

The Meter Setter

4

April 2019

Everyone • Forever

A typical day for Enelesi meant waking up at four in the morning to fetch water from a nearby community. This all changed when Enelesi's small village in Chikwawa District, Malawi, received access to water services. "It makes me feel rich!" she says. "To know I have water is the greatest thing that has happened in my life." A typical day for Enelesi no longer means waking up early to walk hours for water. Instead, she spends her days leading her family and community toward a better future. *(Courtesy of Water For People)*

Enelesi's life and village were transformed with the help of Water For People. Many communities around the world, like Enelesi's, lack access to clean water. Water For People gives impoverished areas the tools they need to develop sustainable solutions for clean water and sanitation. As a nonprofit organization, Water For People relies on donations to continue changing lives and transforming societies.

Ford Meter Box is proud to support Water For People and its mission to make sure everyone has access to the world's most important resource. Join Water For People in its hometown of Denver, Colorado, for the American Water Works Association's Annual Convention and Exhibition (ACE)! The festivities will kick-off on Saturday, June 8 with ThirstyFest, a craft beer and music festival. During the trade show, Water For People will be set up in booth 4239. Visit the booth to learn about Water For People's Everyone Forever model and how you can help by investing in sustainable water delivery, joining a local volunteer committee, or providing technical expertise.



Women wait in line for water. In many countries, women are responsible for fetching water for the family. With clean water available locally, women have more time to spend with their families. *(Photo credit: Water For People)*

Water For People

Water For People is a nonprofit working across nine developing countries to bring together communities, local entrepreneurs, and governments to build, operate and maintain their own reliable water and sanitation systems and services.



water for people
EVERYONE • FOREVER



The Ford Meter Box Company, Inc., P.O. Box 443, Wabash, Indiana, USA 46992-0443
Telephone: 260-563-3171 FAX: 800-826-3487 Overseas FAX: 260-563-0167 www.fordmeterbox.com



House in Crawfordsville, Indiana
Watercolor on paper by George E. Lanning

MAY 2019

APRIL 2019							JUNE 2019						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6								1
7	8	9	10	11	12	13	2	3	4	5	6	7	8
14	15	16	17	18	19	20	9	10	11	12	13	14	15
21	22	23	24	25	26	27	16	17	18	19	20	21	22
28	29	30					23	24	25	26	27	28	29

New Moon (solid black circle)
 First Quarter (half-black, half-white circle)
 Full Moon (solid white circle)
 Last Quarter (half-white, half-black circle)

THE FORD METER BOX COMPANY, INC.

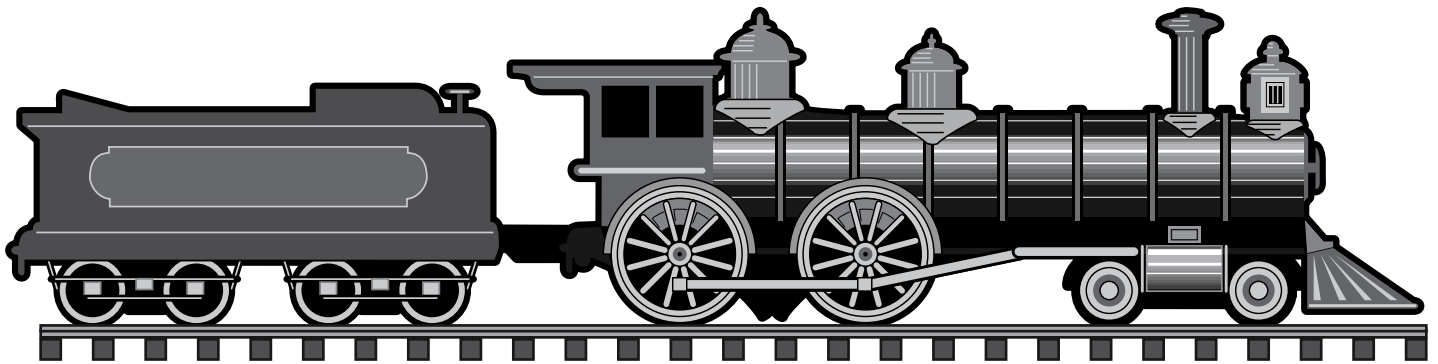
P.O. Box 443, Wabash, Indiana USA 46992-0443

Phone: 260-563-3171 • Domestic FAX: 800-826-3487 • Overseas FAX: 260-563-0167 • www.fordmeterbox.com



Coast-to-Coast in Early Luxury

Part One



Imagine crossing the Great Plains at 40 miles-per-hour, traveling on a luxurious train along a route traversed just three decades earlier by emigrants on the Oregon Trail who plodded along at the rate of about 15 miles per day. That was what passengers on what was the first through train to cross the United States experienced in the summer of 1870.

The travelers were mostly members of the Boston Board of Trade, their wives and their children. They numbered 129 in all, and the train in which they rode was probably the most opulent in America. Newspapers trumpeted the event weeks in advance, and when the railroad rolled out the luxury cars for public view 50,000 people turned out in two days to see them.

A crowd of 5,000 cheered the train as it chugged out of Boston on the morning of May 23, 1870, heading for San Francisco. Aboard were some of New England's most prominent families as well as James Parker, who was believed to be the oldest living train conductor in America. He had gone to work for the Boston & Albany Railroad in 1839. Parker stayed on the train only until it made a stop in western Massachusetts later that day. Another passenger who rode only a short distance was George Pullman, whose Chicago company built the splendid cars.

Also aboard this elegant train was W. R. Steele, a journalist whose job it was to produce a daily newspaper along the way. It is because of the 12 editions of this newspaper, called *The Trans-Continental*, that we know the story of this journey.

Steele's "newsroom" was in the smoking car. A shiny new Gordon press on which *The Trans-Continental* was printed occupied space in the baggage car. Early in the journey, Steele asked passengers to contribute observations of the journey which he included in the little paper. However,

before the trip was half-finished, Editor Steele printed a piece which asked his readers not to interrupt his work with any more stories.

Press releases noted that the train was "equipped with every desirable accessory tending to promote the comfort of the passengers." That perhaps was an understatement, because there were two libraries on board to satisfy the literary tastes of nearly everyone, and there were two fine Burdett organs to provide music as the train rolled westward.

The original plan advanced by the railroad called for the train to stop only for wood and water until it reached Omaha. But officials scuttled those plans when it became apparent that the mayors of major cities along the way wanted the train to stop so passengers could be shown the local sights.

Until the train arrived in Chicago these stops were brief, with officials presenting gifts to the passengers who never ventured far beyond the station platforms. In Detroit, male passengers expressed delight when the K.C. Barker Company provided two large boxes of fine chewing tobacco. Later that same day, in Marshall, Michigan, a large tub of sweet butter came as a gift.

But when the train reached Chicago, passengers did leave the cars to be entertained by members of that city's Board of Trade. The schedule was thrown askew when the hosts took their Boston guests on a tour of the city, wine and dined them at dinner and put them up for the night in two of the city's finest hotels.

The next morning, an hour or so after the train left Chicago, someone noticed that Morse Sterne had been left behind. How he managed to rejoin the tour is best left until next month.

by Pete Jones

Please send questions or comments to Pete Jones at peteinwabash@comcast.net.