity, and which are also the foundations of a secure and progressive civilization. Not that there are no more opportunities for reckless indulgence in chances for wealth, such as have been characteristic of the past history of the State: not that there will be no ventures in mines and corner lots hereafter; but besides these, and paramount to them in number and importance, will be the opportunities and the men who will seek the accumulation of wealth through the ordinary and legitimate channels, and as the result of sagacious plans and of well directed application and effort. For such no State in the Union presents such opportunities as California. The wonderful fruitfulness of its soil, the peculiarities of its climate, its geographical position as the natural center of the Pacific coast region, its railroad communications with the interior, its commercial advantages, both for Oriental and Western business, the cheapness of food and the abundance of all the necessaries of life—these are some of the advantages which hold out unparalleled invitations to the young and the middle-aged who seek a settlement in California and are intent upon *doing something.*

For mere drones and idle adventurers we believe it is about the worst place in the world.

There are some features of society in San Francisco which are striking and interesting. Mixed up with characteristics which are even intensely American, there is a commingling of races and nationalities, of customs and traditions, social, political and religious, which render it the most cosmopolitan of all the cities of this continent, and this cosmopolitan feature exceeds any city of Europe, inasmuch as this city embraces the common elements of European and American society, and also more largely than any other, the picturesque and novel features of Oriental nations. In its architecture it resembles Paris, with its ornate facades and flowery capitals and showy windows. It has the brisk hurry of New York, and the quick and comprehensive sagacity of New England. It looks a compact and substantial city within, with all the newness and roughness of a frontier settlement in its immediate suburbs. It is proud of its schools, and finds a strong guaranty of institutions of a high social and civil character in its fondness for universal education. It has its societies, clubs, libraries and churches and believes them indispensable to the well-being of society. If the religious sentiment is not so strong or so universal as in some of the older States, there are those in California who, by their example and their support of the gospel and its ministry, are doing their best to establish a christianity which shall exhibit the best features of a catholic faith and a life of charity.

But besides these general impressions we bear to our homes, those of personal friendship for the people, of respect for their characters, for the manly attributes which we have met, and for the generous and princely hospitality and kindness which have marked their intercourse with us. Many a strong tie tugs at our hearts as we separate; and our future will be brightened by the memories of this month of genial fellowship, and by the hopes of meeting, at our homes and firesides, those who have gladdened us with the cordial frankness and the graceful courtesies of their own.

—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 thousands and spread over the rails a glutinous substance resembling grease; and the wheels soon revolve helplessly without moving the train. We have seen them by the thousand. The Piute Indians catch them in large numbers and dry them as an indispensable article of food in winter. Cricket soup is a new suggestion for our epicures.

THE CENTRAL PACIFIC R. R.

The course of the Central Pacific Railroad leads through sections of country which furnish it with a marked variety of local business. Its extreme western division has a large passenger traffic, with a heavy freight business from agricultural lands of great fertility; these furnish wheat in what our Eastern friends would call almost fabulous quantities. In California it passes through a rich mining district, and one from which immense snpplies of the finest lumber and timber are furnished. Along the Sierras a large ice business is being inaugurated, and soon as the limits of Nevada are reached silver mines become frequent and familiar as household words. Orcana furnishes large quantities of lead and antimony, car loads of which are shipped almost daily to San Francisco for use in the manufacture of shot, lead pipe, sheet lead, etc.

The Virginia City, Austin, Idaho and other stage roads bring to it large accessions of business, and its prospects of future local business, aside from its through traffic, are exceedingly flattering. The road-bed and construction of the Central Pacific Railroad appears to us hard to beat, even by old established roads, and the opinion is general among our party, that the road is a far better one than they had reason to expect, and they are convinced it has been thoroughly and faithfully constructed.

TELEGRAPHIC.

CBICAGO, June 27.—Wheat opened dull, Holders submitted to a decline.

LIVERPOOL, June 25.—Wheat declined 2d to 3d per cental.

WASHINGTON, June 26.—Senate passed appropriation of $40,000 for survey of the Darien ship canal. Boutwell ordered July interest paid on Tuesday, 28th, without deduction. Motley's successor undetermined—positively not Fish. Southern Pacific R. R. Bill passed House, 94 to 72.

BOSTON, June 25.—Large attendance at Harvard College class-day. Attorney-General Hoar, Gen. Sherman and family present.

PHILADELPHIA, June 26.—Fireworks factory burned. Terrific explosion; one killed, five wounded.

BY CABLE.

PARIS, June 25.—French Government forbids publication of Pontifical documents without its sanction.

MADRID, June 25.—Isabella will abdicate to-morrow.

LONDON, June 25.—Inman steamship City of Brooklyn, from Liverpool 23d, collided and sunk a bark; crew saved.

OUR PROGRESS EASTWARD.

After leaving Sacramento, we ran through fertile grain-fields, and soon entered among the foot-hills of the Sierra Nevada range. We passed Gold Run, and the Dutch Flat gold mining district, also among the sugar pine forests which mantle the Sierras throughout their entire length and breadth. Throughout Saturday our trip was most delightful. We rounded Cape Horn, a point where the track skirts a rocky precipice. Here those engaged in the construction of the railroad were forced to suspend their laborers by ropes, to enable them to drill into its flinty granite sides, so that they might obtain a footing, to commence their labor. The view, from this point, is hard to surpass, as through a vista it overlooks the valley of the American River, much as Inspiration Point overlooks the Yo-Semite Valley. As the cars slowly round this cape, giving passengers an opportunity to enjoy the view, a ball may be thrown from the car platform which will descend over three thousand feet before striking the bottom of the valley, so precipitous are the sides of the gigantic gorge.

We next climbed over the lofty summit of the Sierra Nevada, through grand scenery, unsurpassed in its wild sublimity. The day was warm, and we sympathised with our eastern friends, whose weather is reported to us by telegraph as "intensely hot"—in fact Saturday is said to have been the hottest day of the season.

Towards evening, our descent into the valley of the Truckee was delightful, and on the shady sides of the mountains we passed many an ancient snow-bank. While gracefully circling around Donner Lake, which nestles so beautifully at the base of the mountain, we gazed wtih pleasure on its clear crystal surface, tinted with the purest cerulean blue, reflected from the cloudless vault of heaven. As lengthening shadows heralded the close of day, we wound our way gracefully along the entire length of the gay and dashing Truckee river, whose scenery is to the Sierra what the Jura Mountains are to the Alps of Europe.

From "Tahoe," the Central Pacific Railroad's car of observation, we feasted our eyes on the choice rustic beauties of these wild scenes, where bold rocks, steep mountain sides, lined with castellated battlements of natural stone, and groves of stately pines, inclosed a winding stream, that rushes with impetuous speed, amid leaping waterfalls and dashing rapids. Such variety of beauty is rare, and many were the exclamations of enthusiasm which burst from our number, as ws passed out of the valley of the Truckee, on our way to the great sink of the Humboldt and its valley and plains beyond.

—Alexander Weed, Esq., of San Francisco, who has both the temporal and spiritual welfare of our party at heart, telegraphed the following on Saturday evening:

"Numbers, chapter six, verses 24, 25, and 26."

Thanks for the benediction.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on an excursion to the Pacific coast:

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
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Fulton Paul,
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Mast. F. E. Peabody,
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Acknowledgments to Sam. Miller.

The arrangements necessary for the transportation and accommodation of our party, on the excursion from Stockton to Yosemite Valley and back, were made with Samuel Miller, agent at San Francisco, and were faithfully carried out according to contract, in a manner highly satisfactory to all concerned. The guides furnished us were good and reliable men, and as our party is said to have been the largest in number ever taken into the valley, the energy so successfully displayed in the arrangements both by him and Mr. Magner, of Stockton, are the more praiseworthy. We therefore take pleasure in commending the facilities which Mr. Miller ofiers to travellers requiring a similar servicc.

—On Saturday evening, between Reno and Wadsworth, we ran a distance of twenty-eight miles in forty-four minutes.

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[Special Act of the Legislature of the State of California, approved February 19th, 1870.]

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IN AID OF THE

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AT THE

MECHANICS' PAVILION,

SAN FRANCISCO, CAL.,

SEPTEMBER 1st, 1870.

TICKETS OF ADMISSION, $5 EACH, GOLD COIN.

The holder of a whole Ticket, or five coupons, will be entitled to admission to the Concert, and to the whole amount of the Gift awarded to it. The holder of each coupon will be entitled to admission to the Concert and to one fifth of any gift that may be awarded to such ticket.

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1 Gift of	17,000	"
1 Gift of	16,000	"
1 Gift of	15,000	"
1 Gift of	14,000	"
1 Gift of	13,000	"
1 Gift of	12,000	"
1 Gift of	11,000	"
1 Gift of	10,000	"
1 Gift of	9,000	"
1 Gift of	8,000	"
1 Gift of	7,000	"
1 Gift of	6,000	"
1 Gift of	5,000	"
1 Gift of	4,000	"
1 Gift of	3,000	"
1 Gift of	2,000	"
1 Gift of	1,500	"
10 Gifts of	$1,000 each	10,000 "
20 Gifts of	750 each	15,000 "
20 Gifts of	500 each	10,000 "
30 Gifts of	400 each	12,000 "
50 Gifts of	300 each	15,000 "
50 Gifts of	200 each	10,000 "
425 Gifts of	100 each	42,500 "
628 Gifts in all		$500,000

After paying the expenses of the entertainment, and making the distribution of the gifts as above announced, the balance will be applied to extinguishing the present indebtedness of the Mercantile Library Association. The Concert and distribution will take place under the immediate direction of the Board of Trustees of the Mercantile Library Association, assisted by a Supervisory Committee, selected from State, City and County Officers, and well-known citizens of San Francisco. Holders of Tickets to which gifts may be awarded, will receive the same on presentation of such Tickets or Coupons to the Business Agents of the Board of Trustees, at their office,

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"LET EVERY STEP BE AN ADVANCE."

Vol. 1. **Laramie, Wyoming, Tuesday, June 28, 1870.** **No. 9.**

The Trans-Continental.

Published Daily on the Pullman Hotel Express,
Between
Boston and San Francisco.

W. R. STEELE, *Editor.*

☞ *Communications and Exchanges for this paper should be addressed,* TRANS-CONTINENTAL, 46 *State Street, Chicago.*

Notes from our Log Book.

Friday, June 10.—The first Yo-Semite party reached Clark's, and visited the Mariposa grove of big trees. Our second division—a party of thirty-eight persons—left San Francisco at 4 P. M. in a special car, over the Western Pacific Railroad, for Stockton, and slept at the Yo-Semite Hotel.

Saturday, June 11th.—The first division rode from Clark's ranch to the 12-mile house, where they found a good dinner awaiting them, after which they proceeded five miles further, to Inspiration Point, where they received their first grand view of the Yo-Semite Valley. From here they descended by a serpentine trail, nearly two miles into the bed of the valley, and after riding along the base of the Bridal Veil Fall, in four miles further distance they reached Black's hotel, where most of their number took lodgings. Four members of the excursion party visited Sentinel Dome and Gracier Point. Meantime, the second division was crossing the San Joaquin Plains by four-horse Concord covered wagons; dined at Roberts' Ferry, at the crossing of the Tuolumne river, and lodged at Snelling's.

Sunday, June 12.—Our first division remained quietly in the valley, where, at 5 P. M., an excellent service was conducted by Rev. E. G. Porter. The second division continued on to Hornitos, dined at Mariposa, visited the Fremont quartz mill, and slept at White & Hatch's ranch. This evening sharp lightning and heavy thunder commenced before sundown, and continued, with torrents of rain, throughout the night; an occurrence said to have been unknown before for eighteen years, at this season, in that locality.

Monday, June 13.—Nearly all the members of the first division visited Vernal and Nevada Falls. The thunder-storm in the valley was grand and imposing. The second division left White & Hatch's by stage. and rode to within four miles of Clark's, where they mounted horses, and accompanied by nine mounted guides and five pack animals, they reached his ranch in season for trout and venison at noon. In the afternoon they rested, and in the evening sat around a monster camp-fire until bedtime.

Tuesday, June 14th.—A portion of first division left for San Francisco by way of Mariposa, another larger portion by way of Coulterville, and others by way of Big Oak Flat. Fourteen returned by way of Calaveras Big Tree grove, while the balance remained and made excursions to Mirror Lake aud various parts of the valley. The second division remained at Clark's whence they made an excursion of four miles and spent the day among the Big Trees of the Mariposa grove, over four hundred in number. They are known among naturalists as the *Arbor Vitæ Sequoia Giganta Washingtonia*, and are a species of cedar. Their bark is nearly two feet thick, and the wood of a deep pink color. Some of the party attended a rodeo and witnessed the lassoing of wild cattle, while others did some good trout fishing in the south fork of the Merced River.

Wednesday, June 15.—The last portion of the first division (two members excepted) left the valley for San Francisco by the Coulterville route, and reached the hotel at Bower Cave before dark. The second division rode from Clark's, and entered the valley at Inspiration Point. The larger portion took lodgings at Hutchings' Hotel, while some put up at Leidig's and a few at Black's.

Thursday, June 16th.—Many members of the second division visited the Vernal and Nevada Falls. Others united with the Nickerson-Howes division, and visited the lower Yo-Semite Fall and the strawberry patches, where berries were found to be fully ripe and in almost fabulous quantities. Members of the first division continued on their way to San Francisco by the several routes they had taken.

Friday, June 17th.—Members of the second division visited Mirror Lake about sunrise, and found the reflection perfect as could be desired. In the afternoon, three members of the party, accompanied by a guide, reached a point about four hundred feet ahove the base of the upper Yo-Semite Fall, a feat seldom before accomplished. Others visited various places of interest in the valley, while seventeen left for San Francisco, and rested this night at Tamarack Flat.

Saturday, June 18th.—The balance of the second division, with all others who had remained behind, (excepting our artist,) left the Yo-Semite Valley soon after sunrise, and rode thirty-two miles on horseback to Pilot Knob, where our carriages were in waiting, and conveyed us eight miles to Bower Cave, by the new road now building into the valley. Many of our ladies expressed regrets at parting with horses which had become favorites with them, and all felt they had accomplished the trip with less fatigue than they had anticipated. While this portion of the party lodged at Bower Cave, the advance slept at Coulterville, and the first Yo-Semite division were safely at San Francisco.

TRANS-CONTINENTAL

TUESDAY MORNING, JUNE 28.

Second Edition---Cheyenne, Wyoming.

SEASONS IN CALIFORNIA.

Visitors to California cannot but be impressed, among its many novelties, by a wide difference in the seasons as they exist there, and in the Northern Atlantic States, or in old England, where much of our literature on this subject has had its origin.

On the Pacific slope, which we have visited, there are but slight variations between different portions of the year. In San Francisco, where the average range of temperature is said to scarcely exceed eighteen degrees, the same description of clothing may be worn with uniform comfort throughout the year. Sharp distinctions, so common in New England States, are there without parallel, and the circling succession of months, brings but slight changes to San Francisco. November there, presents new grass in all its freshness, and Thanksgiving is never without strawberries fresh from the vines. When Massachusetts completes her sowing, the golden grain of California invites the reaper's care. Generations maturing in California may require foot-note explanations to Thompson's Seasons, and, indeed, to much English literature and poetry. Wordsworth and Tennyson will be found equally wide of a California reality. We cannot but feel that our friends experience positive loss by the absence of relieving change, which the succession of "summer and winter, heat and hoar frost" is calculated to supply. Their children know not the spirit of those verses which "ring out" like "bells across the snow," sparkling as the frosty Christmas nights. Nature, however, is rich in her compensations; and in soft delicacy of atmosphere, vitality of foliage, and tropical richness of fruit, remunerates our friends around the Golden Gate for any lack of sharp bracing frosts, for glassy ice-ponds, or smooth and moon-illumined snow-ways, made merry by echoing hoof and jingling sleigh-bell.

—We have passed several bands of friendly Utes and Shoshone Indians, mounted on their ponies, having w'th them, in many cases, their pack animals. We have seen as high as two or three hundred at a time.

Undoubtedly a Pilgrim.

J. H. Chadwick, one of the proprietors of Willard's Hotel, in Washington, D. C., stood on the platform to welcome us as we stopped at Ogden. He is personally known to most of our party, and he informed us that he is on his way to Salt Lake City. Whether his visit is of a temporal or religious nature, we are uninformed, although we surmise the latter.

—A lady and gentleman—we shall not say that they are of our party—were recently discussing the question of what single article nearest combines the animal and the vegetable; the lady asserted that a sponge did, because when taken from the rock upon which it grows, it really seems full of life and animation. After a thorough and scientific exposition of her theory, she inquired of her friend what *he* considered nearest combined the two, to which he mildly and waggishly replied, *hash!*

—Red Cloud, the Sioux chief, after his return from Washington, on last Friday, was escorted by U. S. cavalry and a military band of music, from Pine Bluffs to Fort Laramie, and quite a feature was made of the occasion. The Sioux tribe are said to have eight thousand well equipped warriors, capable of being put upon the war-Path at short notice.

—We are greatly indebted to Mr. J. Foley, of the Central Pacific Division of the Atlantic and Pacific Telegraph Company, located at San Francisco, for important telegraphic news forwarded daily.

—Yesterday, while our train stopped at Church Buttes, members of the party were industrious in gathering moss-agates along the side of the road, and a large number of beautiful stones were secured.

—Mr. W. D. Foster is the pressman, and Messrs. Wm. E. Oughton and M. Miller the compositors on the TRANS-CONTINENTAL, as we are homeward bound. They are first-class printers, and all formerly from the Eastern States.

—When an irresistible body meets an immovable body, what is the result? Ans——I give it up, call the next boy.

—Why is fame like a weather-cock? Ans—Because it is a *vane* thing to a-*spire*.

--How does a locomotive listen? Ans—Through its engine-*ear*.

—Iced tea is a good substitute for Bitter Creek water.

[BY TELEGRAPH.]

ELKO, June 27th, 1870.

CHAS. WOLCOTT BROOKS:

I was unavoidably prevented from meeting you in Sacramento. I arrived here yesterday afternoon. Please convey to your party my regrets at not being able to see them, and my wishes for a safe and pleasant journey home.

JOHN CORNING,
Ass't Gen'l Supt. Central Pacific R. R.

--Yesterday, between Bryan and Carbon, we passed many excellent coal mines, which appear to be actively worked, and must prove invaluable to the Union Pacific R. R., contributing largely to its freighting business, and also furnishing abundant supplies of cheap fuel, directly at hand for immediate use.

—Not least among the pleasant things which awaited us at Ogden, was the appearance of our charming friend, A. P. Pullman, who is now with us, and will, we are happy to learn, remain with us during the remainder of the excursion.

—The Ute and Shoshone Indians have a peculiar way of selling horses. They drive them to graze along the line of the railroad, and when one of them is "accidentally" killed the owner receives a good price therefor from the Railroad Company.

— As we passed Bridger Station, about three hundred cords of cedar wood were in a roaring blaze. This wood belonged to the Railroad Company, and the employees were energetically engaged in efforts to save the Station house.

NEEDS EXPLANATION. — Yesterday morning we left Mount Sinai, and passing by the Devil's Slide reached the Devil's Gate. We left the western portion of Utah on the other side of Jordan.

— Laramie time, by which all trains on this division are run, is one hour and five minutes faster than Sacramento time. So says Mr. Littlejohn, our most attentive conductor.

— Our ladies seem to think the Indian daughters and mothers of the Plains very *plain* women.

Enigma.

I am composed of seven letters:

My 1, 4, 2, 5, is a fruit.

My 1, 3, 6, 7, is a pre-arranged thought.

My 7, 6, 1, is what almost every one has taken since leaving San Francisco.

My 4, 6, 5, 1, is what we enjoy in the evening.

My whole is a genius and an attraction.

OPPORTUNITIES TO-DAY.

The ladies on the train should bear in mind that they are now within the limits of the blessed Territory of Wyoming, where no discriminating laws exist to deny to them any privilege elsewhere accorded to mankind. They may here serve on juries, hold offices of trust under government, vote for the handsomest candidate up, because he is "such a nice young man"—they may be drafted into the army, where infantry practice may not be wholly new to them; they also have the privilege of going to the Club, keeping a latch-key, and supporting a husband. What glorious rights! Let our batchelors remain at home to-day, ready in their best apparel to receive matrimonial proposals. Verily, the world moves!

—At Bitter Creek, last evening, a thorough and complete specimen of an ox-driver of the plains, dressed in a fancy buckskin suit, entertained many of our party by the dexterity with which he handled and cracked a black-snake whip eighteen feet long, the point landing every time exactly where directed.

—Yesterday forenoon our train was stopped by reason of the multitude of grasshoppers on the track.

TELEGRAPHIC.

OMAHA, June 27.—A disturbance occurred last night in which McShave, constable, Col. Mulcahey, and an expressman were badly cut up. After they were secured in jail, an attempt was made to lynch them, but was prevented by the Sheriff, who called out the military.

NEW YORK, June 27.—To-day is the hottest weather of the season: thermometer 92 in the shade.

A warrant has been issued for the arrest of Dana, growing out of the *Sun* libelling case.

WASHINGTON, June 27.—After July 1st postage on letters for British Columbia will be six cents per half ounce.

ST. LOUIS, June 28.—Heavy rains have raised the Mississippi river to a very high point.

[BY CABLE.]

CORK, June 27.—Rioters on the housetops continue to stone Policemen. Public meetings have been held in the Park, and the authorities counsel moderate measures.

HAVANA, June 27.—Cholera is increasing here.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on an excursion to the Pacific coast:

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

Frederick Allen and wife,
H. S. Barry,
Miss Josie W. Bliss,
Hon. John B. Brown and wife,
E. W. Burr and son.
John L. Bremer.
Geo. D. Baldwin and wife.
Miss L. E. Billings.
Chas. W. Brooks.
M. S. Bolles.
Alvah Crocker and wife.
Mrs. F. Cunningham
Thos. Dana.
Miss M. E. Dana.
Mrs. Thos. Dana. 2d
Mrs. Geo. P. Denny,
Arthur B. Denny,
Cyrus Dupee and wife.
John H. Eastburn and wife,
Robt. B. Forbes and wife,
J. S. Fogg,
Mrs. E. E. Poole,
Misses Farnsworth,
Robert O. Fuller,
J. Warren Faxon,
N. W. Farwell and wife.
Mary E. Farwell.
Evelyn A. Farwell.
Curtis Guild and wife.
C. L. Harding and wife.
Miss N. Harding.
Edgar Harding.
J. F. Hunnewell.
J. F. Heustis.
W. S. Houghton. and wife.
D. C. Holder and wife.
Miss C. Harrington.
A. L. Haskell and wife.
Miss Alice J. Haley.
J. M. Haskell and wife.
H. O. Houghton and wife.
John Humphrey.
Hamilton. A. Hill and wife.
Benjamin James,
C. F. Kittredge,
Mrs. C. A. Kinsley,
Addie P. Kinsley,
Mary L. Kinsley,
Chas. S. Kendall,
Miss M. C. Lovejoy,
John Lewis,
Jas. Longley and wife,
Geo. Myrick and wife,
Col. L. B. Marsh and wife.
C. F. McClure and wife,
Joseph McIntire,
Sterne Morse,
Fulton Paul,
F. H. Peabody, wife and serv't,
Miss F. Peabody,
Miss L. Peabody,
Mast. F. E. Peabody,
Rev. E. G. Porter.
Miss M. F. Prentiss.
James W. Roberts. and wife.
Wm. Roberts.
Josiah Reed.
S. B. Rindge and wife.
Mast. F. H. Rindge,
J. M. B. Reynolds and wife.
John H. Rice.
Hon. Ste. Salisbury,
M. S. Stetson and wife,
D. R. Sortwell, and wife.
Alvin Sortwell,
F. H. Shapleigh,
T. Albert Taylor and wife,
E. B. Towne,
Lawson Valentine and wife.
Miss Valentine.
Rev. R. C. Waterston and wife.
A. Williams.
Dr. H. W. Williams and wife.
N. D. Whitney and wife.
Judge G. W. Warren,
Geo. A. Wadley and wife.
Henry T. Woods.
Mrs. J. M. S. Williams.
Miss E. M. Williams.
Miss C. T. Williams.
J. Bert. Williams.

Officers of Union Pacific Railway.

Hon. Oliver Ames, President.
John Duff, Vice President.
John M. S. Williams, Treasurer.
E. H. Rollins, Asst. Treasurer and Sec.
Col. C. G. Hammond, Genl. Supt.
C. W. Mead, Asst. Genl. Supt.
J. R. Nichols, Asst. Superintendent.
T. E. Sickles, Chief Engineer.
F. Colton, Gen. Pass. Agent.
Wm. Martin, Gen. Freight Agent.
J. J. Dickey, Supt. Telegraph.
O. F. Davis, Land Commissioner.
A. S. Downs, Local Treas.
Geo. Starr, Gen. Traveling Agent.

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DIRECTORS.

Geo. M. Pullman. Sidney Dillon.
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Cor. New Montgomery and Market Sts.

SAN FRANCISCO, CAL.

G. S. JOHNSON & Co., *Proprietors.*

—What three authors' names do we use in exclamation, when we see the cook's fat in the fire? Ans—Dickens, How-itt Burns.

—Why is Pullman like the covering of our parlor floor? Ans—Because he is our car-pet.

—On the Central Pacific R. R. our train was run over the Humboldt Division by Chas. W. Carter—a Boston boy and by C. T. Hobart over the Salt Lake Division.

—Through the Echo and Weber Canyons, our passengers enjoyed the fine scenery from the Company's observation car "Echo."

—Riding on the cow-catcher is a popular and exhilarating excitement. Should we catch a cow, it might be sensational.

BUSINESS CARDS.

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Bank of British North America,

LONDON,

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[Special Act of the Legislature of the State of California, approved February 19th, 1870.]

GRAND

GIFT CONCERT,

IN AID OF THE

Mercantile Library Association,

AT THE

MECHANICS' PAVILION,

SAN FRANCISCO, CAL.,

SEPTEMBER 1st, 1870.

TICKETS OF ADMISSION, $5 EACH, GOLD COIN.

The holder of a whole Ticket, or five coupons, will be entitled to admission to the Concert, and to the whole amount of the Gift awarded to it. The holder of each coupon will be entitled to admission to the Concert and to one fifth of any gift that may be awarded to such ticket.

200,000 TICKETS WILL BE SOLD

At Five Dollars each in Gold Coin.

Treasurer, Bank of California.

During the entertainment, the sum of

$500,000 IN U. S. GOLD COIN

Will be returned to the holders of Tickets, by the distribution by chance of the following

GIFTS:

1 Gift of	$100,000	Gold
1 Gift of	50,000	"
1 Gift of	25,000	"
1 Gift of	20,000	"
1 Gift of	19,000	"
1 Gift of	18,000	"
1 Gift of	17,000	"
1 Gift of	16,000	"
1 Gift of	15,000	"
1 Gift of	14,000	"
1 Gift of	13,000	"
1 Gift of	12,000	"
1 Gift of	11,000	"
1 Gift of	10,000	"
1 Gift of	9,000	"
1 Gift of	8,000	"
1 Gift of	7,000	"
1 Gift of	6,000	"
1 Gift of	5,000	"
1 Gift of	4,000	"
1 Gift of	3,000	"
1 Gift of	2,000	"
1 Gift of	1,500	"
10 Gifts of	$1,000 each	10,000 "
20 Gifts of	750 each	15,000 "
20 Gifts of	500 each	10,000 "
30 Gifts of	400 each	12,000 "
50 Gifts of	300 each	15,000 "
50 Gifts of	200 each	10,000 "
425 Gifts of	100 each	42,500 "
628 Gifts in all		$500,000

After paying the expenses of the entertainment, and making the distribution of the gifts as above announced, the balance will be applied to extinguishing the present indebtedness of the Mercantile Library Association. The Concert and distribution will take place under the immediate direction of the Board of Trustees of the Mercantile Library Association, assisted by a Supervisory Committee, selected from State, City and County Officers, and well-known citizens of San Francisco. Holders of Tickets to which gifts may be awarded, will receive the same on presentation of such Tickets or Coupons to the Business Agents of the Board of Trustees, at their office,

318 California St., San Francisco, Cal.

Orders for Tickets, post paid, accompanied by remittances will meet with prompt attention. MAURICE DORE & CHARLES R. PETERS, 318 California St., Business Agents for the sale of Tickets, to whom all communications may be addressed.

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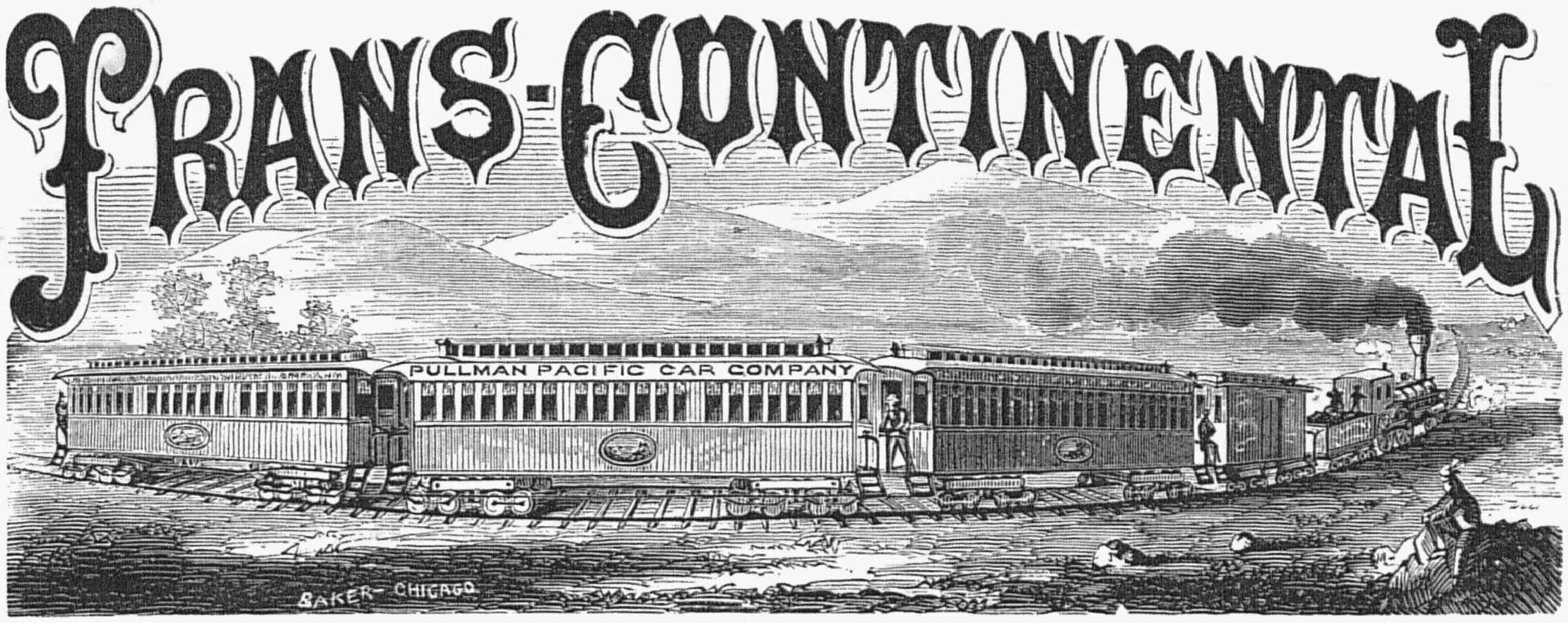

"LET EVERY STEP BE AN ADVANCE."

Vol. 1. Grand Island, Nebraska, Wednesday, June 29, 1870. No. 10.

The Trans-Continental.

Published Daily on the Pullman Hotel Express,
Between
Boston and San Francisco.

W. R. STEELE, *Editor.*

☞ *Communications and Exchanges for this paper should be addressed,* TRANS-CONTINENTAL, 46 *State Street, Chicago.*

Notes from our Log Book.

Sunday, June 19.—All the members of the second division of the Yo-Semite party reached Knight's Ferry this evening, after riding fifty-two miles from Bower Cave, and there lodged. Before reaching the hotel, we crossed the Stanislaus river on the new covered bridge recently built, in place of the ferry formerly run by DENT & GRANT—the latter now President of the United States. The toll-keeper generously supplied the party with a basket of ripe pears from his orchard on the side of the river, as a free treat.

Monday, June 20.—The second division rode by four-horse wagons, a distance of thirty-eight miles from Knight's Ferry, to the city of Stockton, which they reached before 11 o'clock, after a cool and pleasant morning ride. There they took rooms at the Yo-Semite House, and others visited the century plant, in blossom in the Court House yard, while all roamed around the city on tours of observation. Lunch, amounting to a dinner, was served at noon, and at 1:40 P. M., all embarked on a special car kindly provided for our party through the thoughtful kindness of John Corning, the Assistant General Superintendent of the Central Pacific Railroad, and reached San Francisco before 6 P. M., after a glorious trip. Over twenty of the first party to the Yo-Semite, who reached San Francisco on Friday last, started at 4 P. M., by steamer, and over the Napa Valley branch of the California Pacific Railroad for the Geysers, and lodged this night at Calistoga Springs.

Tuesday, June 21.—The last party to the Geysers made a pleasant visit to those natural wonders. Other excursionists were in San Francisco or its vicinity, variously engaged. Many visited Woodward's Gardens, to see the flowers and wild animals.

Wednesday, June 22.—The last party to the Geysers returned to San Francisco, where nearly all the excursionists had collected, and were preparing for the start homeward Friday night. A few of the excursionists had already left for the East; a few left on Thursday, and a few will remain in California for several months. Small parties, this week, visited San Jose, the Almaden mines, Oakland, and other places, not far from San Francisco. Others visited mutual friends at their country seats in the immediate vicinity of the city.

Thursday, June 23—Was chiefly occupied in private visits, shopping, and sight-seeing at the city. During the evening, a farewell dinner, already mentioned in this paper, was given by several of the members of the excursion to gentlemen of San Francisco, who had been prominent in showing signal attentions to our party.

Friday, June 24.—This, our last day in San Francisco, was a busy one with nearly every one of the party. Many were the last things to be done; collections of photograph views, to be selected or made complete; friends to be called on, and little remembrances packed away for loved ones at home. A magnificent sunset lighted the waters and hills of the great bay of San Francisco, and lingered as a beautiful and effective final picture of the "Sunset Land" upon the memories of our excursionists, and when the morning sun arose on the 25th, we were swiftly pressing eastward and homeward surrounded by all the comforts of our favorite Pullman train.

OUR TRAIN.

At Cheyenne, those of our party who had preceded us again joined our train, and the Pullman drawing-room and sleeping car "Northwest" was coupled on, making one more house in our rolling village. Commencing at the engine, we have now—

1. Baggage car.
2. Provision car, including printing press.
3. Smoking car, including printing office, wine room, and barber's shop.
4. Commissary and dining car, "Saint Cloud."
5. Palace sleeping and drawing-room car "Marquette."
6. Palace sleeping and drawing-room car "Palmyra."
7. Commissary and dining car "Saint Charles."
8. Hotel car "Arlington."
9. Hotel car "Revere."
10. Drawing-room and sleeping car "Northwest," and we do not believe that a train equal to it in size, beauty and convenience ever existed before, up to this present point, in the history of the world. As improvement is, however, the order of the day, what may we not expect from Mr. Pullman in the future.

—Yesterday as we journeyed across the apparently boundless Laramie Plains, herds of swift antelope were seen coursing with nimble feet, sometimes keeping up with, and at others running from our train. Grouse were also seen in comparatively plentifu numbers.

TRANS-CONTINENTAL

WEDNESDAY MORNING, JUNE 29.

Second Edition---Omaha, Nebraska.

Lo! The Poor Indian.

The people of the Eastern States imagine almost as wildly about the *West* as an Englishman does about America in general. An Englishman of the upper class and untraveled, will ask you if our people speak the English language, and if the wild beasts of the forest do not occasionally carry off the children from our cities, and other equally ridiculous questions; and we laugh at their simplicity. But how many Americans are there in the Eastern States who fancy the whole West to be filled with Indians, or at least that they form the great body of its inhabitants? We saw no Indian on our outward journey until we reached Omaha; and there only two melancholy specimens of this once powerful and savage people. Only here and there on the remainder of our journey, and at long intervals, did we meet even small Indian squads. More rapidly than the mist upon the mountain side are the aboriginal races disappearing from our soil; so that, before the next generation shall have attained to manhood, the red man will be as great a curiosity as are now the outlandish bipeds and quadrupeds which make up the staple of the menagerie. The Indian has, for the last half century, been seen by our eastern people in his poetical rather than in his real character. Cooper and the novelists, Longfellow and the poets, have by turns and together presented the Indian under the attractive form of primitive simplicity, with a certain native nobility of soul shining out through thoughts and deeds which find but few examples in real life; and unlimited sentiment and sympathy have been expended upon the poor red man, which, when applied to him as a race, is almost as gratuitously expended as it would be upon the other savage tenants of the forest. Stripped of this sentiment, the conflict which is exterminating the Indian tribes is seen to be, not a malicious warfare of a stronger upon a weaker and an inoffensive race, but the old and eternal clash of civilization with barbarism, which has at last reached and invaded the vast solitudes of this western territory. So long as savage life, with all its brutality and cruelty, was numerically so strong, it was necessarily met with corresponding numerical strength or with its equivalent skill. The contest was for possession; and the real question whether this fair region should be open to the occupation and uses of civilized men, or remain the nursery of mere animal existence. The most fastidious sympathizers with the Indian tribes can hardly trust their own judgment in a decision for the triumph of barbarism. Individuals, civil and military, who have conducted wars or negotiations with the Indians, may have abused their trusts and been infamously guilty of deception and inhumanity. This is shameful and heartless; but the great tidal currents in human affairs flow ever on, regardless of individual examples of power or suffering. And the conflict of races on this continent is one of the most noticeable of these gigantic movements. Whatever palliation or excuse, however, has hitherto been successfully urged in favor of the white race in the details of this conflict, it is no longer available in our future dealings with the shattered remnants of the Indian tribes. Humanity and policy alike dictate a course of patient forbearance, justice and protection to the Indians. They are too few to be feared; and it is the depth of inhumanity and cowardice to treat them with injustice. Let the record at least be closed with the seal of forbearance brightened with hope to the vanquished.

— Col. C. G. Hammond, general superintendent of the Union Pacific R. R., met us at Cheyenne while on his way to Ogden. As he is personally known to many of our number, he met with a hearty welcome. Frank Colton, General passenger agent, came on board our train at Laramie, and accompanies us to Omaha. He has shown himself most attentive in furnishing us with all general information our party has desired, regarding the country we are crossing and in regard to the business prospects of the overland railroad. Geo. E. Stevens, superintendent of the U. P. R. R. car department, met us at Ogden, and gave his most attentive personal supervision to the running gear of our train over the entire road to Omaha.

— Buck-skin 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 that follows us, 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.

HEARTS AND HOMES.

As human hearts throughout the world are much the same, it is not unlikely that similar thoughts may have vibrated from many a one, when under like circumstances with our own "homeward bound" eyes, have looked out upon Laramie Plains. Before our night's repose we gazed on streams whose flowing waters coursed westward in the direction of the Pacific. Yesterday we followed the great Platte river, which seeks its outlet in the Atlantic, whither our faces are now turned. First climbing by gradual ascent to these elevated and comparatively fertile plains, we have inhaled pure ether from the cloudless vault of heaven amid the freshness of an early morn, and our spirits seemed to have gathered brightness and strength to observe and endure the apparently toilsome ascent still to be overcome. As our eyes scanned the horizon, we saw the sun come up; no mist obscured its rising, but it illumed at once the snow-clad mountains beyond the mighty "Medicine Bow." Then new rays of promise seemed to cast their gentle benedictions over us, and everything seemed indeed light about us, as we approached Sherman, the summit point of a transcontinental trip. Our train rested momentarily on this highest spot, then gently glided eastward, gathering constant speed until we felt our inward monitors proclaim—with all possible deference to the many lovely scenes we have enjoyed, and warm friendships we have made—we are on our own eastern slope, and closing rapidly the distance that divides us from the loved ones that cluster around the hearths of our ancestors, and the sweetly blessed thought fills our souls that home is the loveliest spot of earth, in whatever country found, and that now each day of separation brings us nearer to its sacred shrine.

— The following telegram was forwarded yesterday morning at 10,30 from the summit of the Rocky Mountains, by F. Colton:

SHERMAN, June 28, 1870.

Associated Press, Boston:—The Boston Board of Trade excursion party are on top of the world; highest point crossed by rail. All well and in good spirits: bound for Boston.

— A young antelope apparently quite tame, attracted much attention from some of our ladies, and particularly from the children of our party, at one of the way stations where our train stopped for water. He was so cunning that we have him on board checked for Boston.

TELEGRAPHIC.

SAN FRANCISCO, June 28.—Laborers in the Sutro Tunnel struck water after drifting 1270 feet into the mountain, and have struck indications of the Comstock silver ledge.

SIOUX CITY, June 28.—Spotted Tail's favorite wife died during his absence at Washington. Overcome with grief, he placed all presents received from President Grant in her grave.

CHICAGO, June 28.—On Saturday the heat was very oppressive; twelve cases of sunstroke occurred, three of them fatal. Several interior towns report the thermometer to have stood at from 110 to 112 degrees in the shade. Gen. John B. Turchin was dangerously wounded, while superintending the loading of a railroad car; recovery doubtful.

INDIANAPOLIS, June 27.—Gen. Kimball, State Treasurer, left for New York with funds to entirely liquidate the State debt.

CINCINNATI, June 28.—Board of Trade report this city's manufactures for the past year upwards of $119,000,000. D. M. C. Claren was to-day elected President of the Cincinnati, Hamilton and Dayton Railroad, vice S. S. L'Hommedieu, resigned.

NEW YORK, June 27.—172 bags mail matter for San Francisco and Australia, arrived to-day per steamer City of Paris. French practice squadron has arrived. Fras. B. Cutting died. Four cases sun stroke to-day. Heavy thunder storm to-night. Heat less oppressive. Shocks of an earthquake were felt in this city and Brooklyn yesterday morning. Wm. Orton, President Western Union Telegraph Co., has resigned, owing to ill health. A. B. Cornell will succeed him. 1800 tons ice were supplied to-day to customers in the city.

BOSTON, June 27.—Draper's hosiery factory in Canton, burned yesterday, loss $30,000. Damages to sky-lights by the late hail storm were general throughout the city.

WASHINGTON, June 27.—Senate struck out all income tax sections. Sumner will offer an amendment to the pending naturalization bill, enabling Chinamen to become citizens. Senate adopted five feet guage from Marshall to San Diego, by 36 to 9, and the Southern Pacific Railroad of California, is authorized to connect with the Texas Pacific and Atlantic and Pacific Railroad. Material to be product of the United States.

[BY CABLE.]

PARIS, June 27.—Committee of Corps Legislatif, at request of Olliviere, report allowing return of Orleans Princes to France.

LISBON, June 27.—The U. S. S. Juniata sailed for United States.

LONDON, June 27.—Earl Clarendon is dead.

SANTA CRUZ, W. I., June 28,—Slight shock of earthquake.

Officers of Union Pacific Railway.

Hon. Oliver Ames, President.
John Duff, Vice President.
John M. S. Williams, Treasurer.
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O. F. Davis, Land Commissioner.
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Geo. Starr, Gen. Traveling Agent.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on an excursion to the Pacific coast:

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Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

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H. S. Barry,
Miss Josie W. Bliss,
Hon. John B. Brown and wife,
E. W. Burr and son.
John L. Bremer.
Geo. D. Baldwin and wife.
Miss L. E. Billings.
Chas. W. Brooks.
M. S. Bolles.
Alvah Crocker and wife.
Mrs. F. Cunningham
Thos. Dana.
Miss M. E. Dana.
Mrs. Thos. Dana. 2d
Mrs. Geo. P. Denny,
Arthur B. Denny,
Cyrus Dupee and wife.
John H. Eastburn and wife,
Robt. B. Forbes and wife,
J. S. Fogg,
Mrs. E. E. Poole,
Misses Farnsworth,
Robert O. Fuller,
J. Warren Faxon,
N. W. Farwell and wife.
Mary E. Farwell.
Evelyn A. Farwell.
Curtis Guild and wife.
C. L. Harding and wife.
Miss N. Harding.
Edgar Harding.
J. F. Hunnewell.
J. F. Heustis.
W. S. Houghton. and wife.
D. C. Holder and wife.
Miss C. Harrington.
A. L. Haskell and wife.
Miss Alice J. Haley.
J. M. Haskell and wife.
H. O. Houghton and wife.
John Humphrey.
Hamilton. A. Hill and wife.
Benjamin James,
C. F. Kittredge,
Mrs. C. A. Kinsley,
Addie P. Kinsley,
Mary L. Kinsley,
Chas. S. Kendall,
Miss M. C. Lovejoy,
John Lewis,
Jas. Longley and wife,
Geo. Myrick and wife,
Col. L. B. Marsh and wife.
C. F. McClure and wife,
Joseph McIntire,
Sterne Morse,
Fulton Paul,
F. H. Peabody, wife and serv't,
Miss F. Peabody,
Miss L. Peabody,
Mast. F. E. Peabody,
Rev. E. G. Porter.
Miss M. F. Prentiss.
James W. Roberts. and wife.
Wm. Roberts.
Josiah Reed.
S. B. Rindge and wife.
Mast. F. H. Rindge,
J. M. B. Reynolds and wife.
John H. Rice.
Hon. Ste. Salisbury,
M. S. Stetson and wife,
D. R. Sortwell, and wife.
Alvin Sortwell,
F. H. Shapleigh,
T. Albert Taylor and wife,
E. B. Towne,
Lawson Valentine and wife.
Miss Valentine.
Rev. R. C. Waterston and wife.
A. Williams.
Dr. H. W. Williams and wife.
N. D. Whitney and wife.
Judge G. W. Warren,
Geo. A. Wadley and wife.
Henry T. Woods.
Mrs. J. M. S. Williams.
Miss E. M. Williams.
Miss C. T. Williams.
J. Bert. Williams.

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PALACE CAR COMP'Y,

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Established 1848.

ROUNDS & KANE,

Job Printing, Book Binding,

Electrotyping, and Printers' Furnishing Warehouse,

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Sole Northwestern Ag'ts for the Johnson Type Foundry, Philadelphia.

JAPANESE AND CHINESE GOODS

AND

CURIOS,

609 Sacramento Street, San Francisco.

The largest variety of rare and curious Goods in this line ever offered in the United States, wholesale or retail.
New importations by every steamer.
WM. HASELTINE & CO.

GRAND HOTEL,

Cor. New Montgomery and Market Sts.

SAN FRANCISCO, CAL.

G. S. JOHNSON & Co., *Proprietors.*

DENVER PACIFIC R. R.—During our stop yesterday at Cheyenne, we had the pleasure of seeing the regular morning train from Denver City arrive, to connect with trains on the trans-continental line. The Denver road, one hundred and ten miles long, was opened through its entire extent, only a week since. The arrival, while recalling regrets that our party could not accept an invitation by the Mayor of Denver to visit that city, so rapidly increasing in importance, suggests for the future, excursions made easier to the magnificent parks and sublime mountain scenery of Colorado—already named, and justly, we are told—the Switzerland of America.

—Just east of Laramie station, we passed Fort Saunders, where great activity seemed to exist, and the post, which had the stars and stripes waving gaily over it, appeared to be well garrisoned.

BUSINESS CARDS.

COMMERCIAL CREDITS,

FOR USE IN EUROPE, CHINA, JAPAN, The East and West Indies, and South America, on the

Bank of British North America,

LONDON,

Issued on the most favorable terms, by

BLAKE BROS. & CO.,

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The Bank has agencies in New York, San Francisco, Montreal, Quebec, and the British Provinces, and has as correspondents the Chartered Mercantile Bank of India, China and Japan, The Oriental Bank Corporation, the Agra Bank, the Colonial Bank, &c.

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Bills of Exchange drawn, Travelling and Commercial Letters of Credit issued, available in all the Principal Cities of Europe and the East. Stocks, Bonds, Gold, &c., bought and sold.

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ACTING BRITISH CONSUL,

No. 30, Reynolds Block,

(P. O. Drawer, 6109.)

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Prompt attention given to Estate Settlements, Collections and Law Business in Great Britain and the Colonies.

Sterling Exchange bought and sold, and Tickets furnished to and from all parts of Europe.

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San Jose, California.

J. M. STAPLES & SONS, Proprietors.

Visitors and pleasure seekers will find this a first-class Hotel in every respect.

COSMOPOLITAN HOTEL,

San Francisco, California.

HALEY & PATTEN, Proprietors.

The leading Hotel of the Pacific Coast, having all the modern improvements, including one of Miller's Patent Safety Passenger Car Elevators.

[Special Act of the Legislature of the State of California, approved February 19th, 1870.]

GRAND

GIFT CONCERT,

IN AID OF THE

Mercantile Library Association,

AT THE

MECHANICS' PAVILION,

SAN FRANCISCO, CAL.,

SEPTEMBER 1st, 1870.

TICKETS OF ADMISSION, $5 EACH, GOLD COIN.

The holder of a whole Ticket, or five coupons, will be entitled to admission to the Concert, and to the whole amount of the Gift awarded to it. The holder of each coupon will be entitled to admission to the Concert and to one fifth of any gift that may be awarded to such ticket.

200,000 TICKETS WILL BE SOLD

At Five Dollars each in Gold Coin.

Treasurer, Bank of California.

During the entertainment, the sum of

$500,000 IN U. S. GOLD COIN

Will be returned to the holders of Tickets, by the distribution by chance of the following

GIFTS:

1 Gift of	$100,000	Gold
1 Gift of	50,000	"
1 Gift of	25,000	"
1 Gift of	20,000	"
1 Gift of	19,000	"
1 Gift of	18,000	"
1 Gift of	17,000	"
1 Gift of	16,000	"
1 Gift of	15,000	"
1 Gift of	14,000	"
1 Gift of	13,000	"
1 Gift of	12,000	"
1 Gift of	11,000	"
1 Gift of	10,000	"
1 Gift of	9,000	"
1 Gift of	8,000	"
1 Gift of	7,000	"
1 Gift of	6,000	"
1 Gift of	5,000	"
1 Gift of	4,000	"
1 Gift of	3,000	"
1 Gift of	2,000	"
1 Gift of	1,500	"
10 Gifts of	$1,000 each	10,000 "
20 Gifts of	750 each	15,000 "
20 Gifts of	500 each	10,000 "
30 Gifts of	400 each	12,000 "
50 Gifts of	300 each	15,000 "
50 Gifts of	200 each	10,000 "
425 Gifts of	100 each	42,500 "
628 Gifts in all		$500,000

After paying the expenses of the entertainment, and making the distribution of the gifts as above announced, the balance will be applied to extinguishing the present indebtedness of the Mercantile Library Association. The Concert and distribution will take place under the immediate direction of the Board of Trustees of the Mercantile Library Association, assisted by a Supervisory Committee, selected from State, City and County Officers, and well-known citizens of San Francisco. Holders of Tickets to which gifts may be awarded, will receive the same on presentation of such Tickets or Coupons to the Business Agents of the Board of Trustees, at their office,

318 California St., San Francisco, Cal.

Orders for Tickets, post paid, accompanied by remittances will meet with prompt attention. MAURICE DORE & CHARLES R. PETERS, 318 California St., Business Agents for the sale of Tickets, to whom all communications may be addressed.

ROBT. B. SWAIN, President M. L. A.
WM. C. RALSTON, Treasurer "
W. H. L. BARNES, Vice-Pres't "
THOS. R. HAYES, Rec. Sec'y "
DAVID WILDER, Cor. Sec'y "

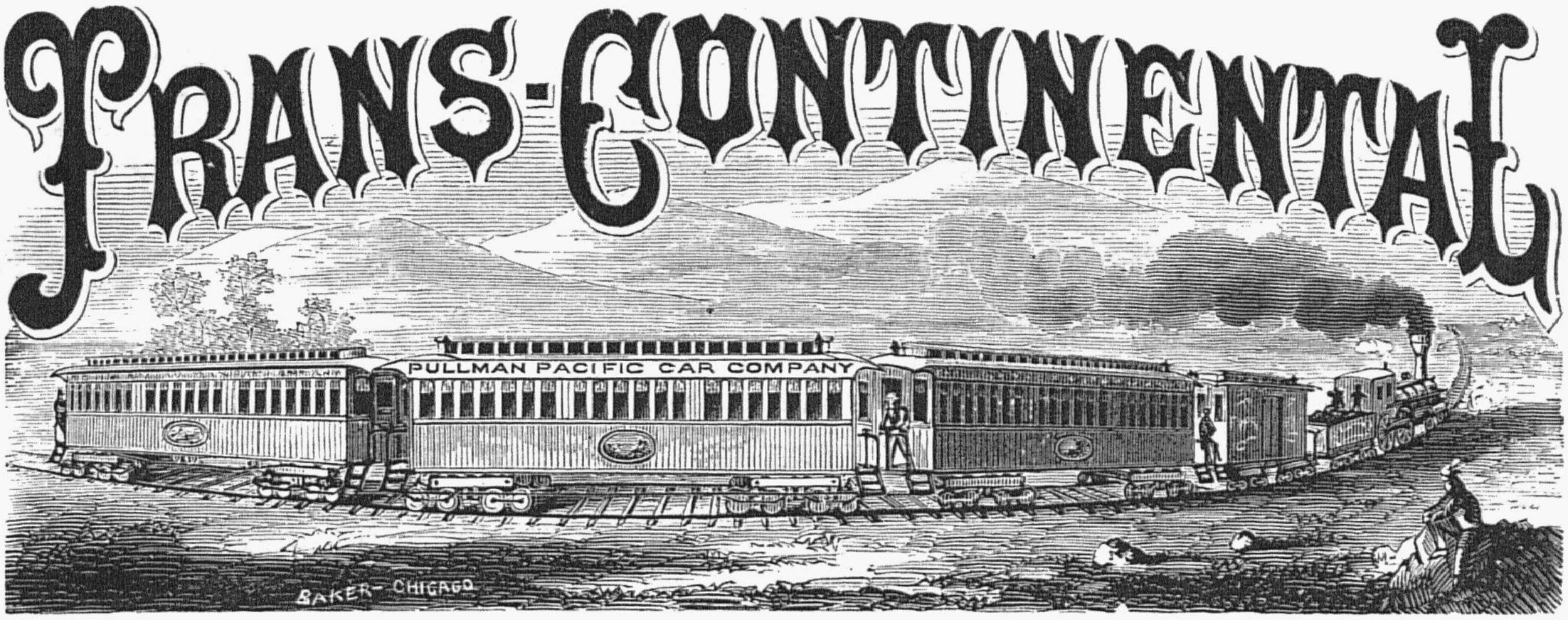
Trustees M. L. A.—Wm. Ashburner, Isaac Wormser, J. M. McNulty, Alfred P. Elfelt, Arthur M. Ebbets, Wm. G. Badger, Wm. E. Wood, F. B. Reynolds, Samuel Hubbard.

BANK OF CALIFORNIA.

CAPITAL, - - $5,000,000 IN GOLD.

Principal Office, San Francisco.

D. O. MILLS, *President.* WM. C. RALSTON, *Cashier.*



"LET EVERY STEP BE AN ADVANCE."

Vol. 1. **Burlington, Iowa, Thursday, June 30, 1870.** **No. 11.**

The Trans-Continental.

Published Daily on the Pullman Hotel Express,
Between
Boston and San Francisco.

W. R. STEELE, *Editor.*

☞*Communications and Exchanges for this paper should be addressed,* TRANS-CONTINENTAL, 46 *State Street, Chicago.*

CLOSING SCENES.

The long and wonderful cosmorama of nature and of life in the far west, that we have been seeing during the last few weeks, is closing, and again, at a marked era in our great ride, we review it. We may leave for leisure, and for graver thought, reflection on the material, or social, or political problems and facts that have been presented to us; and simply call to mind here the picturesque forms that have been more especially made evident to us as travelers. In this consideration, alone of so great a subject, we cannot but feel its interest and comprehensiveness, and how remarkably this American grand tour is like the great people within whose country it extends,—cosmopolitan, as can be no tour within the domain of any other nation. This cosmorama has successively shown us scenery, not only peculiar to this continent—like the fertile prairies, the vast stretch of wilderness, the strange rock forms of Wyoming, and the mighty cliffs of the Sierras—but wide regions, awful in desolation, resembling those around Sinai; or barren and lonely, like some now characterising that promised land, to-day blighted as if by divine retribution; or again canyons penetrated by iron roads, suggesting and rivalling famous European passes, like the Brenner and the Semmering; or great hillsides of grazing land that seem like those owned by the Buccleuchs and Sutherlands; or Alpine peaks; or, in contrast, grassy fields tufted with dark green old oaks, reproducing English parks. Indeed, we realise that we may almost indefinitely find how the world appears represented here in its varied peculiar forms, to harmonise with the equally varied human life, animating the whole. We have found the real aboriginal Indian—not the mythical creature of some novels and fanciful discourses. We have found the ubiquitous live Yankee, the pushing, industrious German, the quiet, laborious, frugal and perhaps irrepressible Chinese—indeed, natives of almost every nationality. We have found Christianity in all its many phases, the Latter Day Saints and the idolatry of the oldest people—all active and even aggressive. We have seen the rough life of the desert, with its hunters, its soldiers and its sturdy pioneers. We have seen poverty in the cabin, and the refined luxury of civilization in quiet homes or in brilliant assemblies. And all these phases of material and social existence we have found combined in this country of our own (it may be repeated), as they are in no other, and presented to our thought as they never have been before, to most of us. And while their delightful and picturesque outer aspects linger in our memories, may we, while recalling them, bring more vividly, and more feelingly, and more effectively to our minds and our hearts, the lessons as well as the pleasures with which they abound, and thus make this great ride not an ephemeral amusement, but a permanent acquisition of means for accomplishing greater usefulness, and with real happiness and success close our truly marvellous excursion.

—The fruit prospects throughout Iowa are good.

—The editor of this sheet, having accomplished the remarkable feat of composing, printing and publishing a paper on a railroad train going at 40 miles an hour, is now ready for further engagements; and as he wishes to become a rising man, is ready to publish a paper in a baloon. This is a substantial statement, though it has an "air-o'-naught" about it. An editorial sanctum in a balloon would simply be in another style of *car*. In no event would the paper lack *gas*, and the editor would experience a *trip-up*, even if he met with success. The fighting editor would carry several *pair-o'-shutes*. The TRANS-ÆRIAL is as far ahead of the times now, as the "raging canal" is behind it, for passenger traffic; but this nineteenth century has some time yet to run. Hip, hip, hurrah!

—While our train was at Omaha, waiting to be transferred, George Francis Train paid us a visit of congratulation, and announced that within one month he intended to start westward on a voyage around the world, *via* San Francisco, China, Europe and New York, thence back to Omaha, which he hopes to accomplish in ninety days.

—Omaha is said to have a permanent population of 20,000 persons, and at certain seasons, with its floating population included, often contains temporarily nearly 25,000 souls. It is a very lively and flourishing western city, and its citizens seem fully imbued with a feeling that it must eventually become a large and influential metropolis.

—While our train stood at the Union Pacific Railroad depot, in Omaha, yesterday, the mercury marked 101 degrees in the shade.

TRANS-CONTINENTAL

THURSDAY MORNING, JUNE 30.

OLD AND NEW.

Few things are more striking than the contrast of feeling which one experiences in traveling the continents of Europe and America. On the former, the mind looks out through the eye upon objects of the present, but instinctively turns to contemplations of the past. This is almost as true of scenes in nature as amid the wonderful memorials of ancient art. The Alps of Switzerland, the Plains of Lombardy, and the Bay of Naples—who thinks of any new and altered future for them, or who does not naturally run in his mind from what they are to what they have been? So of all the treasures of art, in painting and sculpture and whatever else bears the impress of immortal genius. We may look upon them with our eyes, and handle them with our touch, but not one of them leads us to the contemplation of a future when they shall be surpassed in beauty or perfection, or when the cities which contain them shall be famous for new creations which shall equal them.

Indeed, these relics of the past have ever prolonged the fame, perhaps the very existence of the places where they are treasured. Not so with our country. The outlook from our present is always to the future. The magnificent scenes of natural beauty and grandeur through which we have passed, not only command admiration now, but they all lead directly to the contemplation of that future which is sure to render them far more celebrated in fame and development. Whether we look at the thrift of Chicago and Detroit, of Omaha and San Francisco, with the long catalogue of embryo cities which lie between them, or at the magnificent fertility of Iowa and Nebraska, the great plains which lie beyond them, the mineral wealth of Wyoming, Colorado and Nevada, or at the marvelous fruitfulness and wealth of California, the gratification and surprise of the present leaps forward into a future of transcending superiority. Population without numbers rise up before us; wealth beyond computation flows from the mines, the farms and the commerce of these States. The treasuries of art multiply, the intelligence of the people shines through the manifold forms of a high civilization, and the world confesses, without fear, that upon this virgin soil has been developed the most advanced and the freest government that has ever been the heritage of man.

The trans-continental railroads have literally blended all the States into *one nation*. Thank God that we have a Massachusetts, a Maine, and a California, and for all the noble Commonwealths of the sisterhood of States; but thank Him more than all, that our State pride is lost in the admiration and love which we bear to our country at large. We will rejoice in all that is noble and bountiful in the present; and it shall not be our fault if the glorious promise of the future in fame and in progress be not fulfilled.

— Work is steadily progressing on the railway bridge across the Missouri river, which is intended to connect Omaha, Nebraska, with Council Bluffs, Iowa. Iron cylinders are being sunk in sections, at regular distances in the river, and form coffer-dams, inside of which the masonry work for piers is being substantially constructed, and hopes are entertained that, if no floods interrupt the work, trains may be able to cross before December next.

— The Bloomer costume, which was partially adopted by many of our ladies while on their trip to the Yo-Semite Valley, received its name from Mrs. Amelia Bloomer, of Council Bluffs.

— The new chorus adapted to the air of *Vive la Compagnie*, and sung with great *eclat* on our train, runs as follows:

Hurrah for a ride without
Jostle or jar,
Hurrah for a life on the
Iron bar;
Hurrah for a ride in a
Pullman car;
Vive la Compagnie!

— One of the stations passed yesterday on the B. and M. R. Railroad, bore the euphonious cognomen of Vilisca, while a beautiful valley rejoiced in that of Nish-a-bot-nay, an Indian title; another station on the line is called Che-can-qua, which is the Indian title of a celebrated essence peddlar, well-known all over the country.

— Since our last issue, nearly every station we have passed has been crowded with people anxious to greet us, and view our celebrated Pullman excursion train.

— Our excursion to California has been a good lesson in geography and traveling to all the children of our party.

— Crops throughout Iowa promise a large freighting business to railways the coming season.

Our Route through Iowa.

Our train left Council Bluffs, Iowa, just before sundown, by the Burlington and Missouri River Railroad, drawn by two powerful locomotives, and preceded by a pilot engine, kept five miles in advance of us, in which rode J. R. Woods, Train Master. We were accompanied on our train by W. H. Whitla, General Western Agent; S. H. Mallory, Assistant Superintendent; E. A. Touzalin, General Ticket Agent; C. S. Yates, Train Dispatcher; W. Beckwith, General Road Master; and Geo. Chalender, Master Mechanic on the engines.

We were run at a high rate of speed and a brakeman was furnished for each of our eleven cars. A Special Time Card for the Boston Excursion Train, was neatly printed and handed to each of our party. Beside the list of stations, distances and running time, it contained remarks explanatory of the road, and was entirely in keeping with the many other excellent and thoughtful arrangements made by the managers of this enterprising railroad. Men were stationed along the road at every mile to keep off cattle and see that the track was in perfect order; also, flag-men were placed at every switch, and a telegraph instrument and operator was on board our train to open instant communication by telegraph over the wires along the road at a moment's notice.

The main line of this railway route is through Iowa, 291 miles, with a branch from Red Oak to Nebraska City, nearly completed, which will be open for traffic in about fifteen days. This road is a portion of the Chicago, Burlington and Missouri River Railroad line, running from Omaha to Chicago, and as such one of the competitors for the great trans-continental business which is now so steadily increasing, and must soon assume gigantic proportions.

— The convenient and roomy baggage cars of the Union Pacific R. R. struck us as far superior to any others we have observed, and we certainly congratulate the officers of that road on the skill and taste displayed in their construction. The Union Pacific R. R. is now in first class order. It appears to be exceedingly well and economically managed, and is deservedly popular along its line.

— We return our most cordial thanks for the many and constant favors shown this office by the Western Union Telegraph Co.'s officers and agents, throughout our entire trip across the continent.

— Our running time from Missouri river to Burlington, a distance of 291 miles was ten hours and twenty minutes.

EXCELSIOR.

When, with the progress of life, we find our condition continually improving, progress appears to become a law, and from habit a necessity; and when we advance imperceptibly from a less to a more luxurious style of living, as has been the case with all travelers by railroads in the United States, but particularly with those who have enjoyed the luxuries of a Pullman palace car, or as in our case, so perfect a train as the one we now travel in, it is a noteworthy fact that we become gradually more exacting in our demands, and are scarcely brought to realize the excellence attained, and the skill to which we are indebted for our comfort, until when, on some subsequent trip, we are reminded by hard experience of the primitive style to which we were accustomed, and long in vain for the luxuries of travel, which we as a party now enjoy. Let us all be duly thankful to Pullman, and through him to all those co-laborers and officers or employees, whose skill, genius and forethought have ministered to our substantial comfort.

CHICAGO.

As we close our form, preparatory to going to press, we are drawing near to the Garden City of the West, and as we gaze forward to catch the familiar features of this young and valued friend, we behold the misty veil that enshrouds the future, slowly rising to unfold the central metropolis of a continental Republic, whose future we dearly love to contemplate.

— It seems a shame that, up to the present time, no Pullman hotel train has ever been run between Boston and New York. These cities, if we judge them by their size and importance, are certainly entitled to such a privilege; and, after our experience, we feel assured that public opinion will soon speak decidedly on this point, and the line first placing them on their route will be deservedly popular with all Bostonians, and receive the approbation of all on this train.

SAN FRANCISCO, June 30.

TO HON. ALEX. H. RICE,

President Boston Board of Trade, on Excursion Train:

We all watch with interest your homeward progress, and send kindly salutations. May your party look back longingly, and regret they ever left us.

ROBERT B. SWAIN,
President S. F. Chamber of Commerce.

—Our excursionists got well warmed up to their work while sight-seeing yesterday in Omaha, and it was remarked that the man who earned his bread by the "sweat of his brow" had better hasten to Omaha before the weather changes.

—Our genial, enthusiastic and esteemed friend Edw. W. Kinsley, whose genius as a member of our executive committee has been manifest in every detail, as well as in the grander conceptions connected with this excursion, left us at Omaha for a short run to Kansas City. We miss his pleasant features, his cheerful voice, hearty good humor and delightful presence, which have contributed so largely to the enjoyment of us all. Frank H. Peabody and our benediction go with him.

—The next number of the TRANS-CONTINENTAL will be dated Boston, Monday, July 4th.

OUR PARTY.

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

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Miss Josie W. Bliss,
Hon. John B. Brown and wife,
E. W. Burr and son.
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J. S. Fogg,
Mrs. E. E. Poole,
Misses Farnsworth,
Robert O. Fuller,
J. Warren Faxon,
N. W. Farwell and wife.
Mary E. Farwell.
Evelyn A. Farwell.
Curtis Guild and wife.
C. L. Harding and wife.
Miss N. Harding.
Edgar Harding.
J. F. Hunnewell.
J. F. Heustis.
W. S. Houghton. and wife.
D. C. Holder and wife.
Miss C. Harrington.
A. L. Haskell and wife.
Miss Alice J. Haley.
J. M. Haskell and wife.
H. O. Houghton and wife.
John Humphrey.
Hamilton. A. Hill and wife.
Benjamin James,
C. F. Kittredge,
Mrs. C. A. Kinsley,
Addie P. Kinsley,
Mary L. Kinsley,
Chas. S. Kendall,
Miss M. C. Lovejoy,
John Lewis,
Jas. Longley and wife,
Geo. Myrick and wife,
Col. L. B. Marsh and wife.
C. F. McClure and wife,
Joseph McIntire,
Sterne Morse,
Fulton Paul,
F. H. Peabody, wife and serv't,
Miss F. Peabody,
Miss L. Peabody,
Mast. F. E. Peabody,
Rev. E. G. Porter.
Miss M. F. Prentiss.
James W. Roberts. and wife.
Wm. Roberts.
Josiah Reed.
S. B. Rindge and wife.
Mast. F. H. Rindge,
J. M. B. Reynolds and wife.
John H. Rice.
Hon. Ste. Salisbury,
M. S. Stetson and wife,
D. R. Sortwell, and wife.
Alvin Sortwell,
F. H. Shapleigh,
T. Albert Taylor and wife,
E. B. Towne,
Lawson Valentine and wife.
Miss Valentine.
Rev. R. C. Waterston and wife.
A. Williams.
Dr. H. W. Williams and wife.
N. D. Whitney and wife.
Judge G. W. Warren,
Geo. A. Wadley and wife.
Henry T. Woods.
Mrs. J. M. S. Williams.
Miss E. M. Williams.
Miss C. T. Williams.
J. Bert. Williams.

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Established 1848.
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Sole Northwestern Ag'ts for the "Johnson Type Foundry, Philadelphia.

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ON THE
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609 Sacramento Street, San Francisco.
The largest variety of rare and curious Goods in this line ever offered in the United States, wholesale or retail.
New importations by every steamer.
WM. HASELTINE & CO.

PONTOOSUC
Woolen Manufacturing Company,
T. CLAPP, Agent, San Francisco,
MANUFACTURERS OF
SLEEPING CAR BLANKETS,
Pittsfield, Mass.
JAS. L. HOWARD & CO., Agents,
Hartford, Conn.

A. W. SISSON. W. H. WALLACE.
Sisson, Wallace & Co.,
Wholesale and retail dealers in
General Merchandise
AND AGTS. FOR CHINESE LABOR.
Stores on line of C. P. R. R. at Truckee, Winnemucca, Carlin, Cedar Pass and Toano.
PRIN. OFFICE, No 12 J ST., SACRAMENTO
(Brannan House.)
C. W. CROCKER. D. A. BENDER.

TELEGRAPHIC.

CHICAGO, June 29th.—The storm which visited this city yesterday was a perfect hurricane. Several empty houses were blown down. The bird house, at Dexter Park race course, was completely blown down, Mr. Coffee was killed, and about 1500 birds were set at liberty. Three cases sun-stroke occurred in the city yesterday, two of which proved fatal. The weather this morning was cooler, with indications of more rain.

SAN FRANCISCO, June 29. — Prince Pierre Bonaparte is here, en route for Tahiti. The California and Oregon Railroad is now completed and open, from its junction with the Central Pacific Railroad to Chico. The remittances overland last week were $88,000 gold coin.

NEW YORK, June 29.—Internal revenue returns show the present incomes of this city and vicinity to be fully equal to any past year, and statistics show that the saving and industrial classes have now twenty millions of deposits over last year's report, notwithstanding reported hard times.

BUSINESS CARDS.

PULLMAN'S

PALACE CAR COMP'Y,

Incorporated under Special Act of the Legislature of Illinois, A. D. 1867.

CAPITAL, - - $4.000,000.

GEO. M. PULLMAN, Pres. & Gen. Man.
A. B. PULLMAN, Gen'l. Sup't.
C. W. ANGELL, Secretary.

DIRECTORS.

Geo. M. Pullman. John Crerar.
H. E. Sargent. Thomas A. Scott.
Robert Harris. Henry R. Pierson.
Amos T. Hall.

Genl. Offices, 102 Michigan Ave., Chicago

Kohler & Frohling,
Growers of and Dealers in
California Wines and Brandy,
626 MONTGOMERY STREET,
(Basement Montgomery Block,)
SAN FRANCISCO.

Agency in New York, Rennet, Prosch & Co., 26 and 28 Vesey St. Agency in Chicago, Rottner, Lembcke & Co., 129 South Clark St.

GEORGE C. SHREVE & CO.,
Dealers in
FINE JEWELRY AND SILVERWARE
No 110 MONTGOMERY STREET.,
(Occidental Hotel Block,)
SAN FRANCISCO.

COSMOPOLITAN HOTEL,

San Francisco, California.
HALEY & PATTEN, Proprietors.

The leading Hotel of the Pacific Coast, having all the modern improvements, including one of Miller's Patent Safety Passenger Car Elevators.

[Special Act of the Legislature of the State of California, approved February 19th, 1870.]

GRAND GIFT CONCERT,

IN AID OF THE

Mercantile Library Association,

AT THE

MECHANICS' PAVILION,

SAN FRANCISCO, CAL.,

SEPTEMBER 1st, 1870.

TICKETS OF ADMISSION, $5 EACH, GOLD COIN.

The holder of a whole Ticket, or five coupons, will be entitled to admission to the Concert, and to the whole amount of the Gift awarded to it. The holder of each coupon will be entitled to admission to the Concert and to one fifth of any gift that may be awarded to such ticket.

200,000 TICKETS WILL BE SOLD
At Five Dollars each in Gold Coin.
Treasurer, Bank of California.

During the entertainment, the sum of

$500,000 IN U. S. GOLD COIN

Will be returned to the holders of Tickets, by the distribution by chance of the following

GIFTS:

1 Gift of	$100,000	Gold
1 Gift of	50,000	"
1 Gift of	25,000	"
1 Gift of	20,000	"
1 Gift of	19,000	"
1 Gift of	18,000	"
1 Gift of	17,000	"
1 Gift of	16,000	"
1 Gift of	15,000	"
1 Gift of	14,000	"
1 Gift of	13,000	"
1 Gift of	12,000	"
1 Gift of	11,000	"
1 Gift of	10,000	"
1 Gift of	9,000	"
1 Gift of	8,000	"
1 Gift of	7,000	"
1 Gift of	6,000	"
1 Gift of	5,000	"
1 Gift of	4,000	"
1 Gift of	3,000	"
1 Gift of	2,000	"
1 Gift of	1,500	"
10 Gifts of	$1,000 each	10,000 "
20 Gifts of	750 each	15,000 "
20 Gifts of	500 each	10,000 "
30 Gifts of	400 each	12,000 "
50 Gifts of	300 each	15,000 "
50 Gifts of	200 each	10,000 "
425 Gifts of	100 each	42,500 "
628 Gifts in all		$500,000

After paying the expenses of the entertainment, and making the distribution of the gifts as above announced, the balance will be applied to extinguishing the present indebtedness of the Mercantile Library Association. The Concert and distribution will take place under the immediate direction of the Board of Trustees of the Mercantile Library Association, assisted by a Supervisory Committee, selected from State, City and County Officers, and well-known citizens of San Francisco. Holders of Tickets to which gifts may be awarded, will receive the same on presentation of such Tickets or Coupons to the Business Agents of the Board of Trustees, at their office,

318 California St., San Francisco, Cal.

Orders for Tickets, post paid, accompanied by remittances will meet with prompt attention. MAURICE DORE & CHARLES R. PETERS, 318 California St., Business Agents for the sale of Tickets, to whom all communications may be addressed.

ROBT. B. SWAIN, President M. L. A.
WM. C. RALSTON, Treasurer "
W. H. L. BARNES, Vice-Pres't "
THOS. R. HAYES, Rec. Sec'y "
DAVID WILDER, Cor. Sec'y "

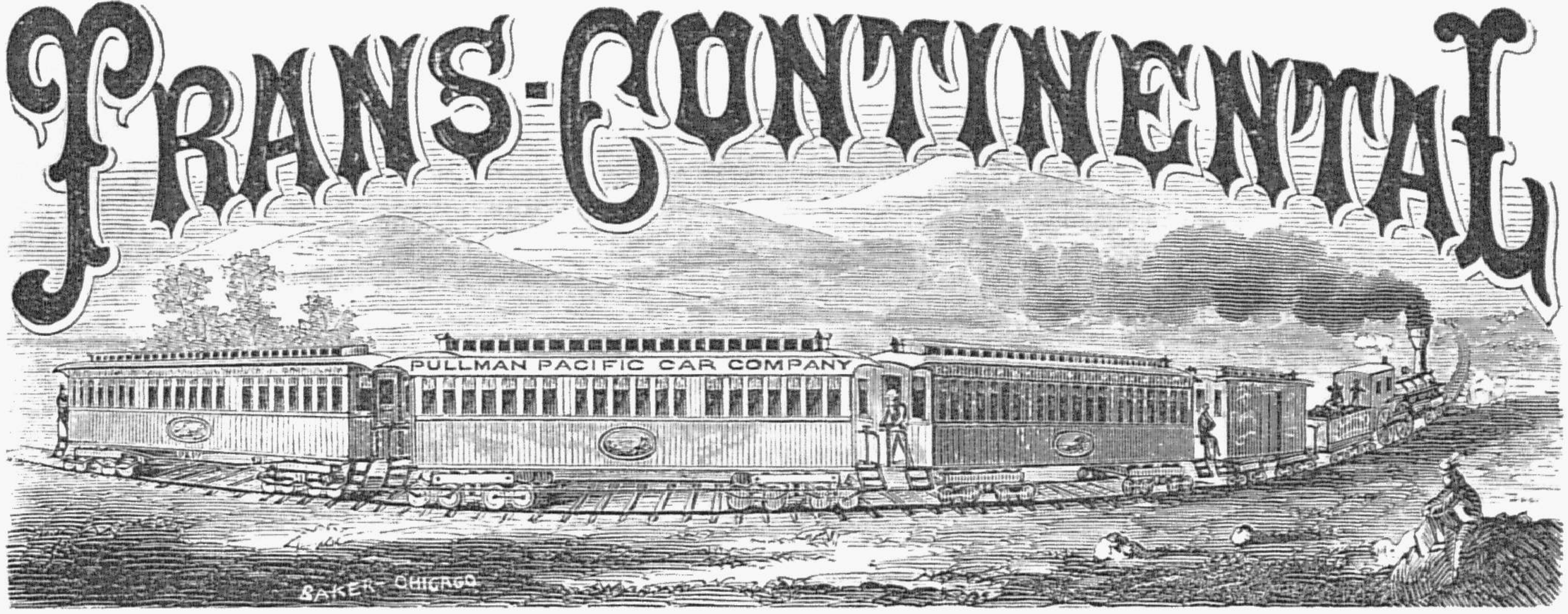
Trustees M. L. A.—Wm. Ashburner, Isaac Wormser, J. M. McNulty, Alfred P. Elfelt, Arthur M. Ebbets, Wm. G. Badger, Wm. E. Wood, F. B. Reynolds, Samuel Hubbard.

BANK OF CALIFORNIA.

CAPITAL, - - **$5,000,000** IN GOLD.

Principal Office, San Francisco.

D. O. MILLS, *President.* WM. C. RALSTON, *Cashier.*



"LET EVERY STEP BE AN ADVANCE."

Vol. 1. Boston, Monday, July 4, 1870. No. 12.

The Trans-Continental.

Published Daily on the Pullman Hotel Express,
Between
Boston and San Francisco.
W. R. STEELE, *Editor*.

The Future of Our Train.

Our celebrated Hotel Express Train used to convey the Boston Board of Trade party from Boston to San Francisco, will hereafter be made useful in running between Omaha and Ogden once a week, leaving Omaha every Thursday, and arrive at Ogden every Saturday evening,—returning, will leave Ogden every Monday, and arrive in Omaha, Wednesday.

This train will be run special, will accommodate and make comfortable 100 passengers, or more, with full meals and plenty of room for all.

An observation car will be attached between Wahsatch and Ogden, affording passengers an unobstructed view of the grand scenery in Echo and Weber Canons, through which the road passes —a distance of sixty miles, until it reaches the great Salt Lake Valley.

By arriving at Ogden, Saturday P. M. and leaving Monday morning, it will enable passengers to spend a Sabbath at Salt Lake City.

Passengers holding ordinary through local tickets, will hereafter pay Twenty-Two Dollars extra, which will include meals and one double berth, for each passenger, and all the privileges of the train.

Applications for Drawing Rooms, Sections or Berths, or charter of cars for excursions may be made by letter, telegraph or in person, at the office of the Pullman Pacific Car Company, 102 Michigan Ave., Chicago, Illinois.

BROOKS' MIDWAY ISLAND.

The official reports recently received from this interesting spot, by the return of the United States steamship *Saginaw* at San Francisco, confirm the impression that this harbor will prove a most excellent one and will be certainly used as a regular coaling station, by steamships plying between California, Japan and China. The island is on a direct rhumb-line between San Francisco and Yokohama, Japan, nearly equidistant, being within 200 miles of half-way across. It is about 19 miles in circumference, and affords excellent facilities as a coaling station, other reports to the contrary notwithstanding.

The "TRANS-CONTINENTAL," with its record of the great excursion, could not properly be finished without an expression of the thanks due from our party, and from the good old town that they chiefly represent, to the President of the Board of Trade, of Boston, Hon. Alexander H. Rice, for the admirable, appropriate and eloquent manner in which he has, on so many varied occasions, spoken for us, for the many whom we left behind, and for the great name of our Common Country. We feel that through him, and his public addresses, all he has spoken for, and the city, whose name is so prominently associated with this excursion, have been ably represented; and, while returning to him the acknowledgment that is due to him on this account, we add our satisfaction, that both Boston and the Old Bay State, and our party personally, have through him found so charming a public expression of sentiments we have ourselves felt, and know are felt by the larger numbers whom we now rejoin.

—On Saturday, July 2d, our train reached Albany at 10 A. M., and here several of our passengers left us for Saratoga Springs.

[From the San Francisco Bulletin.]

Coming Down.

Some of our improvident people have indulgied in stale witticisms over the economising disposition evinced by the "BostonParty." And yet these Eastern guests were representatives of a people who give larger sums for educational and charitable purposes, in the ratio of population, than is given in any other part of the country. If an endowment is sought for a poor college in the West, or on the Pacific coast, there is a break at once for New England.

Eastern men cannot understand the questionable prosperity which arises from clinging to prices three or four times above the ruling rates in other parts of the country. It is wonderful with what tenacity we cling to some of these pioneer traditions. One half of the shopkeepers at this late date ignore the existence of any such silver coin as five cents. We chanced, not a week ago, to hand out this coin with other pieces to a man, in order to pay him exactly what was due, and got in return a look indicating that in endeavoring to be just, we had done him an irreparable injury.—But this man probably had not a hundred dollars in the world, although he had been in the State 15 years and had practiced pioneer economy all that time. No doubt he had his quiet laugh at the thrift of the "Boston Party."

But then our Eastern friends laugh at us when they note this discrepancy between flush prices and hard times. They cannot understand why an article of merchandise, or some small service, should cost 100 per cent. more in San Francisco than it does in Boston. It is hard for the average Californian to come down. But the crisis has come, and every squad of Eastern visitors but serves to remind us more forcibly of the fact. The market for labor and merchandise here will be effected by the same considerations which control the market in other parts of the country.

It will cost no more to live here, merchandise will not rule any higher, labor will command the same consideration and no more. Economy in detail will become respectable; no man will dare withhold twenty-five per cent. of the cost of an article on the plea that he cannot make the change. In short, we are coming down only to lay the foundations of a more enduring prosperity.

TRANS-CONTINENTAL

MONDAY MORNING, JULY 4.

☞*Communications and Exchanges for this paper should be addressed*, TRANS-CONTINENTAL, 46 *State Street, Chicago.*

VALEDICTORY.

At six o'clock and thirty minutes on Saturday afternoon, July second, the Pullman Palace Train was run into the city of Boston, and there ended probably the grandest pleasure excursion ever undertaken. Just six weeks before, the same train had entered the city upon the same track, and was the object of universal interest and curiosity. In the meanwhile it has twice crossed the continent of North America and mingled the salutations and cemented the friendships of the people living upon the Atlantic and Pacific shores. The whole interior country, too, has been eagerly interested in the excursion and has shared in the friendly sentiments of the East and West. Everywhere manifestations of friendship have abounded; and the press and the telegraph have scattered through every part of the country the fact that the extremes of the continent have met and fraternized, in a manner that has dissolved all idea of distance or difference between them, and led them to *realize* that we are indeed citizens of one great nation.

On leaving Chicago on Thursday evening, a heavy shower cooled the air delightfully, and laid the dust, so that we had a most refreshing contrast through the night, to a hot day's travel. Friday morning opened brightly upon us at Detroit, and we crossed into Canada, to find it gaily decorated in honor of "Dominion Day." It was a remarkable coincidence that we should have passed through Canada, on our outward journey, on the Queen's birth-day, when it was radiant with similar patriotic demonstrations. The New York Central R. R. gave us a capital run to Albany, and the whole line of railroad through Massachusetts was alive with interest over our return. At Springfield the arrival of the Pullman Train was signalized by a national salute from a battery of artillery; and at Boston a great multitude awaited our return only to overwhelm us with joyous and friendly salutations.

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 the West in indissoluble bonds. The great valley of the Mississippi, and the Lake States especially, are brought into immediate neighborhood with us, and we with them. There is now no West this side of the Pacific coast, for Chicago and Omaha and Cheyenne are, in comparison, close by.

Our friends express surprise at finding all the party in such fine physical condition—so free from fatigue of body, and so buoyant in spirit, after a journey by land of such extraordinary extent. The Pullman Cars have annihilated the ordinary causes of fatigue in railroad traveling, and demonstrated the luxury of transportation in gliding palaces, with every want supplied, and every wish anticipated.

We make our *congé* to our friends on the Pacific, to those in the central region of the continent, and to our immediate neighbors at home, with a grateful appreciation of their interest in our journey, of their hospitality and friendship; and if any have time and means to spare, we advise all who have not done so already, to make an early trip across the continent.

In closing this article and the existence of the "TRANS-CONTINENTAL," we feel assured that we shall not seem unmindful of the valuable aid of the excursion party generally, in filling its columns, if we especially acknowledge the constant assistance of Charles Wolcott Brooks, in its editorial department. To his attention and untiring devotion to every service which could lend interest to the paper, or contribute to the diversion and happiness of the party, and render the excursion completely successful, all its participants are largely indebted, and to him return their hearty and grateful acknowledgments.

New resources are continually being developed to us throughout the Pacific Coast, and the railway across our continent is fast "unlocking the strong box of our treasures." Even the apparently barren spots of our treeless interior are rapidly developing lead, iron, copper, antimony, coal, silver and gold. In view of the liberal gifts of Nature, coming to us as a treasure trove, we may yet pay our national debt in gold coin, and with our cotton and other crops, permanently change the old "balances of trade."

Aside from the steady progress of California in raising wines, teas and silk, she is rapidly gaining possession of the trade in silk-worm eggs, exports of which from Yokohama alone,—a single port in Japan,—were last year a little exceeding $5,500,000. All foreign purchasers already openly declare their preference for this California product. Old encyclopedias are getting obsolete, and later editions, may hereafter require even telegraphic addenda to keep up with an age of increasing progress.

—At the ceremony of mingling the waters of the Atlantic with those of the Pacific, performed on the ocean beach near the Cliff House at San Francisco, in the presence of this party, our President, Hon. Alex. H. Rice, in his beautiful and appropriate remarks, called attention to the occasion by saying: "The union of these two waters seems typical of the commingling of a great people, whose future should be one,—as difficult to separate or divide, as the now united particles of water in this vessel."

—The first class passenger travel between China, Japan, the Sandwich Islands, Australia and New Zealand, will hereafter be largely diverted toward San Francisco, whence across the American Continent, it will reach Europe, by a far cooler, healthier, pleasanter, and we believe a shorter route, than by the old channels of former communication via the Isthmus of Suez.

—After so much luxury, elegance, hospitality and general welcome had been extended to our party by those formerly strangers to us, now our friends abroad, it was not astonishing that the recital of adventures should engross very general attention. Since our return, much time has been expended in familiar greetings, and in answering those questions which our brethren of the "Hub," as Yankees, are certainly privileged to ask, and to which it is our privilege as well as pleasure to now answer satisfactorily.

—O. H. Sampson and sister joined our train at Chicago, having come from Boston to meet, and accompanied our party home. It was truly pleasant to meet some one directly from our city, to post us all, on the thousand and one minor events which have transpired in the old Bay State during our absence.

—Some of our party left the train at Chicago for a run to Indianapolis, Louisville and the Mammoth Cave in Kentucky, and, we learn, found the trip quite an interesting one.

Officers of Central Pacific R'y.

Hon. Leland Stanford, President.
C. P. Huntington, 1st Vice President.
Chas. Crocker, 2d Vice President.
Mark Hopkins, Treasurer.
E. H. Miller, Jr., Secretary.
A. N. Towne, Genl. Supt.
John Corning, Asst. Genl. Supt.
E. C. Fellows, Supt. Western Pacific.
F. W. Bowen, Supt. Sacramento Div
C. D. Montanya, Supt. Truckee Div.
Chas. E. Gillett, Supt. Humboldt Div.
Jas. Campbell, Supt. Salt Lake Div.
T. H. Goodman, Genl. Frt. & Pass. Agt.
F. L. Vandenburgh, Supt. Telegraph.
B. B. Redding, Land Commissioner.

BITS FOR CHANGE.

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 paper was purchased of news-boys 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 subcription price was 12½ cts. a week. This results from the fact that a dime is the smallest coin in circulation throughout the West Coast.

—Eager friends, who were in waiting to meet our excursionists on their return, were somewhat surprised and delighted to see bronzed faces and rugged looks in place of the delicate ones, from which they had separated but a few weeks before. Our excursionists have returned without a single case of serious illness, having been in the enjoyment of uninterrupted good health.

—The little antelope, brought on board our train between Laramie Plains and the Rocky Mountains, after riding with us 2,000 miles, was taken sick at Framingham, when only twenty miles from Boston. He was left in careful hands to recuperate if possible, and to be forwarded, should he recover, to Hon. Alexander H. Rice, our President.

BUSINESS CARDS.

ADAMS HOUSE,

Corner Michigan Avenue and Lake St.,

CHICAGO.

PEARCE & BENJAMIN, Proprietors.

J. I. Pearce. S. S. Benjamin.

COSMOPOLITAN HOTEL,

San Francisco, California.

HALEY & PATTEN, Proprietors.

The leading Hotel of the Pacific Coast, having all the modern improvements, including one of Miller's Patent Safety Passenger Car Elevators.

GILES, BROTHER & CO.,

Importers, Manufacturers, and Jobbers of Fine

Watches, Diamonds and Jewelry,

Solid Silver Ware, Silver Plaied Ware. Sales Rooms of the United States Watch Co. Manufacturers of all grades of American Watches, Pendant Winders, and Key Winders.

142 Lake Street, Chicago.

Works of U. S. Watch Co., Marion, N. J.

OUR PARTY.

The following list of names compose the party from the Boston Board of Trade, now on an excursion to the Pacific coast:

EXECUTIVE COMMITTEE.

Hon. Alex. H. Rice,
Maj. George P. Denny,
Hon. J. M. S. Williams,
Jas. W. Bliss,
Edward W. Kinsley.

Frederick Allen and wife,
H. S. Barry,
Miss Josie W. Bliss,
Hon. John B. Brown and wife,
E. W. Burr and son.
John L. Bremer.
Geo. D. Baldwin and wife.
Miss L. E. Billings.
Chas. W. Brooks.
M. S. Bolles.
Alvah Crocker and wife.
Mrs. F. Cunningham
Thos. Dana.
Miss M. E. Dana.
Mrs. Thos. Dana. 2d
Mrs. Geo. P. Denny,
Arthur B. Denny,
Cyrus Dupee and wife.
John H. Eastburn and wife,
Robt. B. Forbes and wife,
J. S. Fogg,
Mrs. E. E. Poole,
Misses Farnsworth,
Robert O. Fuller,
J. Warren Faxon,
N. W. Farwell and wife.
Mary E. Farwell.
Evelyn A. Farwell.
Curtis Guild and wife.
C. L. Harding and wife.
Miss N. Harding.
Edgar Harding.
J. F. Hunnewell.
J. F. Heustis.
W. S. Houghton. and wife.
D. C. Holder and wife.
Miss C. Harrington.
A. L. Haskell and wife.
Miss Alice J. Haley.
J. M. Haskell and wife.
H. O. Houghton and wife.
John Humphrey.
Hamilton. A. Hill and wife.
Benjamin James,
C. F. Kittredge,
Mrs. C. A. Kinsley,
Addie P. Kinsley,
Mary L. Kinsley,
Chas. S. Kendall,
Miss M. C. Lovejoy,
John Lewis,
Jas. Longley and wife,
Geo. Myrick and wife,
Col. L. B. Marsh and wife.
C. F. McClure and wife,
Joseph McIntire,
Sterne Morse,
Fulton Paul,
F. H. Peabody, wife and serv't,
Miss F. Peabody,
Miss L. Peabody,
Mast. F. E. Peabody,
Rev. E. G. Porter.
Miss M. F. Prentiss.
James W. Roberts. and wife.
Wm. Roberts.
Josiah Reed.
S. B. Rindge and wife.
Mast. F. H. Rindge,
J. M. B. Reynolds and wife.
John H. Rice.
Hon. Ste. Salisbury,
M. S. Stetson and wife,
D. R. Sortwell, and wife.
Alvin Sortwell,
F. H. Shapleigh,
T. Albert Taylor and wife,
E. B. Towne,
Lawson Valentine and wife.
Miss Valentine.
Rev. R. C. Waterston and wife.
A. Williams.
Dr. H. W. Williams and wife.
N. D. Whitney and wife.
Judge G. W. Warren,
Geo. A. Wadley and wife.
Henry T. Woods.
Mrs. J. M. S. Williams.
Miss E. M. Williams.
Miss C. T. Williams.
J. Bert. Williams.

Officers of Union Pacific Railway.

Hon. Oliver Ames, President.
John Duff, Vice President.
John M. S. Williams, Treasurer.
E. H. Rollins, Asst. Treasurer and Sec.
Col. C. G. Hammond, Genl. Supt.
C. W. Mead, Asst. Genl. Supt.
J. R. Nichols, Asst. Superintendent.
T. E. Sickles, Chief Engineer.
F. Colton, Gen. Pass. Agent.
Wm. Martin, Gen. Freight Agent.
J. J. Dickey, Supt. Telegraph.
O. F. Davis, Land Commissioner.
A. S. Downs, Local Treas.
Geo. Starr, Gen. Traveling Agent.

GRAND IMPROVEMENT IN

PIANOS.

HALLET, DAVIS & CO.,

Manufacturers of

GRAND AND SQUARE PIANOS,

Have great satisfaction in announcing to the musical public that the United States Government has granted to Geo. H. Davis, of this house, LETTERS PATENT on their new and already famous

ORCHESTRAL GRAND PIANO.

This invention in the first place so modifies the construction of Grand Pianos that a greater and a better quality of tone is produced thereby than by the construction usually adopted; in the second place, it gives the instrument a much more beautiful and convenient form than that usually given to Grand Pianos; and, in the third place, it renders either side of the instrument equally desirable for a front side in a room of whatever shape—that is, the case of this grand piano, instead of being hollowed out on *one* side, is made so that *both* sides are alike. This brings the bridges into the centre of the board, securing nearly *one-third move* of the sounding board than has been heretofore attained. Its action is light and delicate, while its power is marvelous. Its tone is remarkable for sweetness, clearness and brilliancy. Its singing qualities very closely resemble the richness of the human voice, and its tenor is unexampled in any instrument yet produced.

The Orchestral Grand Piano

is an *entirely new invention*, differing at once in arrangement of case and scale from anything hitherto attempted. It has commanded the admiration of all artists and critics who have examined it, and testimonials in its favor are abundant and enthusiastic.

By a unanimous vote of the Executive Committee of the National Peace Jubilee, this was the only piano used in the Great Coliseum,

Its distinguishing characteristics are immense power, sweetness, brilliancy, and perfect equality of tone, elasticity of touch snd durability—not being injuriously affected by change of climate.

Every instrument warranted for five years.

Confident of the unprecedented merits of our new invention, justified by a common consent and authorized by letters patent at Washington, we unhesitatingly announce our Orchestral Grand Piano as without an equal in America, and without a superior in the world! And we cordially invite most careful inspection by all who are interested in the advancement of musical manufactures and who have at heart the best interests of musical science. These instruments are offered at *very low prices*, in order that the musical public of the United States and Canada may become thoroughly familiar with their character and capacity. Illustrated Catalogues of our Pianos sent free to any address.

HALLET, DAVIS & Co.,

WAREROOMS,

No. 272 Washington St.,

MANUFACTORY,

No. 700 Harrison Avenue,

BOSTON.

W. W. KIMBALL,

63 Washington St., Chicago, Sole Western Agent.

OUR TRAIN.

Comparatively few of those who may receive copies of the TRANS-CONTINENTAL will have an opportunity to see the train upon which it is printed. We therefore give a brief description.

The train is made up of eight of the most elegant cars ever drawn over an American railway. They were built by the 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 space 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 blackwalnut 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 with 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.

PULLMAN'S

PALACE CAR COMP'Y,

Incorporated under Special Act of the Legislature of Illinois, A. D. 1867.

CAPITAL, - - $4.000,000.

GEO. M. PULLMAN, Pres. & Gen. Man.
A. B. PULLMAN, Gen'l. Sup't.
C. W. ANGELL, Secretary.

DIRECTORS.

Geo. M. Pullman. John Crerar.
H. E. Sargent. Thomas A. Scott.
Robert Harris. Henry R. Pierson.
Amos T. Hall.

Genl. Offices, 102 Michigan Ave., Chicago

THE PULLMAN

PACIFIC CAR COMP'Y,

CAPITAL, $1,000,000.

GEO. M. PULLMAN, Pres. & Gen. Man.
C. W. ANGELL, Secretary.
L. M. Bennett, Supt.

DIRECTORS.

Geo. M. Pullman. Sidney Dillon.
Oliver Ames. C. S. Bushnell.
Andrew Carnegie.

Gen. Offices, 102 Michigan Ave., Chicago.

COMMERCIAL CREDITS,

FOR USE IN EUROPE, CHINA, JAPAN, The East and West Indies, and South America, on the

Bank of British North America,

LONDON,

Issued on the most favorable terms, by

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