



WINGS
OF A
CENTURY

THE ROMANCE OF TRANSPORTATION

Price 10¢

1833

1933

A CENTURY OF PROGRESS
INTERNATIONAL EXPOSITION ★ CHICAGO

A CENTURY OF PROGRESS PRESENTS

WINGS OF A CENTURY

The Romance of Transportation

By
 EDWARD HUNGERFORD
Staged and Directed by HELEN TIEKEN
Musical Setting by HAMILTON FORREST
 HARRINGTON ADAMS, *Business Manager*
Theatre Designed by HOWARD RAFTERY

SYNOPSIS OF SCENES

Prologue.....	INDIAN RETREAT	
.....	Episode I Wilderness Pathfinders.....	1700....1750
.....	Episode II Wilderness Road Blazers.....	1769....1800
Scene I.....	LITTLE OLD NEW YORK.....	1807
Interlude I.....	ON THE ERIE CANAL.....	1825
Scene II.....	BALTIMORE CLIPPER	1825....1850
Interlude II.....	PARADE OF THE IRON HORSE.....	1830....1867
Scene III.....	GOLD RUSH.....	1849....1860
.....	Episode I Overland Trail.....	1849
.....	Episode II Pony Express	1849
.....	Episode III Sacramento Night Boat.....	1858
Interlude III.....	PROMONTORY POINT...SPANNING OF A CONTINENT	1869
Scene IV.....	THE CHICAGO WORLD'S FAIR OF 1893	
Interlude IV.....	HORSELESS CARRIAGE.....	1905....1925
Scene V.....	KITTY HAWK—CONQUEST OF THE AIR.....	1903
Epilogue.....	MODERN TRANSPORTATION	



PROLOGUE—INDIAN RETREAT

FIRST EPISODE

1700-1750

"Wilderness Pathfinder"

Across the fore-stage begins a march of the earliest Americans, afoot and on horseback. There are Indians with their horses, their canoe and their travois, and a priest and a few hunters and trappers.

"Travelers these, and with a vengeance. Stout hearts and brave. Pioneers . . . breaking the first trails for progress."

SECOND EPISODE

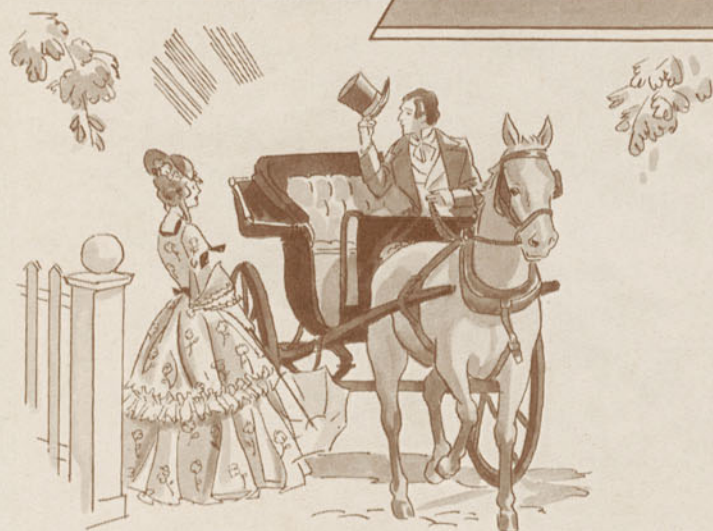
1769-1800

"Wilderness Road Blazers"

Daniel Boone's caravan comes on the stage. Trail blazers have begun to move through the forests, frightening the Indians and rousing their resentment. Boone's caravan battles for its very existence.

"The White Man is Master. The Indians have become a subject race."





Old Time New York Chaise



SCENE ONE

Little Old New York

1807

This scene is at the edge of New York harbor, at the time of the first triumph of Robert Fulton's remarkably successful steamboat, the *Clermont*. A few other experimental steamboats already have been built, but the *Clermont* is the first to navigate waters, under this new power. The citizens of New York gather at their Battery to welcome the small steamboat, which already has succeeded in making a successful trip up the Hudson to Albany and back. And so the first step has been taken toward making travel in America a fairly swift and comfortable thing.

"As man makes the steam engine drive these vessels in these more sheltered waterways close at home, so will he put it to work to take great ships across the Atlantic."



A Very Early Type
of Concord Coach



Joys of Canal-Boating
a Century Ago

INTERLUDE ONE

On the Erie Canal

1825

DeWitt Clinton has just completed his masterpiece—the Grand Canal, soon to become known popularly as the Erie Canal, which is navigable from the waters of the Hudson at Albany to the foot of Lake Erie at Buffalo. It is an instant success—this new transport link between the Great Lakes and the Atlantic and it is thronged with swift packet boats and slower freighting craft. A freighter, portraying the amusing family life on board, and a passenger boat, are drawn by mules across the stage.

"This is traveling de luxe in 1825... Four miles an hour—sometimes five. The great speed of these boats upon the new Erie Canal has to be carefully regulated. . . . The canal is the water railway of this era."





SCENE TWO

"The Baltimore Clipper"

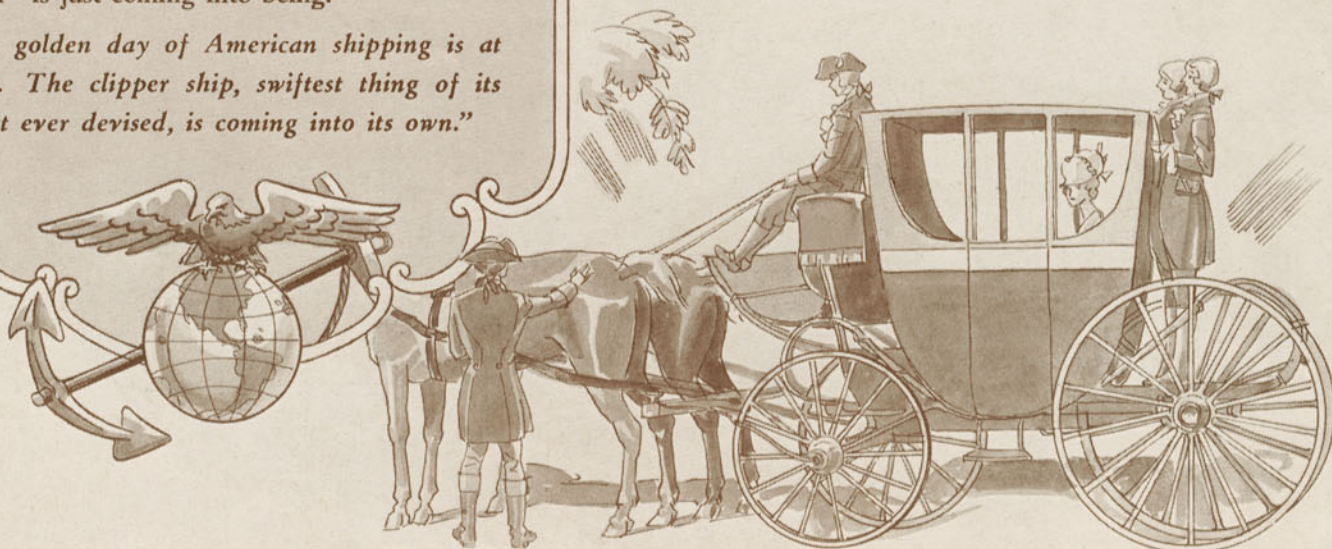
1825-1850

Two great phases of transport are shown within this episode—the triumph of the clipper ship and the coming of the railroad. The scene is Baltimore Harbor and the year, 1835. The Baltimore Clipper already has become known, throughout all the seas of the world as second to no other craft in creation and the railroad—at first operated by horse power and then by steam—is just coming into being.

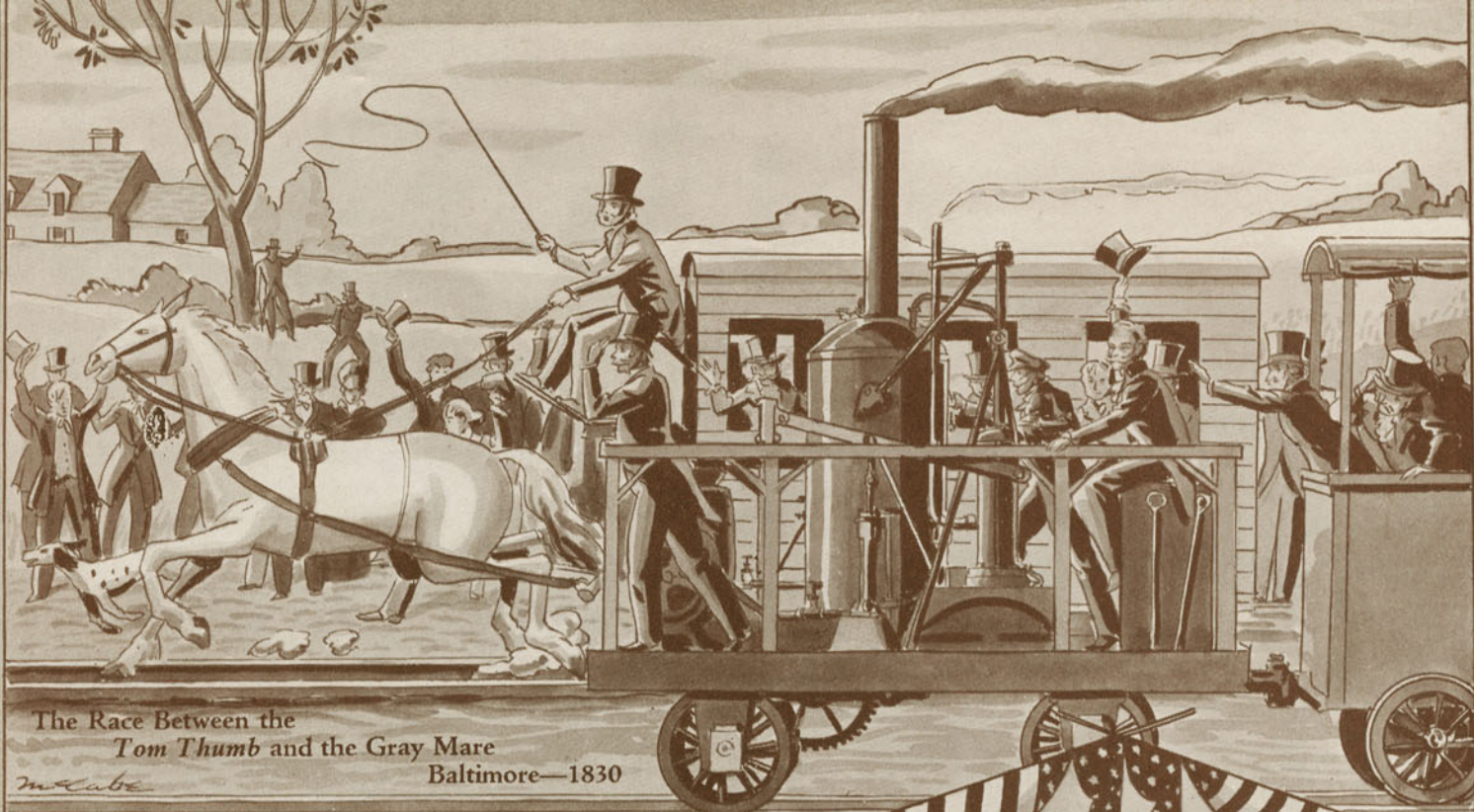
"The golden day of American shipping is at hand. The clipper ship, swiftest thing of its sort ever devised, is coming into its own."



An Early One Horse Chaise



In This Sort of Gentleman's Coach
George Washington Once Rode



The Race Between the
Tom Thumb and the Gray Mare
Baltimore—1830

INTERLUDE TWO

Parade of the Iron Horse

1830-1867

The *Tom Thumb* was the first locomotive of the Baltimore and Ohio Railroad. Its directors at first were loathe to accept the steam locomotive, but finally it was forced upon them—by this same *Tom Thumb*, devised and run by Peter Cooper, of New York. This early locomotive is followed by the early *DeWitt Clinton* and its train from the Mohawk & Hudson (now New York Central), and the *Thomas Jefferson* of the Winchester & Potomac (first railroad in Virginia) also with a very old stage-coach train.

"The Tom Thumb did the trick. It was a perky little engine and not infrequently it broke down. Once, when it was being raced against a fine gray mare, the fan-belt broke and the gray mare won. But not for long."



The *DeWitt Clinton*
and Its Train
Mohawk & Hudson R. R.
1831



Thomas Jefferson and Train—

Winchester & Potomac R. R. 1836



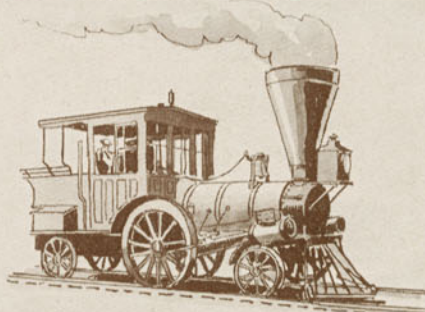
INTERLUDE TWO

(CONTINUED)

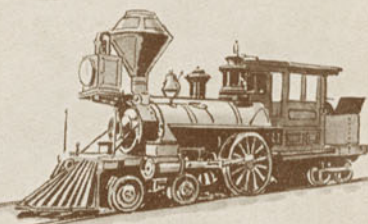
Parade of the Iron Horse

Another very early Southern railroad was the Cumberland Valley (now a part of the Pennsylvania) and one of its earliest locomotives was the *Pioneer*, built by Seth Wilmarth in 1851, which now comes across the stage. Earliest of the northern transcontinentals was the Northern Pacific and its first engine, the *Minnetonka* is next shown. The scene is closed by the fine *Thatcher Perkins* (with train) which Thatcher Perkins built for the Baltimore & Ohio in the days of the Civil War.

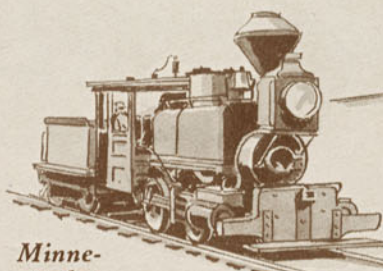
"The Iron Horse has found his way far into the interior of America. Only one more step remains for him and that is to link the Atlantic and the Pacific."



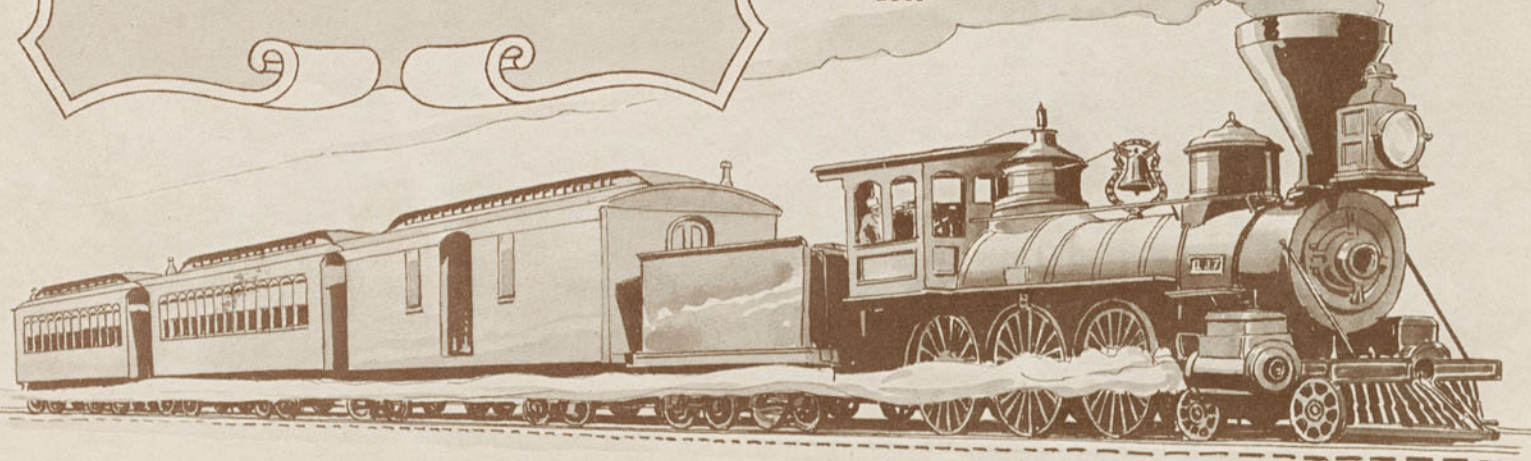
Pioneer
Cumberland Valley R. R.
1851



C. P. Huntington
Central Pacific R. R.
1863



Minnetonka
Northern Pacific R. R.
1869



Thatcher Perkins and Train

Baltimore and Ohio Railroad 1863

The Covered Wagon
Trail Across the Continent



SCENE THREE

Gold Rush

1849-1860

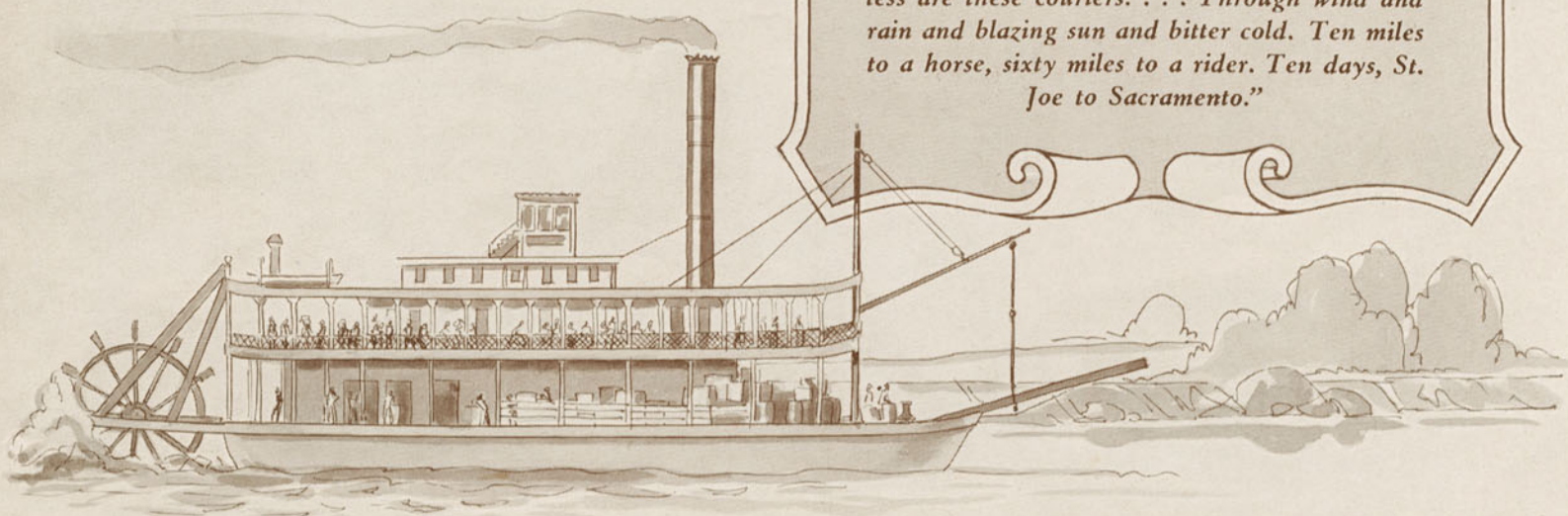
Scene and action now move from East to West. The year is 1849. Gold has been discovered in California and there is a mad rush across the continent. There are covered wagons and stage coaches, and at Sacramento wharf Wells Fargo transfers gold from the coaches to the night boat on to San Francisco.

The scene is enlivened by the advent of the pony express rider. The Pony Express was the most romantic form of transport America has ever known.

"Night and day, day and night, ceaseless, tireless are these couriers. . . . Through wind and rain and blazing sun and bitter cold. Ten miles to a horse, sixty miles to a rider. Ten days, St. Joe to Sacramento."



The Pony Rider—1859-61



A Sacramento River Steamboat



Promontory
Point
1869

INTERLUDE THREE

Promontory Point—Spanning of A Continent

1869

It is the eve of the completion of the Pacific Railroad—at the joining of the tracks, near Promontory Point, Utah. From Omaha, the Union Pacific has steadily been building toward the West; from the Sacramento, the Central Pacific toward the East. The completion of the through route—the first all-rail link between the Atlantic and the Pacific—is being celebrated.

"This railroad is well named, the Union Pacific. Wrought from human blood, through human effort, against terrific odds, it means a great and permanent union—of East and West, which will never be split asunder. . . . This is the birth of America—the end of Isolation and Sectionalism."



Building the
Pacific Railroad
1866-69



Chicago
in the
Gay Nineties

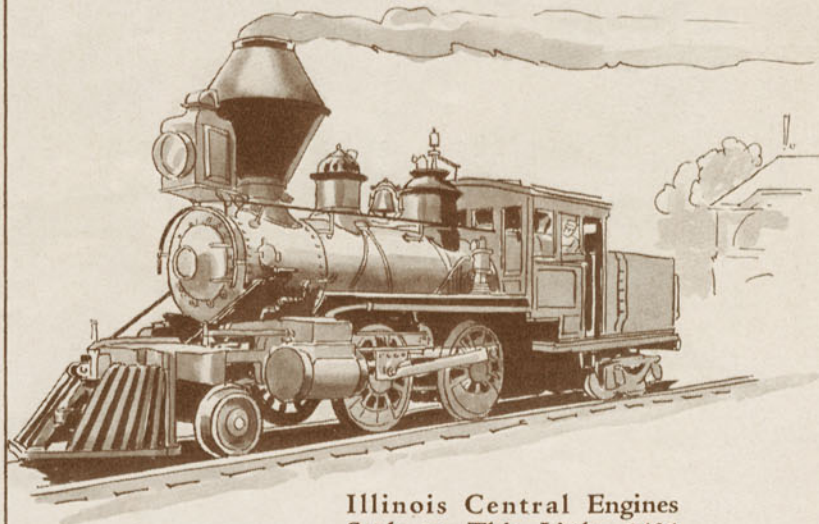
SCENE FOUR

Chicago World's Fair

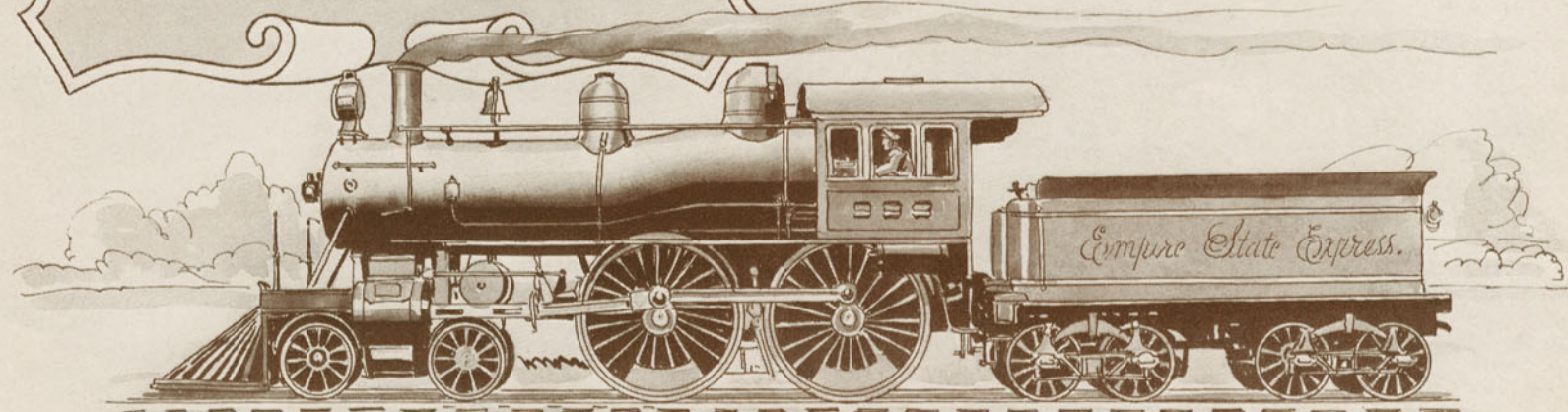
1893

Wings of a Century now swings to the very center of the land—to Chicago in the year of its unforgettable first World's Fair. Folk from all quarters of the world have gathered there. Among many interesting new things, the first automobiles are upon display. And close beside these, the fastest locomotive in the world, the famous 999 of the New York Central, which in May 1893 made a record of running at the rate of 112 1/2 miles an hour.

"How joyous all of this! Such gayety America has rarely ever seen. History is now being made, here by the shores of Lake Michigan."



Illinois Central Engines
Such as This Little 1401
Hauled the Suburban Trains
to Jackson Park and the
Great Chicago Fair of 1893



The 999 of the New York Central & Hudson River Made a World's Record
—at the Rate of 112 1/2 Miles an Hour—in May, 1893



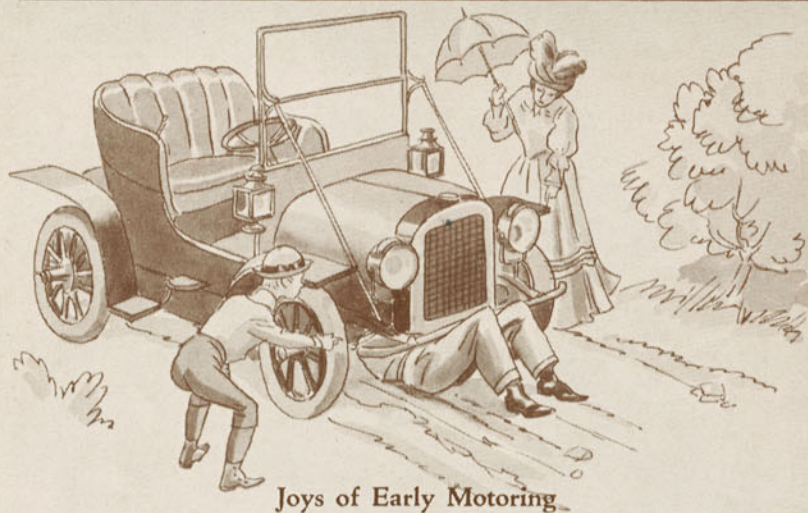
INTERLUDE FOUR

Horseless Carriage

1905-1925

There is an increasing stream of early motor cars upon both the fore-stage and the main-stage. As they come upon the stage, the Narrator mentions each by name.

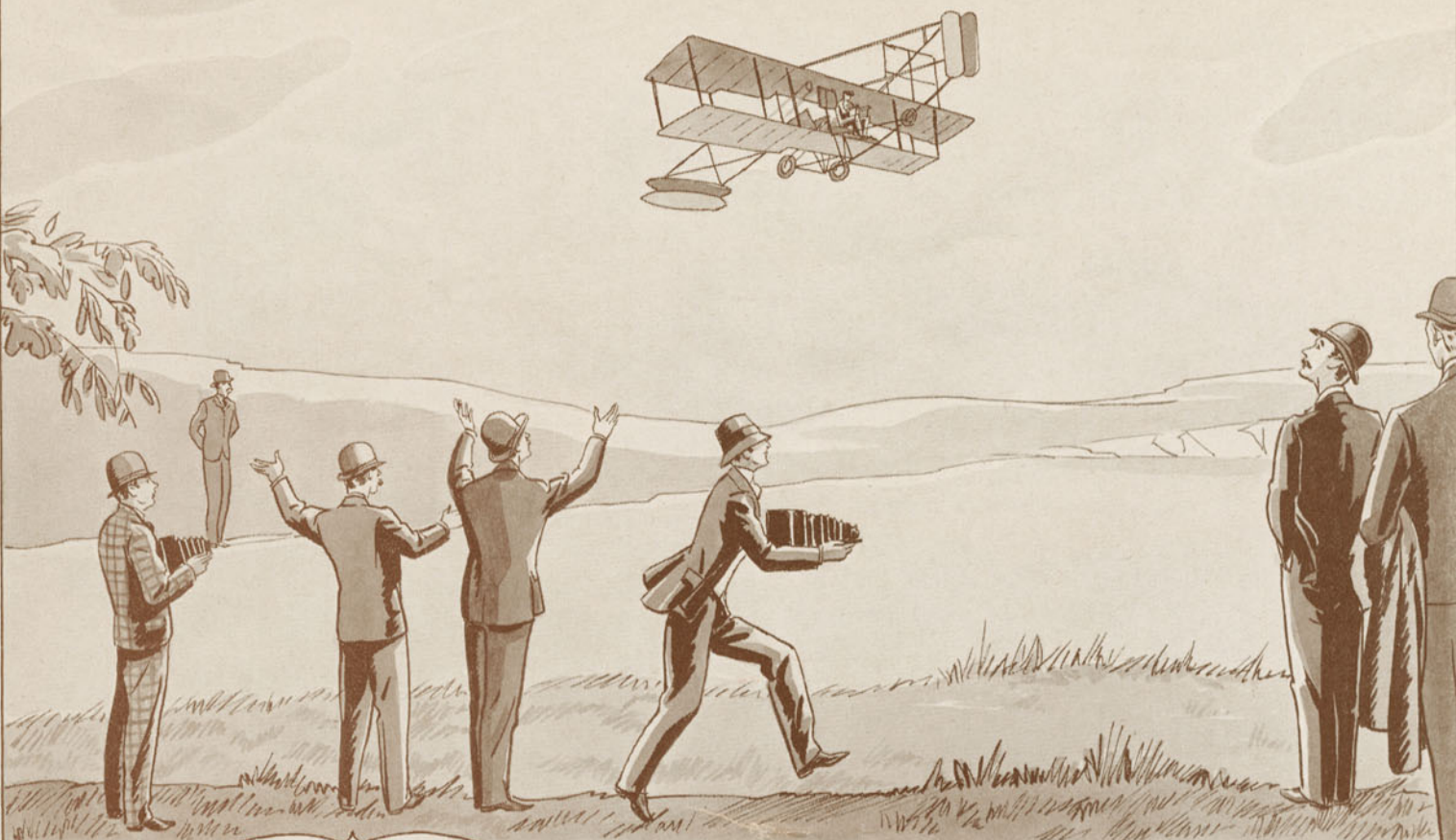
"From these small beginnings is being born, not only a new and major agent of our transport, but a new and giant industry for our commercial progress. . . . For in the trail of this horseless carriage comes the rebirth of the American highway. . . . Smooth pavements. . . . Great new bridges, spanning hitherto impassable waterways. . . . Swift and easy roads—here and there and everywhere."



Joys of Early Motoring



Pride Went With the Early Automobile



The Wright Brothers and Their First Airplane
Kitty Hawk, North Carolina
1903

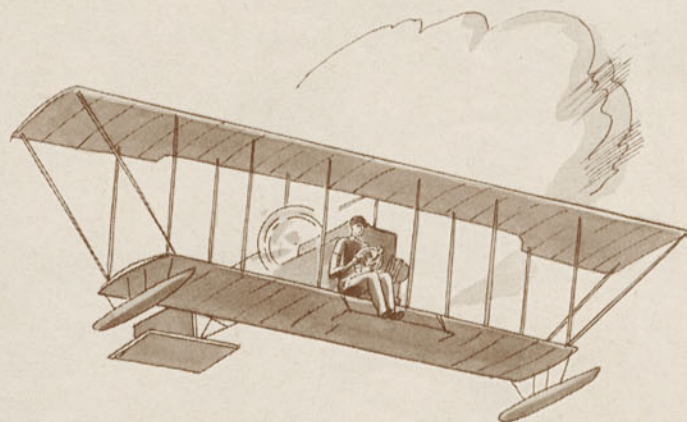
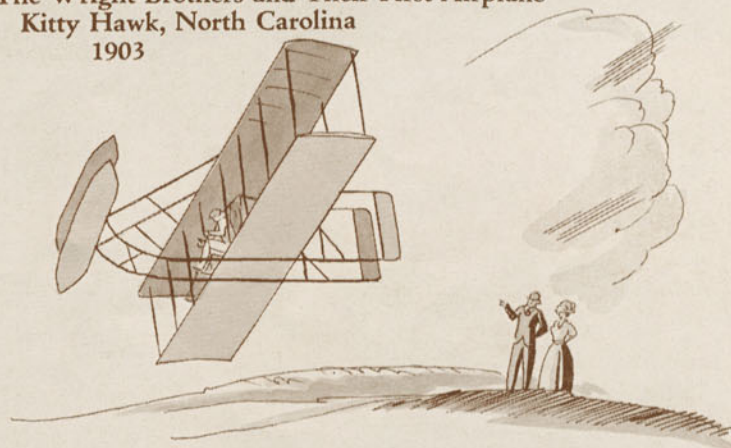
SCENE FIVE

Kitty Hawk—Conquest of the Air

1903

The stage is an empty and a deserted place. One sees sand dunes by the rim of the Atlantic, along the North Carolina shore line. Wilbur and Orville Wright are making the very first successful tests of their airplane.

"One pathway remains for man to discover and to traverse. This is the unknown pathway, through the dominion of the heavens. The airway has become the newest field of his endeavors. In simple fashion, such as this, the airplane is born."





EPILOGUE

Modern Transportation

1933

The final scene is a tableau of modern transportation vehicles including: the airplane, railroad locomotive, automobile, motorcycle, and bicycle.

"One hundred years have passed and America . . . has swept into a place of populous states, a thousand cities, and ten thousand towns . . . Within this nation no form of transport has been neglected, none overlooked.

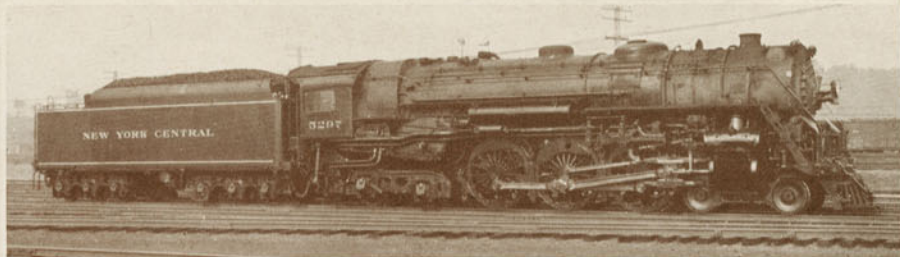
"Wings of a Century! It is no idle phrase. Man used these wings when first the paddles of his steamboats beat upon the waters, his earliest locomotives were, in his fancy and in his imagination, winged steeds. And so the motor car. And so, these great and birdlike creatures overhead.

"All move at his command—upon his pleasure. Together, they are the lifeblood of the nation . . . Transport is more than the right hand of the land. It is its very heart and soul.

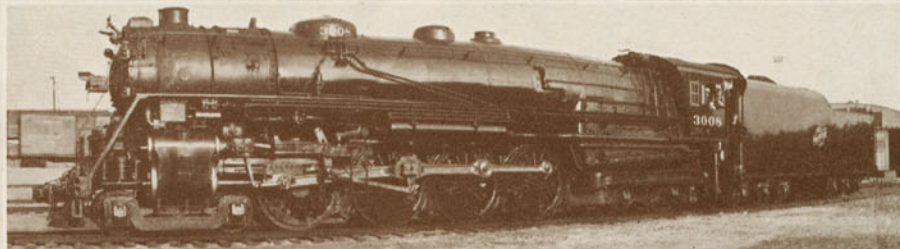
"Wings of a Century! It is no idle phrase."

MODERN
LOCOMOTIVES
in the
ROMANCE
of
TRANSPORTATION

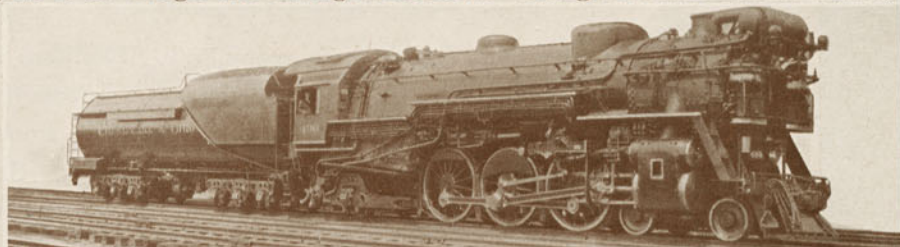
In the final scenes of *Wings of a Century* there appears one modern steam locomotive, as typifying the progress in railroad motive power, up to the present day. Because of the great size of these modern engines, it was impracticable to operate more than one of them at a time in the pageant. Therefore a succession was chosen, as indicated elsewhere upon this page. The arrangement is subject to change without notice.



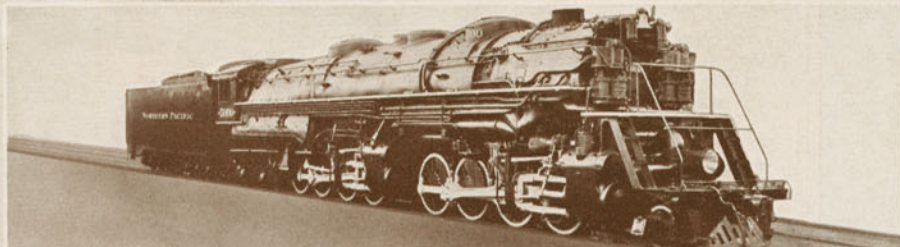
June 1-18—Hudson Type Passenger Locomotive—New York Central Lines



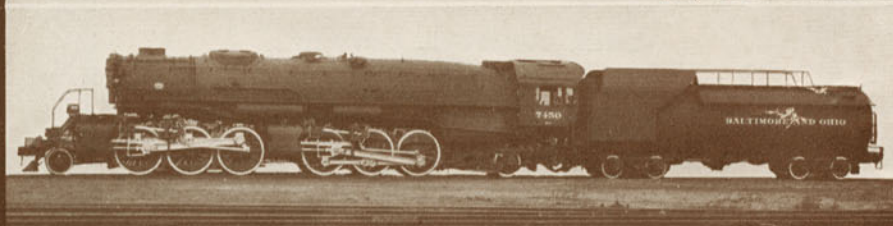
June 19-30—Freight and Passenger Locomotive—Chicago & North Western Railway



July 1-15—Pacific Type Passenger Locomotive—Chesapeake & Ohio Railway



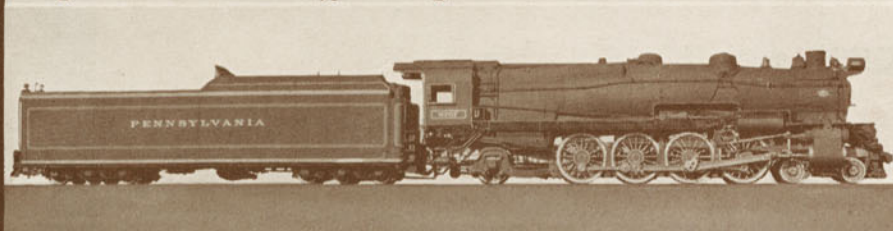
July 16-31—Mallet Heavy Freight Locomotive—Northern Pacific Railway



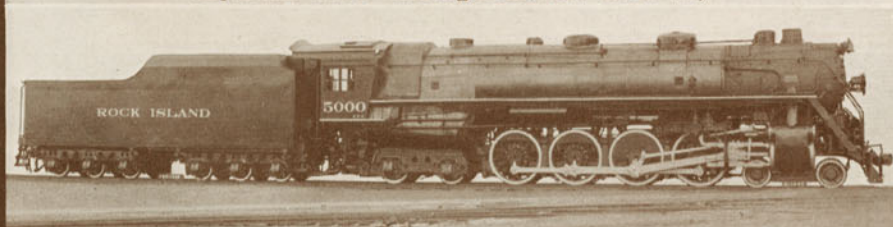
August 1-15—Articulated Heavy Freight Locomotive—Baltimore & Ohio Railroad



August 16-31—Mountain Type Passenger Locomotive—Illinois Central Railroad



September 1-15—Freight and Passenger Locomotive—Pennsylvania Railroad
September 16-30—Arrangements now under way



October 1-15—Passenger Locomotive—Rock Island Lines
October 16-31—Arrangements now under way

STAFF

Assistant Director
.....RAYMOND O'BRIEN

Orchestra Conductor
.....ABE GOLDBERG

Personnel Director
.....HARRIET TAYLOR

Stage Manager
.....WILLIAM D. RUSSELL

Lot Superintendent
.....ALLEN KING

Assistant Stage Manager
.....ROBERT R. VAN DEVENTER

Assistant Stage Manager
.....GORDON W. RAY

Property Manager
.....CHARLES SCHLESINGER

Electrical Technician
.....ARVID CRANDALL

*Costumes and Wigs by Marshall
Field & Co.*

RECOGNITION

The management of *A Century of Progress* gratefully acknowledges
the loan of these various articles for *Wings of a Century*

LOCOMOTIVES AND TRAINS

Baltimore and Ohio Railroad Company	Northern Pacific Railway Company
Chesapeake and Ohio Railway Company	Pennsylvania System
Chicago and North Western Railway Company	Rock Island Lines
Illinois Central Railroad Company	Southern Pacific Lines
New York Central Lines	Union Pacific Railway Company

HORSE DRAWN VEHICLES

Museum of Science and Industry	International Harvester Company
Messmore and Damon	Railway Express Agency, Inc.
Baltimore and Ohio Railroad Company	William Irwin C. Zepp, Inc.

AUTOMOBILES (Old and New)

Museum of Science and Industry	Auburn Automobile Company
General Motors Corporation	International Harvester Company
Chrysler Corporation	Waukesha Motor Company
Roy Monsen	R. C. Harris

BICYCLES AND MOTORCYCLES

Museum of Science and Industry	Harley-Davidson Motor Cycle Company
	Mead Cycle Company

AIRPLANES

United Air Lines	Stinson Aircraft Corporation—affiliate of Cord Corporation
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MISCELLANEOUS

Museum of Science and Industry	Marshall Field and Company
	Baldwin Piano Company

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