

# NORTHAMPTON

## SMITH COLLEGE GIRLS LEAVE FOR HOLIDAYS

### New York, Boston and Chicago Specials Carry Them Home Mid Peals of Laughter

Northampton, Dec. 20—New York, Chicago and Boston special trains at the union station were the objectives at noon today of one of those rushes down Main street by what appears to be the entire membership of Smith college, which afford the stranger some moments of pleasurable amazement. Northampton people, after years of familiarity, relax their attention to their own affairs, if they happen to be on Main street. A good many of them, moreover, do not merely happen to be on the street—they go there, and to the station, to observe what becomes more and more one of Northampton's scenic events.

The parade to the station does not mark the exodus of the whole number of 1000 Smith college girls, though it may present more girls than the spectator ever saw at one time before. Many of the girls are permitted to leave before the last day, if their lessons do not prevent, and the activity of the taxis accounts for many more.

There are always a sufficient number, however, dressed for a holiday journey, and buoyant over the prospect of vacation and home reunions, to make the noonday parade a wonderful sight. Corsage bouquets enhance the brightness of costumes, and baggage boys, eager satellites of the girls, drawn by the lure of extra spending money, tug at suitcases, hatboxes and musical instrument cases nearly as big as themselves. Besides the crowd on the sidewalk, the speeding taxis fill the street, occupied to their capacity with students and piled high with luggage.

The scene at the station appears to be one of inextricable confusion, and would be really such were it not for careful preparation and expert guidance. The girls, rushing about in search of dear friends for a last embrace and final message, abandon their suitcases and appear to forget that this station does not mark the final stage of their journey. But there is a constant gentle insistence by the railroad on their eyes and ears. The special trains are waiting, all plainly marked with their destinations, and the officials and trainmen announce the near approach of leaving time. It seems unaccountable, but no one ever gets left and no one leaves on the wrong train.

Today's New York special consisted of five parlor cars, a baggage car, five coaches and two locomotives. It left at 12.20. The Chicago special, leaving five minutes later, had a baggage car, coach and two parlor cars for Buffalo, a sleeper for Cleveland, two sleepers for Chicago, a dining car, and two locomotives. The Boston special left at 12.30, and consisted of two Pullmans, four coaches and a baggage car. Besides the local officials, there were present to aid in the departure of the students the division superintendent, C. M. Woodward; the division trainmaster, A. P. Abbott, and the district passenger agent, W. H. Shepherd.

DECISION RESERVED