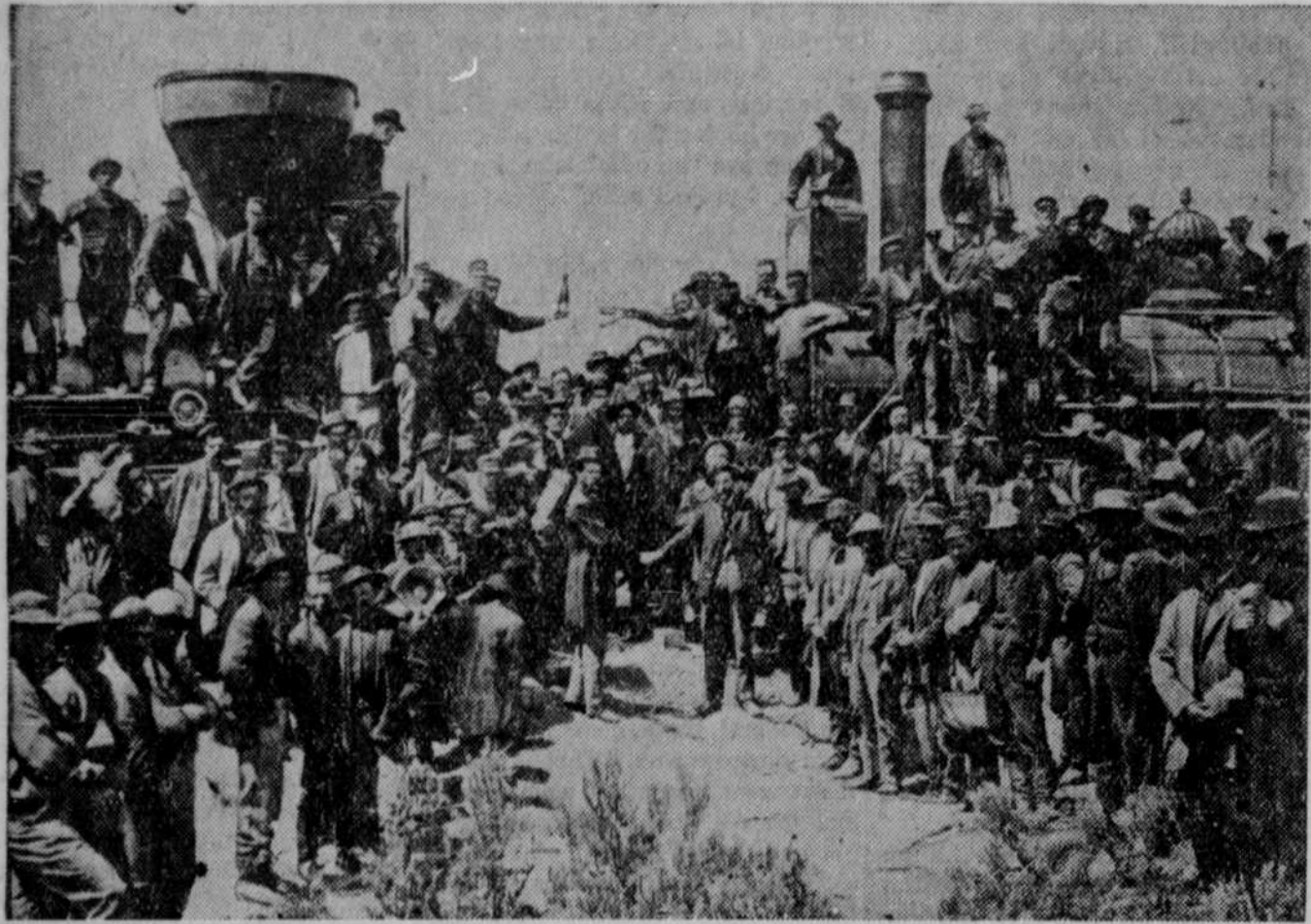


Omaha Turns Back the Clock to 70 Years Ago When North America Was First "Spanned With Steel"



The "Wedding of the Rails" at Promontory Point, Utah, May 10, 1869, completing the first transcontinental railroad. Central Pacific engine on the left, Union Pacific on the right.

By **ELMO SCOTT WATSON**
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FOR four days, April 26 to 29, Omaha, Neb., is turning back the clock 70 years and visitors arriving there during that time will probably rub their eyes in amazement. For they will find that this modern city has been transformed into what resembles a frontier village of three-quarters of a century ago.

They will see the Union station covered with logs to a height of 10 feet to give it the appearance of an old-time stockade, and, as they cross the Plaza in front of the station, they will be greeted by shrill war-whoops from a band of Brule Sioux Indians whose lodges are pitched there. On the courthouse lawn they will find another Indian village and as they walk down one of the principal streets in the business section they will see a solid block of buildings covered with "false fronts" similar to those which lined Omaha streets back in 1869.

Prairie schooners and stage coaches, instead of automobiles, will be parked along the curbs with here and there a picturesque frontiersman in his fringed buckskin suit and fur cap lounging in his saddle as he passes the time of day with bewhiskered citizens, wearing tall beaver hats, or ogles some pretty girl dressed in crinoline, hoopskirt and quaint, old-fashioned bonnet. In fact, some 50,000 of Omaha's 200,000 people will be wearing the costumes of 1869 during those four days.

"Golden Spike Days."

"Golden Spike Days," they're called, and they commemorate the seventieth anniversary of the event which really united these United States. It was the driving of the final golden spike when the eastward-building Central Pacific and the westward-building Union Pacific met at Promontory Point, Utah, on May 10, 1869, to form the first transcontinental railroad. Why, then, should this celebration be held in Omaha rather than out in Utah?

There are several good reasons. One is that headquarters of the Union Pacific railroad are in Omaha and the history of the U. P. has been bound up closely with the Nebraska metropolis and its twin-city-across-the-Missouri, Council Bluffs, Iowa, from their beginnings. Another is the fact that the world premiere of a new motion picture called "Union Pacific," based upon the building of the first transcontinental railroad, will be held in Omaha during the celebration.

During the celebration there will be another East-West meeting in Omaha which is somewhat reminiscent of the historic meeting at Promontory Point 70 years ago. On Thursday morning, April 27, a special train will arrive from the East bearing W. A. Harriman, chairman of the board of directors of the Union Pacific, all other members of the board and a large number of eastern industrialists. That afternoon the old-time train used in the picture "Union Pacific" will pull into the Union station.

The engine on it will be the "General McPherson," one of the original U. P. wood-burning locomotives of the exact type used at Promontory Point. Behind this ancient iron horse will be two coaches of the same period, one of which is a replica of the business car used by Gen. Grenville M. Dodge, who was the chief engineer of the railroad during its construction period.

Coupled with this train will be the Union Pacific's giant new steam-electric locomotive and the necessary modern baggage and Pullman cars to accommodate the motion picture celebrities from Hollywood and others arriving from the West coast. Getting off this train will be W. M. Jeffers, president of the U. P., Cecil B. DeMille, producer of "Union Pacific," Joel McCrea, Barbara Stanwyck, other members of the cast, and several western governors. That night the Easterners and Westerners will meet at a huge banquet in the Ak-Sar-Ben coliseum and, during the next two days, they will see and take part in a series of historical parades, pageants, luncheons, banquets and other

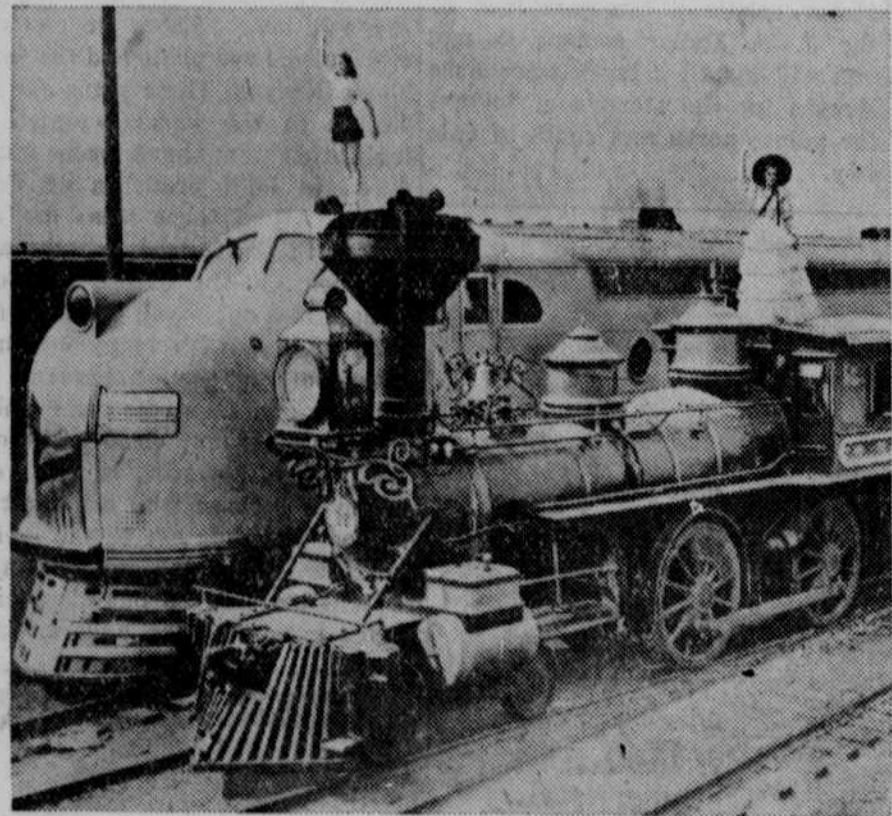
woods, a hewn tie, polished and with a silver plate properly inscribed.

Hon. F. A. Fryth, of Nevada, then stepped forward and presented to Dr. T. C. Durant, vice president of the Union Pacific, a silver spike, on behalf of the people of Nevada, with the sentiment, "To the iron of the East and the gold of the West, Nevada adds her link of silver to span the continent and wed the oceans."

Governor Safford of Arizona next presented a spike made of iron, silver and gold, saying: "Ribbed with iron, clad in silver and crowned with gold, Arizona presents her offering to the enterprise that has banded the continent and directed the pathway to commerce."

To these donors, Governor Stanford, on the part of the Central Pacific, responded, "accepting with pride and satisfaction these gold and silver tokens of appreciation and importance of the great work."

Maj. Gen. Grenville M. Dodge, chief engineer of the Union Pa-



The Old and the New—A modern Union Pacific streamliner and the old-time locomotive, built in 1862, which was used in the motion picture "Union Pacific."

festivities which have been arranged as a part of the celebration.

Such will be the highlights in the celebration of the event upon which the eyes of the whole nation were focused when it took place 70 years ago. For that event special trains, bearing notables from both the Atlantic and Pacific coasts, were run to Promontory Point, arriving on May 10. At a signal from Edgar Mills of the firm of Ogden Mills and Company of San Francisco, who was master of ceremonies, the two engines moved up to their assigned positions about 60 feet apart. Drawn up along the north side of the track were four companies of the Twenty-first infantry with their regimental band to furnish music for the occasion.

The scene which followed is described by L. O. Leonard, for many years historian of the Union Pacific, as follows:

The preliminaries completed, Edgar Mills stepped forward and asked for attention, while the Rev. J. Todd of Pittsfield, Mass., offered prayer. Next was the presenting of the spikes for the ceremony.

Doctor Harkness of the Sacramento Press in a brief speech presented Governor Stanford with a spike "forged with gold from the mines of California" and also presented, "from her laurel

cific, responded for that company in a most happy manner. Mr. Coe of the Pacific Express company, then presented the officials with a silver spike-maul with which to drive the golden spike into the tie.

All preliminaries now being completed, Samuel B. Reed, who had had charge of the Union Pacific construction work, stepped forward, as did also J. H. Strowbridge, who held a similar position for the Central Pacific. They carried the laurel tie and placed it in its bed beneath the track.

Governor Stanford, grasping the silver spike-maul firmly in his hands, then took his position on the south side of the rail and Vice President Durant upon the north side. At a signal, Governor Stanford struck the first blow and then Doctor Durant the second blow and the golden spike was driven home. At the same instant the electric signal announced to the world the completion of the great enterprise. The crowd cheered and the band played the "Star Spangled Banner."

The ceremonies and visiting being concluded the trains backed off the scene and the crowd gradually faded away. By evening the scene was deserted and that night the coyote roamed over the locality, disturbing no one with his lonesome howl.



W. M. Jeffers, president of the Union Pacific, wearing the type of beaver hat which will be in vogue in Omaha during "Golden Spike Days."

Closely associated with the history of the first transcontinental railroad is the name of Abraham Lincoln. It came about in this way:

In 1858 Lincoln visited Council Bluffs on legal business for a client. General (then Colonel) Grenville M. Dodge had just returned from making a survey for a railroad west of the Missouri river. General Dodge says: "He heard of my return from the survey and on the porch of the Pacific House he sat with me for two hours or more and drew out all the facts I had obtained in my survey and naturally my opinion as to the route for a railroad west. I thought no more of giving this at the time than that possibly I might have given away secrets that belonged to my employers in this work. In 1863 while in command of the district of Corinth, I received a dispatch from General Grant to proceed to Washington and report to the President.

"President Lincoln informed me that I was sent for for a consultation in regard to the eastern terminus of the Union Pacific railroad. He remembered the conversation with me on the porch of the Pacific House and under the law he was to determine the eastern terminus of the Union Pacific railroad. Those who remember that time know what pressure was brought to bear on the President to name this point far north and far south of Council Bluffs. After a long conversation with me obtaining my views fully and the reasons for them, the President finally determined to make it on the western border of Iowa."

A "Pacific Union."

On July 1, 1862, President Lincoln signed the act to build the Pacific railroad. It was not a perfunctory procedure. He had advocated the passage of the act and the building of the road, not only as a military necessity, but as a means of holding the Pacific coast to the Union. There is no doubt but that the idea behind this enterprise was for a Pacific Union, which name reversed gives us the title of the railroad.

Not only did Lincoln establish the eastern terminus of the Union Pacific railroad opposite Section 10 in the Territory of Nebraska, but he also fixed the other boundaries on the western end of the line which was being built eastward from the Pacific. By the original railroad act the President was to fix the point where the Sacramento valley ended and the foothills of the Sierra Madre began.

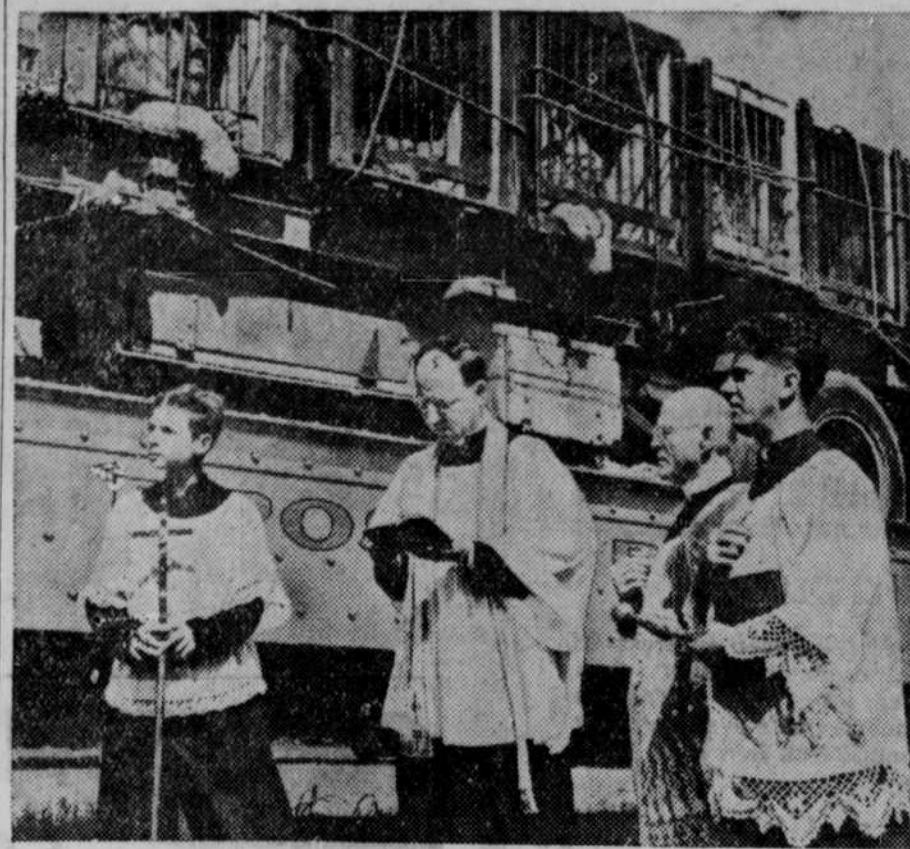
The chief engineer had designated Barmores, 31 miles from Sacramento as the beginning of the mountains. The Supreme court decided the foot hills commenced at 30 miles from that city. Several attempts were made to bring this to the attention of President Lincoln but the President's occupation with heavier duties connected with the war prevented the action.

The time came, however, when it could not be longer delayed. It was important to the railroad company that the foot hill should begin as near as possible to Sacramento. Senator Sargent claims the credit of moving the mountain from Barmores to Arcade creek, a distance of 24 miles. He relates the affair as follows:

Lincoln was engaged with a map when the senator substituted another and demonstrated by it and the statement of some geologist that the black soil of the valley and the red soil of the hills unite at Arcade. The President relied on the statements given by him and decided accordingly. "Here you see," said the senator, "my pertinacity and Abraham's faith removed mountains."

Apropos of Lincoln's connection with the Union Pacific is the fact that several years ago Historian Leonard found in the records of the department of the interior in Washington many papers which he signed, one of them on a U. P. document only four months before his assassination. It is interesting to note that only upon U. P. papers did he sign his full name "Abraham Lincoln." On almost all others he wrote it "A. Lincoln."

Big Show's Train Gets Annual Blessing



Reverend Charles Elslander, pastor of St. Martha's church and circus chapel in Sarasota, Fla., winter home of Ringling Brothers and Barnum and Bailey circus, gives the big show his annual blessing as it entrains for New York. Left to right: Joseph Steier, altar boy; Reverend Charles Elslander, Reverend John A. Lynch and Reverend Patrick O'Brien.

SUN-TAN FOR CHIEF



Although he's a full-blooded Cherokee, Chief Thunder Cloud, in whose veins flows the blood of the mighty Red Hawk, has to take a daily course of sun-lamp treatments to acquire a convincing tan on his body for the title role of a new picture.

Radio Amateurs Solve Communication Problems



On the day of his birth Edward Noble sounds off with a lusty yell in his radio debut. The little fellow is destined to do a lot of broadcasting, for both his father and mother, Mr. and Mrs. William Noble of San Francisco, are licensed amateur radio operators. They have a powerful radio station at their home, and the car Mr. Noble drives is equipped with a tiny low-frequency receiver-transmitter. A small transmitter and receiver were installed in the hospital for Mrs. Noble's benefit.

OVER-BOOTED ANGLER



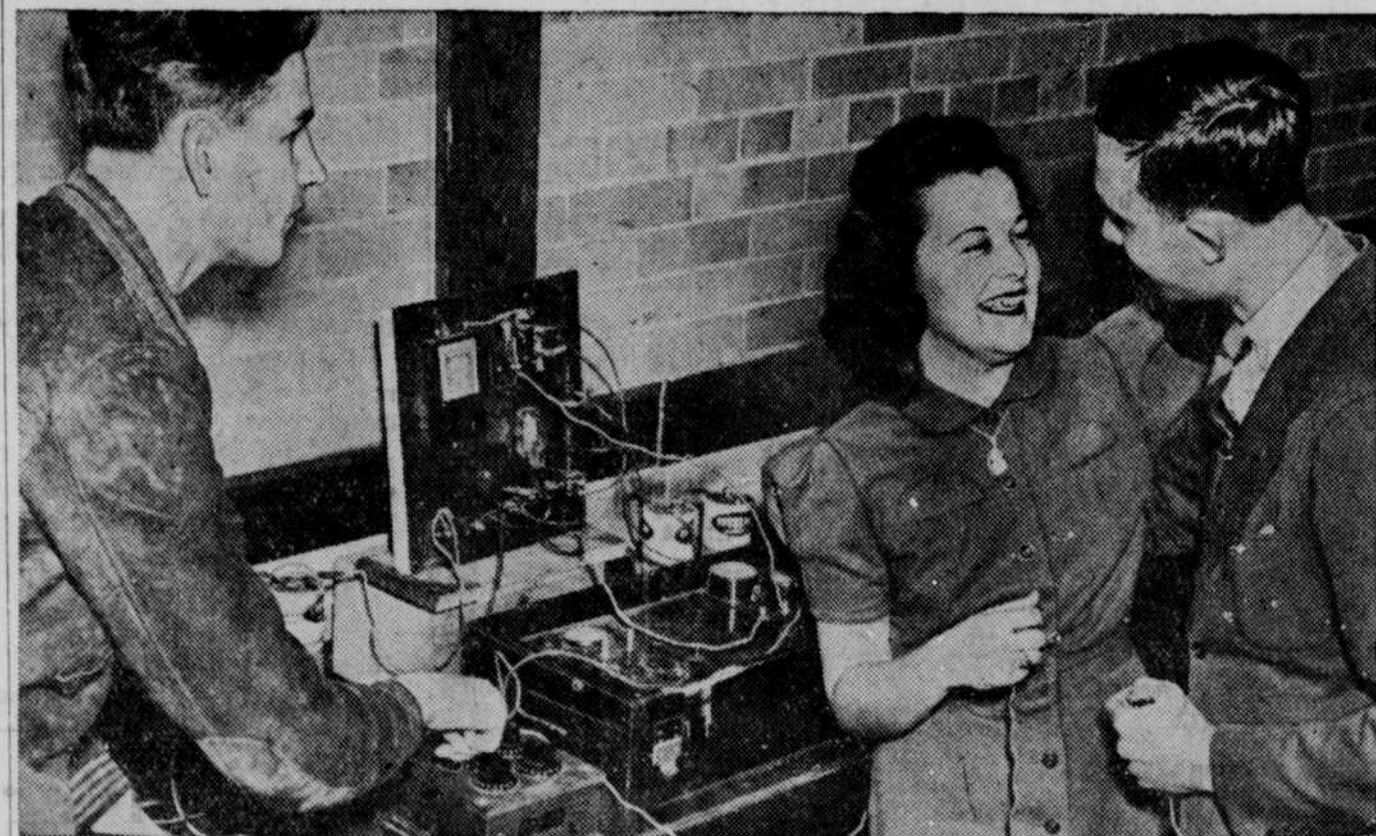
Opening of the New York state trout season, April 1, didn't catch young Albert Welch unprepared. Not to be outdone by the many men who were out for their first fish, the over-booted angler caught this prize near Theresa with an old pole and line.

Musical Bleats Win Prize for Pet



While Victor Angerame, New York city, holds the musical instrument, "Bum," his pet lamb, sounds off a tune on the harmonica to win first prize as the most artistic pet in the Kip's Boys club's fifteenth annual pet show recently. "Bum," according to his owner, did not pull the wool over the judges' eyes.

'Oscar' Grades 'Oomph' Behind Students' Kisses



It comes under the heading of recreation as these University of Richmond students, Margaret Harris and Kenneth Bass, submit to a test in the dynamics of kissing, which can be tested with great precision by the machine Donald Murrill is operating. The machine is the invention of Dr. R. E. Loving, a faculty physicist at the Virginia school. He calls it an oscilometer, but the students have named it "Oscar."