

OVER LAND AND SEA.

A Magnificent Illustration of Transportation Methods

4 Building in Which a Thinking Person Can Spend Days Without Getting Bored. Antiquated and Modern Models of Locomotives, Ships, Etc.

It is very easy for the average visitor to the world's fair to overlook the Transportation department, and to doubt the thousands of people who go to the building that has for its sole redeeming architectural feature the magnificent model of the ill-fated ship Victoria which went down in the Bay of Honduras in 1882. The model, which is not long ago, carrying 400 brave seamen who will never again be heard from. The flag on the model now flies at half-mast, and black kettling flies in place of the pennant. The model, like the vessel, came from the works of Sir William Armstrong, and is the finest work of art ever produced in the history of the world's fairs, to give the science of transportation its widest meaning. The attention of the fairgoers is attracted to the purpose of transportation every method of transportation is shown, from the primitive bull-cart of the East India to the most modern of wagons, from the first engine that dragged a tiny tender over the first American railway at the small-like pace of five miles an hour to the monster flyer that rushes with the speed of a hurricane, with heavy trains attached, hour after hour. No other department of the fair surpasses that of transportation in utility or equals it as a power in the progress of civilization. Considered from the standpoint of capital invested it over-shadows every other. It is estimated that one-tenth of the total wealth of the civilized nations is invested in railroads alone, and if to the railroads be added transportation by water and all means of conveyance, the common representation in this department of the exposition may be fairly estimated.



INTERIOR VIEW OF TRANSPORTATION BUILDING.

DORE'S BRONZE VASE.

The Wonder and Admiration of All Visitors to the Fair.

When one speaks of a vase the inference is that a mere ornament is meant. This vase, however, is 12 feet high, 7 feet in diameter and weighs nearly three tons, while its cash value in France is \$200,000. If it could remain in this country this vase would increase by the amount of the duty.

Large as is the vase, its lines are of such grace that its size is never clearly apparent at a distance. The vase is to be seen in the French section in the Liberal Arts building. It has been given in position, the vase being just south of the display of Gobelin tapestries and Sevres wares, in the central court of the exhibit.

The vase has been named "The Poem of the Vase," its decorations being symbolic of its title. On a broad base rests the body of the vase, which is globular, receding with gentle curves to the narrow neck. Ham-



DORE VASE IN LIBERAL ARTS BUILDING.

There are some curious old machines in the American exhibit also, one, the Pomer, being the first locomotive ever brought to Chicago. In all there are more than 100 models of machines shown in the American section. Two of them are miniature, and are mounted on pedestals, one from the Baldwin works, which is the first portable engine, and the other from the Brooks works, 180-60 pounds. The Pennsylvania company and the Vanderbilt lines present some splendid specimens of railway engines and machinery, the exhibits in trains and engines that were in use before the present generation were born, and quite as old looking and having as generally a useless appearance as some of the relics in the British section. Canada, Australia, Mexico and Germany are also represented in this department.

THE ITALIAN EXHIBIT.

Wonderful Things to Be Seen in Manufacturers Building.

Unfortunately the Government at Rome Applied Too Late for space. The Italy's Display Would Be a Great One Indeed.

[Special World's Fair Letter.] There is just one thing that Italy lacks at the world's fair to call it a truly great one, and that one thing is space. As a matter of fact, the priceless objects which she has sent over here would require at least double the space that could be accorded them. This is due to the fact that the objects are crowded into a insignificant space, are so entirely devoid of that outward setting, have such a poor background, and are more than half lost. In Manufacturers Building, where, of course, the main exhibit is made, the Italian section is crowded into the dark. Light filters through so sparingly that in places one can barely distinguish the colors and outlines of the objects on view. This regrettable state of things, however, easily explained. Italy came too late. For a long time it looked as if she would make no display at all at our exposition, especially since her government had given it out that no appropriation would be made. Meanwhile France, Germany and England had been here, had erected their magnificent pavilions, and picked out all the space they needed, and Italy had to con-

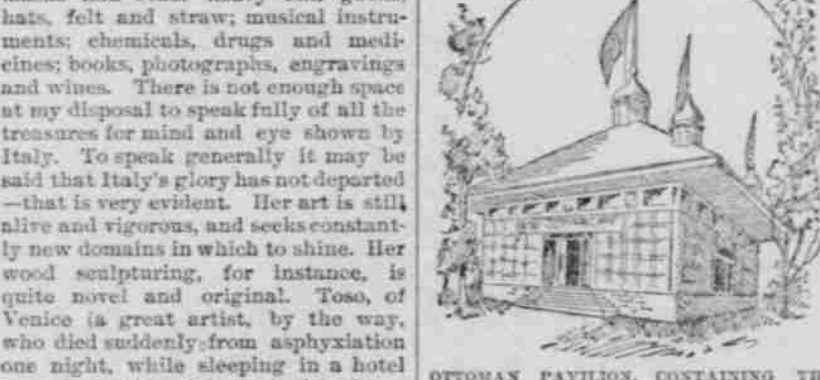


ITALY'S SECTION IN MANUFACTURERS BUILDING.

EXPOSITION FINANCES.

What the Great Fair Will Cost the People of Chicago.

In an article on the world's fair, Franklin Head gives some estimates, aiming to forecast the probable receipts and expenses of the exposition. The principal source of income for the fair will, of course, be receipts, which are estimated at \$10,000,000. The principal source of revenue will be percentages charged on the receipts of the various concerns. This source is estimated at \$4,000,000. Finally there is the salvage on the property, which is estimated at \$1,000,000. This makes a total of \$15,000,000. The items of disbursements are \$4,500,000 for the payment of debt, \$2,000,000 for floating indebtedness and cost of completing buildings and



OTTOMAN PAVILION, CONTAINING THE TURKISH EXHIBIT.

grounds, \$300,000 for possible repairs and new constructions during the continuance of the fair, \$2,500,000 for the expenses of administration for six months, and \$2,500,000 to be refunded to the United States government for 4,000,000 souvenir silver half-dollars, a total of \$11,500,000. On the basis of these estimates, there would, it will be seen, be a surplus of \$3,500,000. The last-mentioned figures are in round numbers. The city of Chicago would have back about one-third of their contributions.

From the estimates given Mr. Head concludes that it would seem to be the wisest plan for the city of Chicago to accept the pavilion of the Ottoman Empire, and to pay the liabilities outside of the amount due to stockholders for the city of Chicago. The last-mentioned figures are in round numbers. The city of Chicago would have back about one-third of their contributions.

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The exhibit of Jore was opened a few days ago and the bust of the sultan was unveiled. The bust was removed from the pavilion of the Ottoman Empire, and is now on display in the Manufacturers Building. The bust is a fine work of art, and is a valuable addition to the collection of the fair. The bust is a fine work of art, and is a valuable addition to the collection of the fair.

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Was originated and first prescribed by Dr. J. C. Johnson, a Family Physician in 1810. Could a remedy without real merit have survived over sixty years?

FOR INTERNAL AND EXTERNAL USE.

DR. SELLERS' COUGH SYRUP

CONDENSED TIME TABLES.

Baltimore and Ohio Railroad.

Somerset and Cambria Branch.

NORTHWARD.

Johnston Mill Express—Backward 8:30 a. m.	Somerset 4:30 a. m.
Backward 10:30 a. m.	Somerset 6:30 a. m.
Johnston Mill Express—Backward 12:30 p. m.	Somerset 8:30 a. m.
Backward 2:30 p. m.	Somerset 10:30 a. m.
Johnston Mill Express—Backward 4:30 p. m.	Somerset 12:30 p. m.
Backward 6:30 p. m.	Somerset 2:30 p. m.
Johnston Mill Express—Backward 8:30 p. m.	Somerset 4:30 p. m.
Backward 10:30 p. m.	Somerset 6:30 p. m.

SOUTHWARD.

Johnston Mill Express—Forward 7:30 a. m.	Somerset 9:30 a. m.
Forward 9:30 a. m.	Somerset 11:30 a. m.
Johnston Mill Express—Forward 11:30 a. m.	Somerset 1:30 p. m.
Forward 1:30 p. m.	Somerset 3:30 p. m.
Johnston Mill Express—Forward 3:30 p. m.	Somerset 5:30 p. m.
Forward 5:30 p. m.	Somerset 7:30 p. m.
Johnston Mill Express—Forward 7:30 p. m.	Somerset 9:30 p. m.
Forward 9:30 p. m.	Somerset 11:30 p. m.

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Will completely destroy the desire for TOBACCO in from 30 days. Perfectly harmless; does not produce any of the usual effects of drugs; does not produce any of the usual effects of drugs; does not produce any of the usual effects of drugs.

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"Davis-Chambers"

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