

HOW THE WORLD TRAVELS

EXHIBITS IN THE BIG FAIR'S TRANSPORTATION PALACE.

The Gorgeous Golden Door—American and Foreign Exhibits of Everything Relating to Travel on Land and Sea—Ancient and Modern Methods Contrasted.

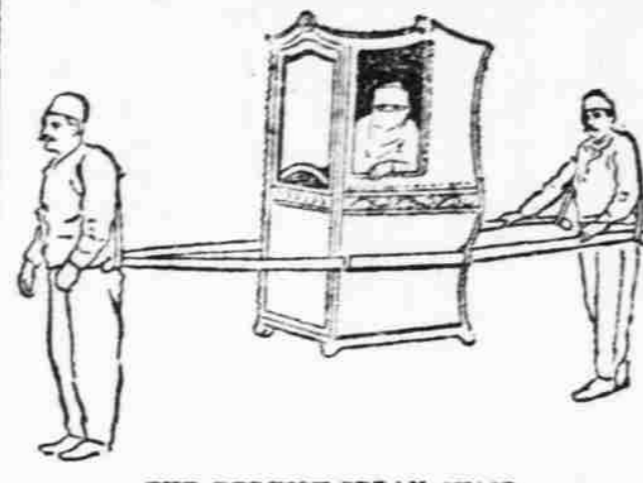
A tramp over the extensive acreage of the Transportation Building is calculated to give one respect for the dimensions of the World's Fair. Just to walk by and look at the exhibits is a day's work.

The Golden Door of the Transportation edifice is celebrated—just as a black sheep is—because it is so different from its fellows. This palace is unlike all the others in color and general design. It is nearly a thousand feet long, and one-quarter as wide, and is surmounted by a cupola 165 feet high, in which eight elevators are constantly running.

Its grand portal, or "Golden Door," faces the moon and the shores of "Wooded Island." It consists of a series of receding arches entirely overlaid with gold leaf. Its general effect is gorgeous and not harmonious. Along the stairways which lead from the entrance are typical statues—a brakeman, a helmsman, Stephenson, Fulton, Watt, the apostles of Progress, the Aristocracy of Invention.

Evidently the masses from the West think more of this building and of Machinery Hall than of the Art Palace. This is natural, says a Chicago correspondent of the New York Journal. The railroad as the developer is almost superhuman in Western eyes. To it are due such marvels as the growth of Chicago. Then why not have a temple to celebrate its greatness? And what a temple it is! Long lines of massive yet superbly graceful cars, mighty locomotives, exquisitely decorated, and watched over by men who treat them as if they were steeds which can think and act; gigantic snow plows, fit to cleave the most stubborn drifts of the Sierras; quaint groups of early locomotives—little old-fashioned tea-pots, which look as if they could be carried in the tenders of modern engines; vast collections of photographs illustrating railroad machinery; air brakes operating on a hundred cars at once; limited trains equipped like palaces—what is there not in this wonderful place?

original hammer weighs 2386 tons. The model is of staff and wood. It is exhibited here because the Bethlehem hammer forces steamship shafts and cranks, as well as guns and armor plates. It is shaped like a letter A. Its highest point stands ninety feet above the floor line, and is thirty-eight feet



THE TURKISH SEDAN CHAIR.

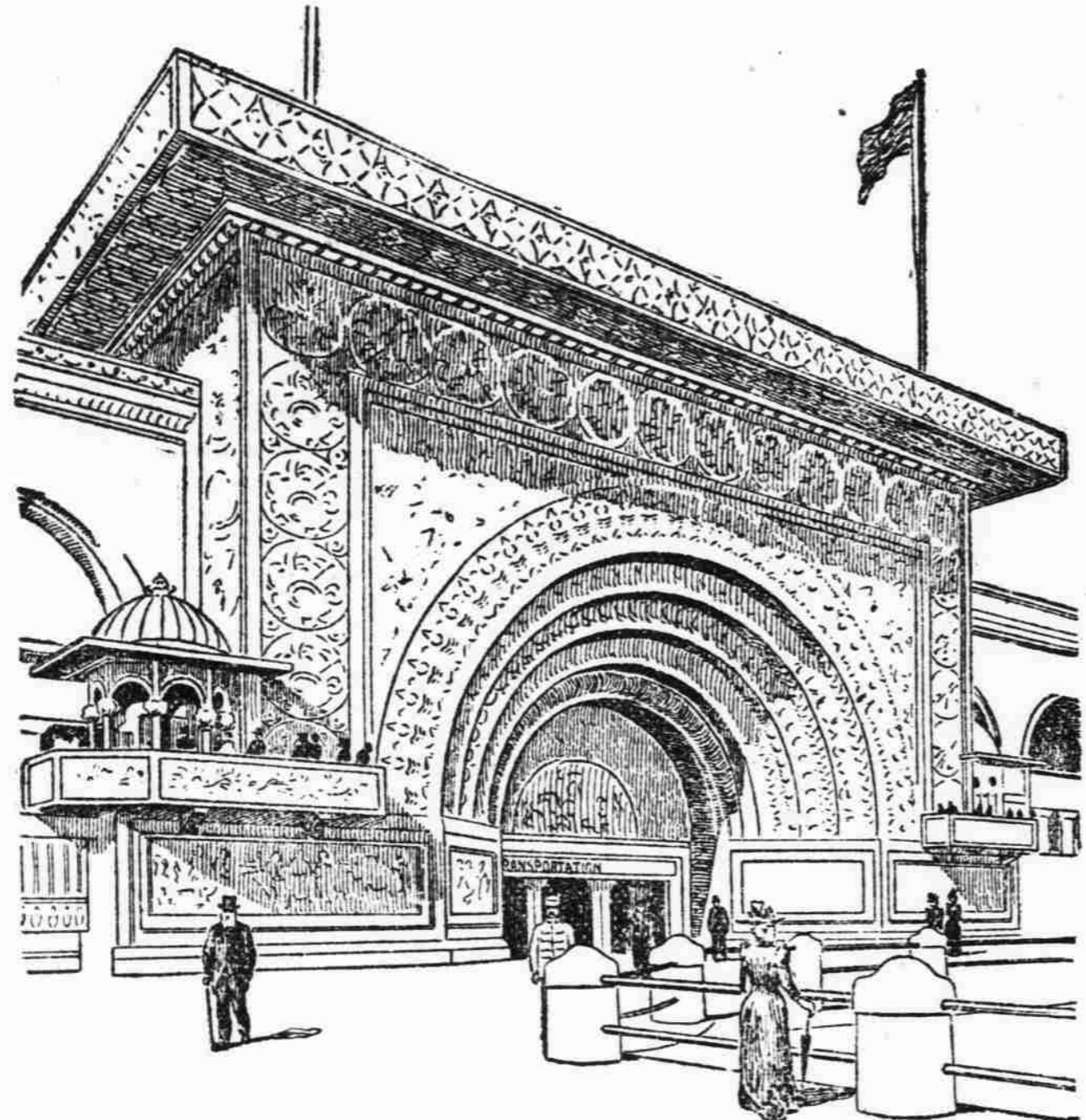
wide. The supports are each composed of two parts, the lower ones weighing seventy-one tons each, and the upper ones forty-eight tons each. The Bethlehem hammer is one-quarter larger than the 100-ton hammer used in an Italian dockyard.

The beautiful exhibit of the New York Central Railroad, which includes complete and luxurious trains and a model railroad station, is out of doors. It is admired by tens of thousands of visitors daily.

In the southern section of the Annex there are fine displays by the Philadelphia & Reading, the Old Colony, and the Chicago & Northwestern Railroads. The latter exhibits the "Pioneer," a little puffing billy-goat of an engine, the first ever sent into Chicago. The Pennsylvania Railroad is richly represented.

The marine exhibit of America is good; I can but briefly allude to it. Perhaps the most striking thing is the section of an Atlantic liner, showing the interior arrangements; it is so realistic that it fairly makes you seasick. Here is an exquisite model of the Puritan; and here are steam and electric launches, dories, schooners and racing yachts until the wearied vision can no longer contain them.

More than sixty thousand square feet are covered by the exhibition of land and sea travel in France. The French line mail steamers are well represented, the display consisting principally of six large paintings or dioramas, representing an arrival at New York Harbor of two of the company's steamers, "Going on board at Havre," showing the dock with one steamer ready to go, and taking passengers and baggage, and a special

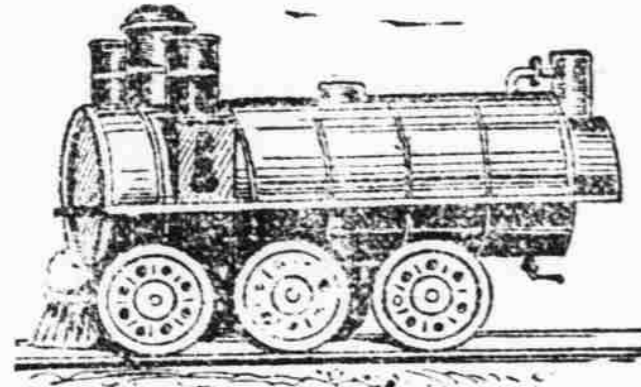


"GOLDEN DOOR" OF THE TRANSPORTATION BUILDING.

Look at the old "Comet" here. It is the very oldest locomotive ever run in America, and was brought from England in 1831 by an English company. Near it stands Robert P. Burt, of Janesville, Wisconsin, who has the honor of being the oldest engineer in the land.

I wonder how he feels when he gets in the shadow of such monsters as that locomotive from the Baldwin Works, in Philadelphia, which weighs 195,000 pounds? There is another giant on its pedestal, an engine from the Brooks Works, weighing 180,000 pounds.

When the Corcoran Embassy saw these leviathans, they stood as if stupefied. Finally they asked if they would really run on tracks, and the assurance that they would killed them with amazement.



THE LOCOMOTIVE SAMSON.

Another very interesting exhibit is the old locomotive "Samson," one of the first engines ever introduced into America. This engine was built in 1838, at New Sheldon, Durham, England, and brought to this country about the same time. It was used in the Allison coal mine, near Stellarton, Nova Scotia, until a few years ago. Accompanying the locomotive is the passenger car. It is a clumsy affair, containing two seats, with room for about four or five passengers. The doors open on the sides, the same as many English coaches of to-day. The engine and coach are in a pretty fair state of preservation. The tender in those days went ahead of the locomotive, while the engineer stood on the rear. The engine is a standard gauge, inverted direct-acting, with four-foot drivers.

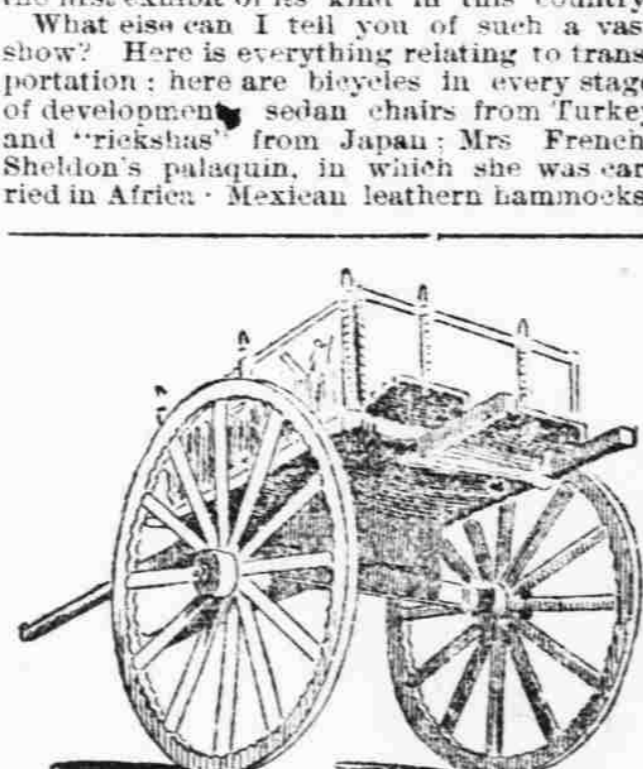
Two other ancient locomotives are also among the exhibits, the "Albion" and "Old Ironsides." Both of these are more primitive in their construction than the "Samson," and are not quite so large.

The original "John Bull" is standing on the New York Central tracks, and the De Witt Clinton, with its historic train of coaches, is also here in its counterfeits. One of the gigantic exhibits in the south end of this Transportation Building is the model of the great 125-ton steam hammer of the Bethlehem (Penn.) Iron Works. The

train arriving from Paris, the dining-room of a steamer at night, lighted with electricity, the arrival of an African steamer at Marseilles; a view of Algiers, with blue sky and sea, and steamer in harbor, the coast at Penzance in St. Nazaire, with two steamers in process of construction. These pictures were painted by Philpot, Hoffmann, Montanard and Motte. The remaining portion of the exhibit consists of models of coast steamers.

Just to the right of the main entrance is the British section, extending through the main building into the annex. In front is a carriage and saddle exhibit. Then comes the splendid marine exhibit of Great Britain. Nearly all the great ship-building firms are represented by models, one, that of the warship Victoria, being thirty feet long, and cost \$20,000. It is said to be the finest marine model ever made. The Fairfield Ship-building Company, builders of the new Guarders, shows models of merchant marine. The Thames Iron Works & Ship-building Company has models of every variety of war vessels. There are exhibits of naval armament and coast defense. In this section is a model, twenty feet long, of the great bridge over the Firth of Forth, in Scotland. The railway section of the British exhibit includes a complete frame and locomotive shown by the London & Northwestern Railway Company, the first exhibit of its kind in this country.

What else can I tell you of such a vast portation? Here is everything relating to transport: here are bicycles in every stage of development; sedan chairs from Turkey and "rickshaws" from Japan; Mrs. French Shelton's palanquin, in which she was carried in Africa; Mexican leather hammocks,



A MEXICAN CART.

Spanish mule trains, dahabeahs of the Nile and flat boats of the muddy Mississippi. It is the museum of go; the epitome of progress; the summing up of our modern material progress.

SHE WEDS A FUTURE KING

MARRIAGE OF PRINCESS MAY AND THE DUKE OF YORK.

The Wedding Takes Place at the Historic Chapel Royal of St. James's Palace—The Queen and Many Nobles Attend—Scene of Pomp and Splendor—The Wedding Gifts.



THE DUKE OF YORK.

The marriage of the Duke of York (Prince George of Wales) and Princess Victoria Mary of Teck took place at 12:30 o'clock a few days ago in the Chapel Royal, St. James's Palace, London. The wedding was a brilliant function and was attended by a large gathering of the members of the British royal family, Continental sovereigns or their representatives and selected members of the highest nobility. The weather was beautiful, for a fine day has seldom been seen in London.

The occasion was made a partial British holiday. Great crowds gathered many deep along the line of the route from Buckingham Palace, up Constitution Hill, through Piccadilly, St. James's street and Marlborough Gate to the garden entrance to St. James's Palace, which is situated on the north side of the Mall. The decorations along the line of the royal procession were profuse. The roadway was kept open by the Household troops in their glittering uniforms, by the regular guards, by the Metropolitan Volunteers and militia, by Middlesex Yeomanry and by the police. It is estimated that there were at least 1,000,000 spectators in the streets through which the procession moved. Many fainted in the crush and had to be taken to hospitals.

The royal party left Buckingham Palace in four processions, the first conveying the members of the household and distinguished guests. The next procession included the Duke of York, the Prince of Wales and the Duke of Edinburgh.

The bride came in the third procession, accompanied by her father, the Duke of Teck, and her brother, Prince Adolphus, of Teck. The last procession was that of the Queen, who, accompanied by her younger sons and the Grand Duke of Hesse, drove in State to the coronation. Each procession was accompanied by a Life Guards escort, and in addition to this the Queen had an escort of Indian, native and Australian horse.

Her Majesty rode in the state coach used when she opens Parliament and on other special occasions. The body of the carriage, which is of Irish manufacture having been built in Dublin, is painted a dark red color, and its richly gilt panels are adorned with the royal arms. The roof is surmounted by a crown and bordered with a wreath of gilt roses, thistles and shamrocks.



THE DUCHESS OF YORK.

The cheering as the royal carriage drove forward was immense. The members of the royal family and guests on alighting at St. James's Palace, walked to the State apartments, and subsequently down the grand staircase and under the Court Colonnade to the seats reserved for them in the chapel.

The Queen alighted in the Ambassadors' Court. Thence she walked to the north end of the edifice. The spot was adorned with palms and flowers and carpeted with crimson. Upon the royal platform seats were provided for the Prince and Princess of Wales, the bride and bridegroom, and other members of the royal family and royal guests from abroad.

The members of the diplomatic body, including the members of the United States Embassy and the other invited guests, occupied seats in the body of the chapel and in the royal and east galleries. Drawing room dresses were worn by the women, and the men appeared in full levee dress.

The marriage ceremony opened with the procession of the clergy into the chapel. This consisted of the Archbishop of Canterbury, the Bishop of London, the Dean of the Chapel Royal, the Sub-Dean, the Bishop of Rochester, the Hon. and Rev. E. Carr-Glynn, Vicar of Kensington; Canon Harvey, Domestic Chaplain to the Prince of Wales, and Canon Dalton, Honorable Chaplain to the Duke of York.

Handel's march from the "Occasional Overture" was played by the organist as the procession came forward. While the Archbishop and clergy were taking their places the music of the march in "Scipio" came from the organ, and immediately the front of the second procession, including the royal family and royal guests, came in sight.

The bride wore the veil which was worn by her mother on the occasion of her own marriage. Her wedding gown was of silver brocade in perfect harmony with the bride-maid's toilets of white satin and silver lace.

The bride-maid's gowns were made with long bodices, and neither hats, wreaths nor veils were worn; only a simple rose in the hair.

The Queen headed the procession. She walked alone, leaning on an ebony stick. Her Majesty was attired in a black dress with a train. The bodice was of brocade silk, with lace. She wore across her bosom the broad blue ribbon of the Order of the Garter, and on her head was a small diamond crown, from which a necklace of diamonds with pendant attached. As her Majesty passed up the nave of the chapel the whole assemblage bowed.

Following the Queen came the Prince of Wales and the Duke of Edinburgh, and behind them walked a number of Admirals in full uniform, escorting the bridegroom, who wore the uniform of a fleet captain.

The Czarwitich, the official representative of the Emperor of Russia, was in military uniform and wore a picturesque white sling jacket edged with ermine.

The King of Denmark escorted his daughter, the Princess of Wales. The Princess wore a dress of pure white silk and a tiara of diamonds.

The Marquis of Lorne wore the dress of a Highland chief, the plaid of which was that of the Campbell clan. His wife, Princess Louise, the fourth daughter of the Queen, was attired in a heliotrope colored robe. She also had a tiara of diamonds.

The bride leaned upon the arm of her father, and as the procession moved her train was carried by her bridesmaids, the Princesses Victoria and Maud, of Wales; Princesses Victoria Alexandra and Beatrice, of Edinburgh; Princesses Margaret and Victoria Patricia, of Connaught; Princess Victoria, of Schleswig-Holstein, and Princess Eugenie.

Among the notabilities present were Mr. and Mrs. Gladstone. They were in their seats before the royal party appeared in the chapel. Mr. Gladstone wore the uniform of the Brethren of Trinity House which included a large pair of naval epaulets.

At the conclusion of the closing hymn and prayer the Queen was the first to salute the royal couple, after which the Prince and Princess of Wales and the Duke and Duchess of Teck kissed the bride and congratulated the groom.

The Archbishop of Canterbury, assisted by the other clergy, performed the ceremony, the bride being given away by her father.

Mendelssohn's "Wedding March" was played, and the royal party left the chapel, the united processions of the bride and bridegroom leading to the throne room, where the registry of the marriage was attested by her Majesty and the other members of the royal family and royal guests.

The dejeuner was served at Buckingham Palace, the Queen proposing the toast of the "Bride and Bridegroom," and the Lord Steward the toast of "The Queen."

After receiving congratulations, the Duke and Duchess of York left Buckingham Palace, driving through the Mall to the city, and thence proceeded by the Great Eastern Railway from Liverpool street to Sandringham.

The Lord Mayor and Sheriff met the newly wedded pair at St. Paul's Cathedral, and their progress through the decorated and crowded street was a triumphal one.

Present were received from all parts of the British dominions.

The Prince of Wales's gift to the bride consisted mostly of jewelry and precious stones, the whole being valued at \$1,250,000.

The Princess May of Teck is the eldest child and only daughter of the Duke of Teck and Princess Mary of Cambridge, who are both connected by marriage with nearly every sovereign in Europe. She was born in Kensington Palace on May 20, 1867, and the greater part of her life has been spent at White Lodge, Richmond Park, the residence of her parents.

The Duke of York is the only surviving son of the Prince of Wales, and by inheritance stands next but one to the throne of England.

LA-TER NEWS.

The agents of the trunk lines met in New York City, and decided to run excursion trains to Chicago, and to charge one fare for the round trip.

The suit of Wanamaker & Brown, of Philadelphia, Penn., to secure the closing of the World's Fair on Saturdays was thrown out of court.

The funeral of Associate Justice R. Blatchford, of the United States Supreme Court, took place at Newport, R. I.

A storm struck Fergus Falls, Minn., which was one of the most disastrous that ever visited the country. East of the city farm after farm lost everything growing. Fully twenty thousand acres were damaged, and \$100,000 will not cover the loss.

The North Galveston (Texas) Land and Improvement Association has gone into the hands of a receiver. The liabilities are estimated at \$500,000.

Two miners were burned to death by an explosion of fire damp in Mine No. 1, at Cumberland, Md.

The banking house of W. D. Thornton & Son, at Shelbyville, Ill., has failed. It was the depository for all the city, township and county bonds. The liabilities are probably \$500,000.

The Colorado Silver Convention at Denver was both big and sensational. Coliseum Hall, the largest in the city, contained fully 2000 people when the convention was called to order by President Merrick. Most of the day was spent in speechmaking. The sensational feature of the day was the speech of the Populist Governor, Waite, who said he would rather fight than submit to the "gold bug conspiracy."

It has been decided to allow enlisted men to purchase discharges from the navy after three months' service.

The customs receipts for New York in June were \$9,337,798, a reduction of \$629,509 as compared with the preceding month and of \$253,472 as compared with the corresponding month of 1892.

A STATEMENT issued from the Treasury Department shows that the net gold in the Treasury at the end of June last was \$95,185,413, which was more than the total at the end of either of the two months preceding.

FLOODS have occurred in the Kulstein and Zillertal districts in the Tyrol. The village of Brixlegg has been partly devastated. Ten villagers are known to have been drowned.

NOTWITHSTANDING the attraction of the Columbian Exposition, Americans continue to sail for Europe. They are going at the rate of 2000 a week, which is the ordinary rate for this season of the year, while the travel from Europe in this direction has been but little increased by the exposition.

I LOST MY HEARING

As a result of catarrh in the head and was deaf for over a year. I began to take Hood's Sarsaparilla, and found when I had taken three bottles that my hearing was returning. After taking six I stopped. It is now more than a year and I can hear perfectly well. H. E. H. & S. HICKS, 30 Carter Street, Rochester, N. Y.



Herman Hicks.

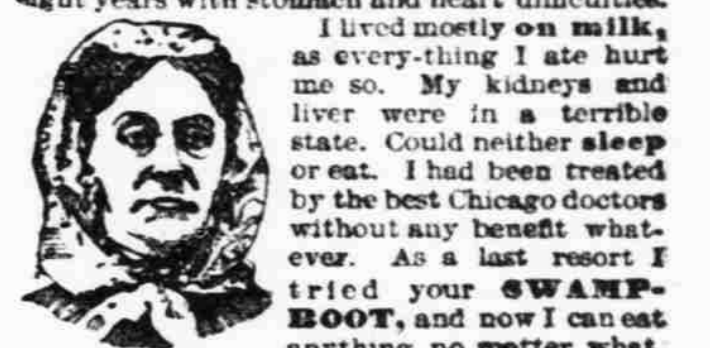
Hood's Cures

Hood's Pills cure all Liver Ills, Biliousness, Jaundice, Indigestion, Sick Headache.

DR. KILMER'S SWAMP-ROOT CURED ME.

SUFFERED EIGHT YEARS! Couldn't Eat or Sleep.

Dr. Kilmer & Co.—"I had been troubled for eight years with stomach and heart difficulties. I lived mostly on milk, as everything I ate hurt me so. My kidneys and liver were in a terrible state. Could neither sleep or eat. I had been treated by the best Chicago doctors without any benefit whatever. As a last resort I tried your SWAMP-ROOT, and now I can eat anything, no matter what. Nothing hurts me, and can go to bed and get a good night's sleep. SWAMP-ROOT cured me.



Any one doubting this statement can write, I will gladly answer." Mrs. German Miller, Dec. 20th, 1892. Springfield, Mich.

SWAMP-ROOT CURED ME.

Had Torpid Liver For 14 Years. Bilious all the Time.

DEAR SIR:—I have been troubled with Torpid Liver for 14 years and gone through courses of bilious fever; many times it has been impossible for me to do any kind of labor. Dr. Kilmer's SWAMP-ROOT was first recommended to me by Hothouse, Blackburn & Co., (Druggists) Decatur, Ind. After taking one bottle I was uncertain whether I was really deriving any benefit or not; after taking the second bottle, however, I found that my health was improving and I continued until I had taken 6 bottles. I can now cheerfully recommend SWAMP-ROOT to every one who has torpid liver, for it has completely cured me.



W. W. CHRISTMAN, Decatur, Ind.

SWAMP-ROOT, The Great Blood Purifier.

At Druggists, 50c. & \$1.00. "Guide to Health." Free. Consultation Free. Dr. Kilmer & Co., BINGHAMTON, N. Y.

Dr. Kilmer's Parilla Liver Pills ARE THE BEST! 42 Pills, 25 cents.

THE KIND THAT CURES



PHELPS S. WELLS, Ft. Jackson, N. Y.

Scrofula and Salt Rheum Of 25 Years Standing. A BLOOD PURIFIER THAT CURES.

DANA SANSAPARILLA CO. GENTLEMEN—I hereby certify that I have been a sufferer for over 25 years with Scrofula and Salt Rheum. I have employed proprietary medicines, blood purifiers, alteratives, etc., etc., such as have been on the market for the last 25 years, all of no avail or benefit. I had given up hope that there was any help for me. With very little faith I purchased a bottle of your SANSAPARILLA of my Druggist, which I made him guarantee if I was not benefited he should refund the money. I left the store thinking I should call and get my money back. To my surprise I found it was helping me. I have taken two bottles and am CURED. The Scrofula Sores are all healed and I feel like a new man. I recommend

DANA'S SANSAPARILLA

to all who wish a Blood Purifier that Cures. Yours very truly, PHELPS S. WELLS, Ft. Jackson, St. Lawrence Co., N. Y.

GENEVE—Mr. Wells is well-known in this section and his statement is true. Respectfully, H. A. SMITH, Druggist, Nicholville, N. Y.

Dana Sansaparilla Co., Belfast, Maine.

CALIFORNIA INSECT TABLETS

kill plant lice, bed-bugs, roaches and all insects, without injury to furniture, fabric, animal or plant life. Sample FREE. Plinn-Dunn Co., 19 E. 14th St., N. Y.

THERE IS HOPE FOR YOU.

For every one who has blood trouble, no matter in what shape or how long standing, provided none of the vital organs have been so far impaired as to render a cure impossible. S. S. S. goes to the root of the disease, and removes the cause, by expelling the poison from the body, and at the same time is a tonic to the whole system. However bad your case may be, there is hope.

Cured me of a most malignant type of chronic blood trouble, for which I had used various other remedies without effect. My weight increased, and my health improved in every way. I consider S. S. S. the best tonic I ever used. S. S. WRIGHT, Midway, Ga. Treatise on blood, skin and contagious blood poison mailed free. SWIFT SPECIFIC, Atlanta, Ga.