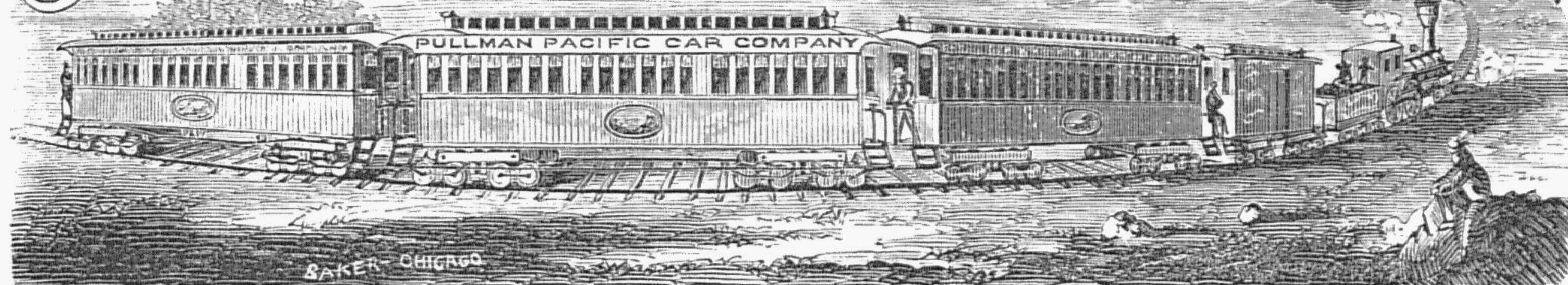


# TRANS-CONTINENTAL



“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 indulged in stale witticisms over the economising disposition evinced by the “Boston Party.” 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.