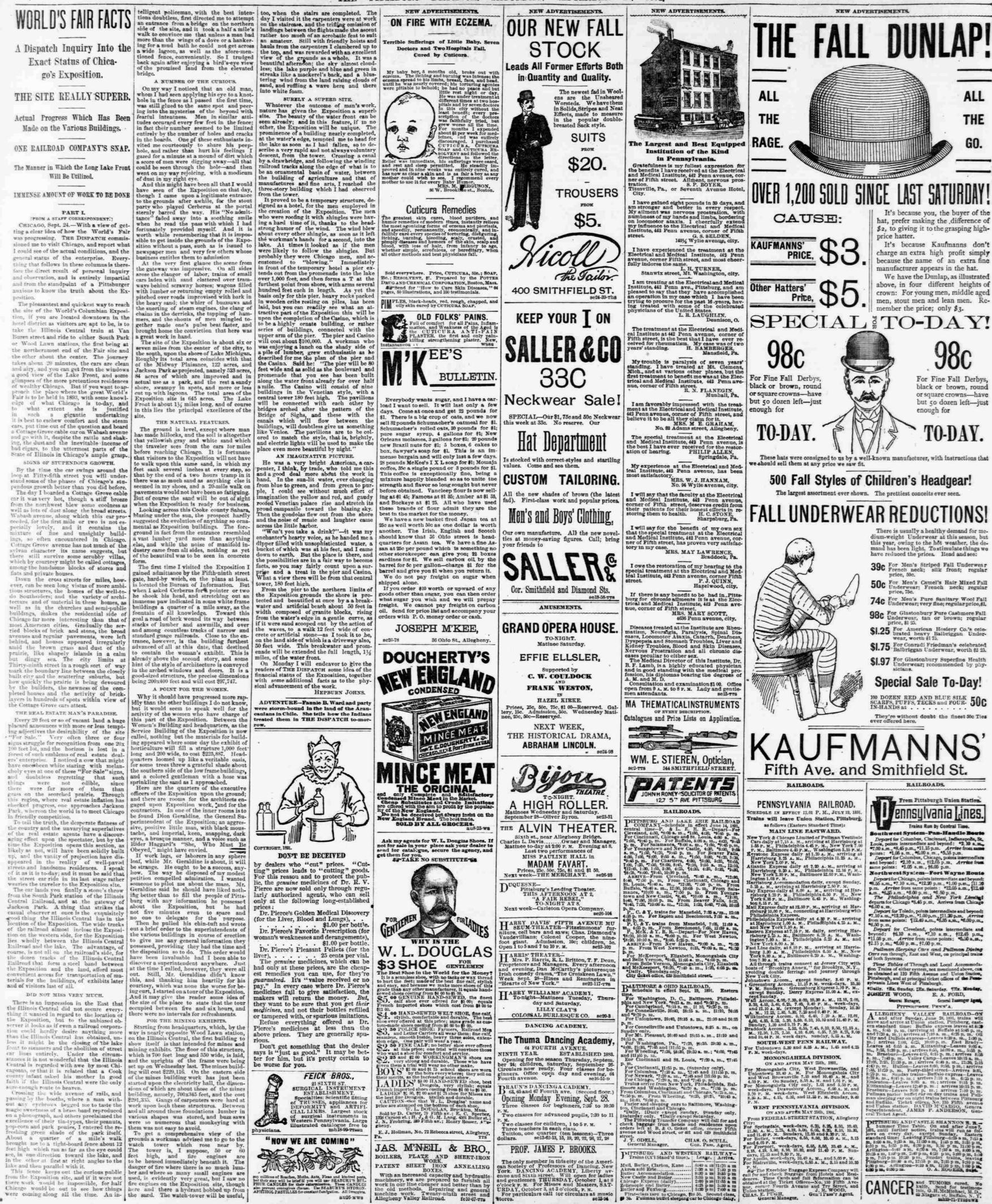
## PITTSBURG DISPATCH, SATURDAY, SEPTEMBER 26. 1891 THE



For Burristine, P. M. ag-The Excelsion Engrage Express Company will call for and check Baggage from Hotels and Resi-dences. Time Carols and fail Information can be obtained at the Theket Offices—No. 106 Fifth Ave-nee, corner Fourth Avenue and Try Street, and Union Station. CHAS. E. PUGH, Gene'l Pass'r Agent, General Manager. First-class fare to Chicago, \$10.50. Second class, 9 50. Puliman buffet sleeping car to Chicago daliy.

FROM & STAFF CORRESPONDENT. CHICAGO, Sept. 24 .- With a view of getting a clear idea of how the World's Fair was progressing. THE DISPATCH commissioned me to visit Chicago, and report what I could see of the actual conditions, and the ceneral status of the enterprise. Everything that follows in these columns is therefore the direct result of personal inquiry and observation, and is entirely impartial and from the standpoint of a Pittsburger

the site of the World's Columbian Exposition, if you are located downtown in the hotel district as visitors are apt to be, is to or Wood Lawn stations, the first being at the northeramost end of the Fair site and the other about the center. The journey takes about 20 minutes, the cars are clean and airy, and you can get from the windows a good view of the Lake Front, and some limpses of the more pretentious residences of wealthy Chicago. But if you want to appronch the place where the great World's Fair is to be held in 1893, with some knowledge of what Chicago is to-day, and From to what extent she is justified in th in such a gigantic undertaking site. it is best to eachew comfort and the steam cars, put time out of the question and board a Cottage Grove cable car on Wabash avenue and go with it, despite the rattle and shak-ing, the dust and the inevitable incense of bad cigars, to the uttermost parts of the State of Illinois in Chicago's ample grasp.

By the time the car swings around the loop at Fifty-fifth street you will under-stand some of the phases of Chicago's stupendous growth better than you did before. The day I boarded a Cottage Grove cable enrit was very hot, though a stiff breeze from the northwest blew some coolness as well as lots of dust along the broad streets. Wabash avenue, along which this car pro-ceeded, for the first mile or two is not especially lovely, and it contains the mixture of fine and unsightly buildings, so often encountered in Chicago. Cottage Grove avenue has not much of the vivan character its name suggests, but here still survive some scrubby villas, which by courtesy might be called cottages, among the handsome blocks of stores and fints and private houses.

Down the cross streets for miles, how-ever, can be seen long vistus of more ambious structures, the homes of the well-to-Southsiders; and the variety of architecture and of material in these homes, as well as in the churches and semi-public

ried blocks of brick and stone, the broad avenues and regular pavements, were left behind, and houses appeared irregularly amid the brown grass and dust of the prairie, like shapely islands in a calm dingy sea. Thirty-ninth street in a rough sort of way mark the boundary line between the closely built city and the scattering suburbs, but how quickly the prairie is being devoured by the builders, the newness of the comdeted houses and the activity of brickivers in hundreds of spots within view of the Cottage Grove cars attest.

THE REAL ESTATE MAN'S PARADISE.

Every 20 feet or so of vacant land a huge placard announces with more or less tempt-ing adjectives the desirability of the site "For Sale." Very often three or four signs struggle for recognition from one 20x 100 feet lot, and the horizon is lost in a forest of such emblems of real estate deal-ers' enterprise. I noticed a cow that might have once been white staring with melan-choly eyes at one of these "For Sale" signs, doubtless regretting that such were not edible, since were far more of them than Park, whereon the world is to meet Chicago in friendly competition.

To tell the truth, the desperate flatness of aging effect upon the spectator, but by the time the Exposition opens this section, as likely as not, will have been solidly built up, and the vanity of projection have dis-uppeared in the reality of well-paved streets and handsome residences. I speak of it as it is to-day; and it must be said that the street car ride in its last stage rather wearies the traveler to the Exposition site.

The car lands you finally a stone's throw from the South Park station of the Illinois Itailroad and the lake. The advantage, of course, is not all on the railroad's side, for the dozen tracks of the Illinois Central Railroad that form a steel band between the Exposition and the land, afford most convenient access for transportation of materials for the buildings, of exhibits later and of visitors last of all.

## DID NOT MISS VERY MUCH.

There is an impression in the East that the Illinois Central did not scoure every-thing it wanted in regard to the location of the Exposition, but to the unbiased observer it looks as if even a railroad corporation could hardly desire anything more than the Illinois Central has obtained, un-

Crossing the wide avenue of rails, and out any cychrows begged me to taste the magic sweetness of a brass band reproduced on a phonograph, and others proclaimed the







