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The Whole World Is to Participate In the Great San Francisco Panama-Pacific Exposition In 1915

By HAMILTON M. WRIGHT. THE whole world is interested in the opening of the Panama canal and in the great international fete at which the United States will celebrate the completion of the canal, the Panama-Pacific International exposition, to be held in San Francisco in 1915.

achievement at Panama are preparing for participation in the exposition upon a more comprehensive scale than at any of the greatest of former world's expositions.

The foreign nations will be represented by the finest assemblage of displays that the world has seen. The strange tribes and peoples of Pacific ocean countries will participate in a wonderful week's festival in which the nations of the orient will take part. The most marvelous parades ever witnessed will be seen on the streets of San Francisco.

The commonwealths of the United States, each of which as a member of the Union has taken its part in the

building of the canal, will be represented by the most magnificent state displays ever assembled. California has dedicated more than \$20,000,000 to the nation's fair, and the city of San Francisco, the west and the nation are co-operating to render the exposition one that will express in every way the pride and patriotism of the American people.

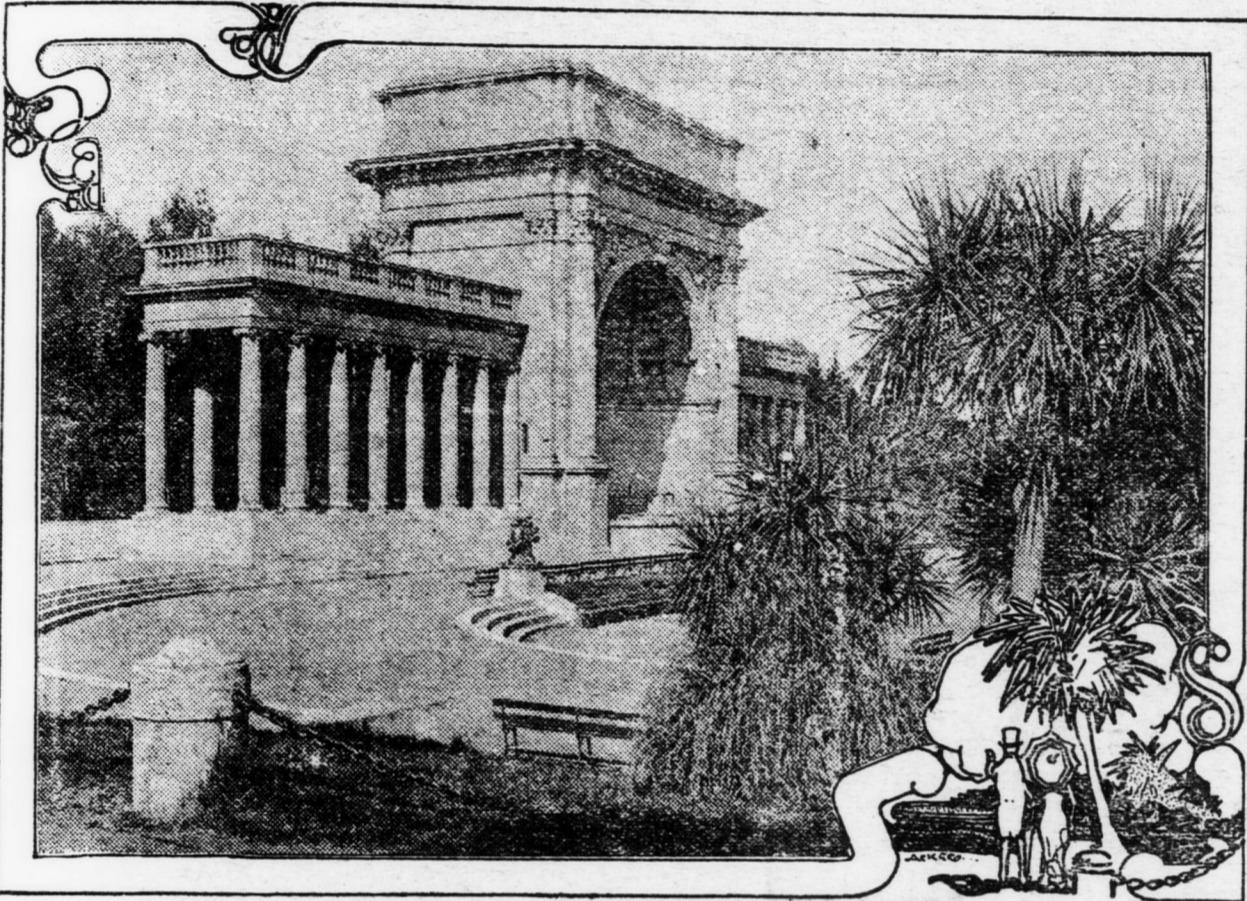
The Panama-Pacific International exposition will be the greatest exposition in the history of the world. A notable commission of architects of national reputation is engaged upon the plans, and within a few weeks first construction work will begin, when grading of the site and the building of a sea wall, which will serve in part as the basis of a magnificent esplanade along San

Francisco harbor, commenced. Among the noted architects who are designing the wonder city which will rise from the shores of San Francisco bay are Messrs. McKim, Mead & White of New York, designers of Madison Square Garden, the Boston Public Library, the Agricultural building at the World's Columbia exposition; Thomas Hastings, president of Carrere & Hastings, architects in chief for the Pan-American exposition at Buffalo; Henry Bacon, designer of the Lincoln memorial; Willis Polk, associated with D. H. Burnham of the World's Columbian exposition at Chicago. These architects and their associates pronounce the site of the exposition as unsurpassed for a great maritime celebration. The exposition structures will be the largest and costliest ever erected for a world's exposition and will be visible in detail to passengers on ships entering the Golden Gate.

The site of the exposition takes every advantage of the combination of harbor and hills that gives San Francisco its chief charm. The main features of the exposition will be located at Harbor View, on San Francisco bay, midway between the ferry building and the Golden Gate, and the permanent buildings to remain after the exposition is over will be erected in the west end of Golden Gate park, which fronts on the Pacific ocean. These sites and intermediate locations will be connected by a marine boulevard that sweeps from Harbor View through the Presidio to the Golden Gate and then turns south to Golden Gate park. A trackless trolley will take visitors over this magnificent scenic boulevard from Harbor View through the military reservation at the Presidio, where the government is planning a wonderful military display, to Golden Gate park, and one admission will include entrance to both features. The site expresses the maritime character of the great celebration. In harmony with the exposition San Francisco itself will be an exposition city in 1915. The parks and water front of the city will be improved at an expenditure of millions of dollars, and the ferry building, the main entrance to San Francisco, will be adorned with a grand court of honor. Market street and Van Ness avenue, the two main thoroughfares of San Francisco, each running from the bay and meeting in a V in the heart of the city, will be decorated with huge Grecian columns adorned with the flags of all the nations of the world and surmounted at convenient intervals by classic arcades. At the junction of these two streets will be erected a civic center. The buildings in this architectural group will cost close



THE NEW SAN FRANCISCO, LOOKING OVER THE CITY TO THE HARBOR, SCENE OF THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION IN 1915.



SCENE IN GOLDEN GATE PARK, SITE OF THE PERMANENT FEATURES OF THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION AT SAN FRANCISCO, 1915.

The nucleus of the civic center will be a new city hall to take the place of the one destroyed in 1906. The exposition authorities have voted the sum of \$1,000,000 for a great auditorium to accommodate visitors to conventions during the exposition. A great opera house will be erected by private capital at the civic center, and the famous singers of the world will be heard in San Francisco in exposition days. Great saengerfests in which the choral societies of foreign countries participate will be held upon the exposition grounds.

The Panama Pacific International exposition will open with a pageant in San Francisco harbor of the battle-

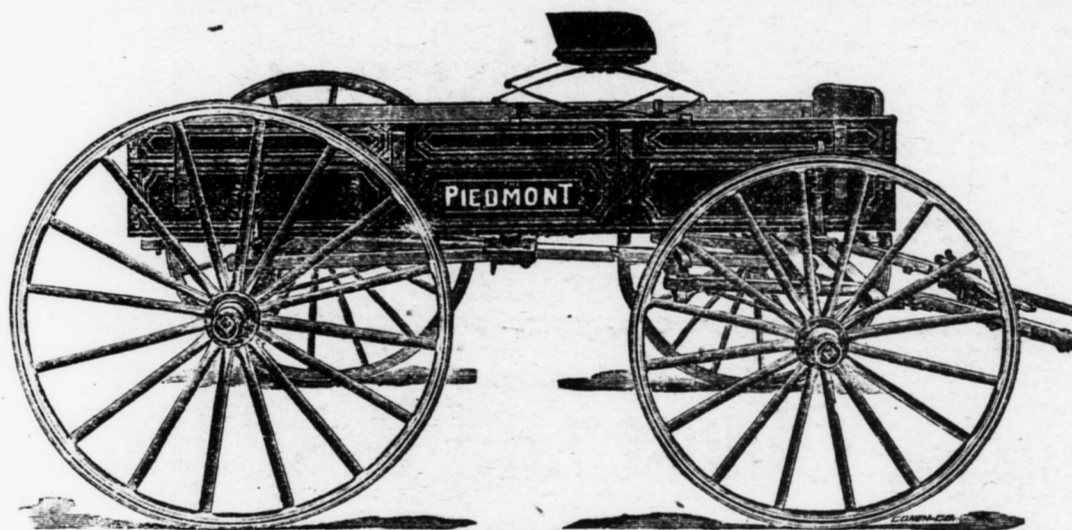
ships of the navies of the world. The foreign vessels will first assemble at Hampton Roads, where, joined by ships of the American navy, the entire fleet will be reviewed by the president of the United States and foreign dignitaries. This fleet, the largest ever assembled, will then proceed through the Panama canal to the harbor at San Francisco, where it will participate in the most spectacular naval demonstration ever witnessed. San Francisco in 1915 will see the flags of more nations than have ever been brought together in one place at any one time. From unofficial assurances now received it is anticipated that 100 foreign battleships

in addition to those of the United States navy will be gathered in San Francisco harbor. A huge commemorative edifice, in purport like Bartholdi's statue of Liberty, will welcome vessels from afar. The structure, to be known as the St. Francis Memorial tower, will be 550 feet in height, with a base 220 feet square. The shaft will be eighty-five feet square, with corners rounded, and of steel construction and terra cotta veneering. The approximate cost of the tower will be \$1,000,000. From its summit the sightseer will look almost straight down upon the waters of the Golden Gate, 1,300 feet below.

Quite a Difference. "My wife still thinks I'm a treasure." "I wish mine did; she thinks I'm a treasury."—Satire.

Bad British Small Boys. In one year 33,000 offenders have been brought before the juvenile courts of England.

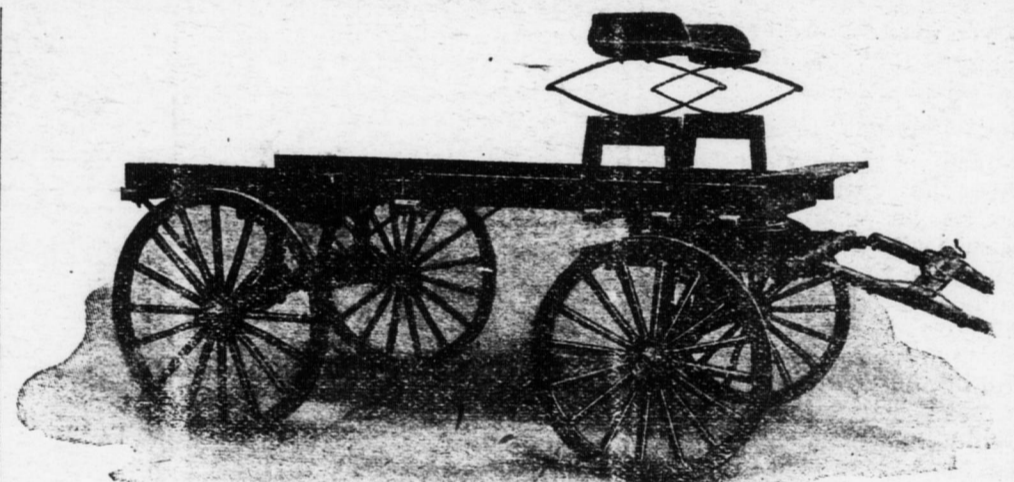
Storing of Electric Heat. A method has been devised for storing electric heat to be used for cooking purposes.



Steel Axle One Horse PIEDMONT WAGON, Capacity 1000 lbs. Weight, complete with bed and seat, 500 lbs.

PIEDMONT WAGONS HICKORY

"Beat The World For Good Wear"



Steel Axle Platform Dray specially adapted for the use of wholesale grocery and retail hardware stores. It is strong, but light, and a convenient height. Capacity 1500 lbs. Weight 600 lbs.

BECAUSE they are built of the best wagon material obtainable—wrought steel hardware and white oak and Hickory timber.

BECAUSE they are built right, built for light running, but are strong and durable—that's why we can afford to guarantee them.

Our location in the heart of the best white oak and hickory country and our equipment with the latest improved machinery assures unequalled advantages for the construction of farm wagons at the lowest minimum cost of production.

If you buy a wagon that is not well built, you will spend more in repairs, in lost time, and in wear on your team, than the wagon cost you in the first place. No matter how pretty the paint, nor how fancy the attachments, unless the wagon is built of absolutely honest, thoroughly seasoned material, upon correct lines

and principles, it is not the wagon you want. The fancy attachments will break off, or be thrown aside in six months. The first muddy day will put the pretty paint and finish out of business.

We build Piedmont and Hickory wagons on right principles. In our lumber yard are piles of timber, some of which have been standing there since 1904-6. After this is manufactured into spokes, hubs, rims and beds it is seasoned in our stock room for another year or two. The wagons we are shipping out today are built of parts manufactured two years ago.

If you want to see a wagon, whether you are thinking of buying one just now or not, that is "all wagon" and nothing else, send for catalogue.

We have unequalled facilities. Our capacity is 10,000 wagons a year. The main building, embracing Wood Shop, Blacksmith Shop, Paint Shop, Shipping and Storage Warehouses is 800 feet long by 120 wide, three and four stories with floor space of eight acres.

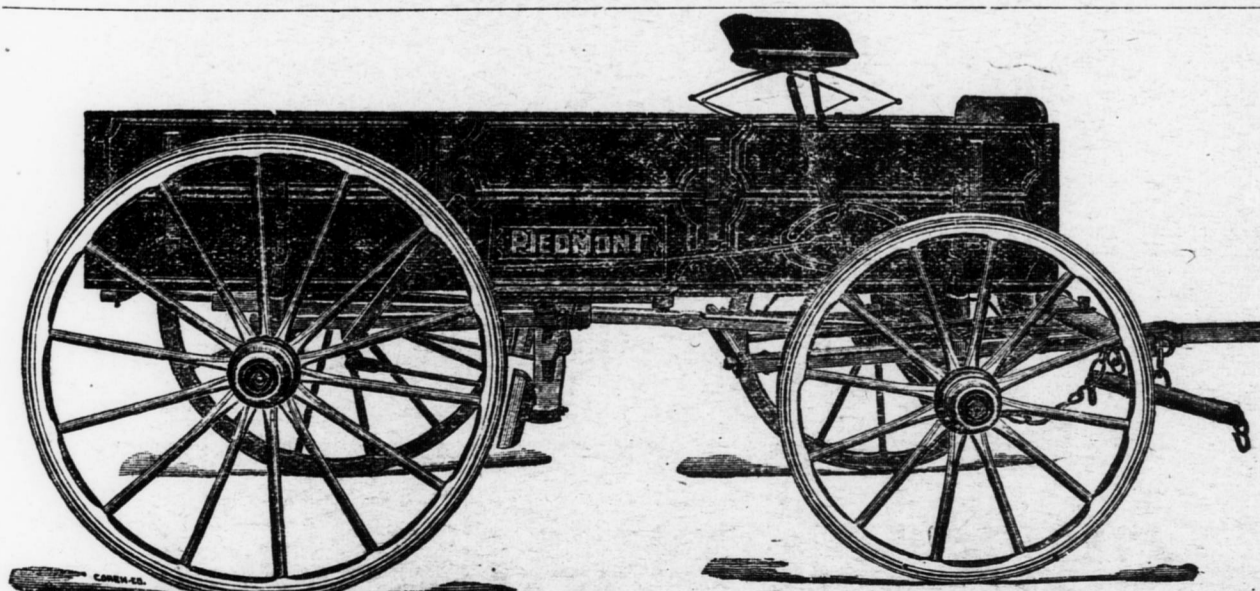
The lumber yard, covering 15 acres, contains the finest grades of white oak, black hickory and long leaf yellow pine protected from the weather by sheds especially constructed for the purpose of "seasoning" by the process of air drying.

The works and lumber yards combined cover 18 acres traversed by the main line of the Southern Railroad on one side and the Carolina and North-Western Railroad on the other, to which we are directly connected by switches thereby giving unsurpassed shipping facilities

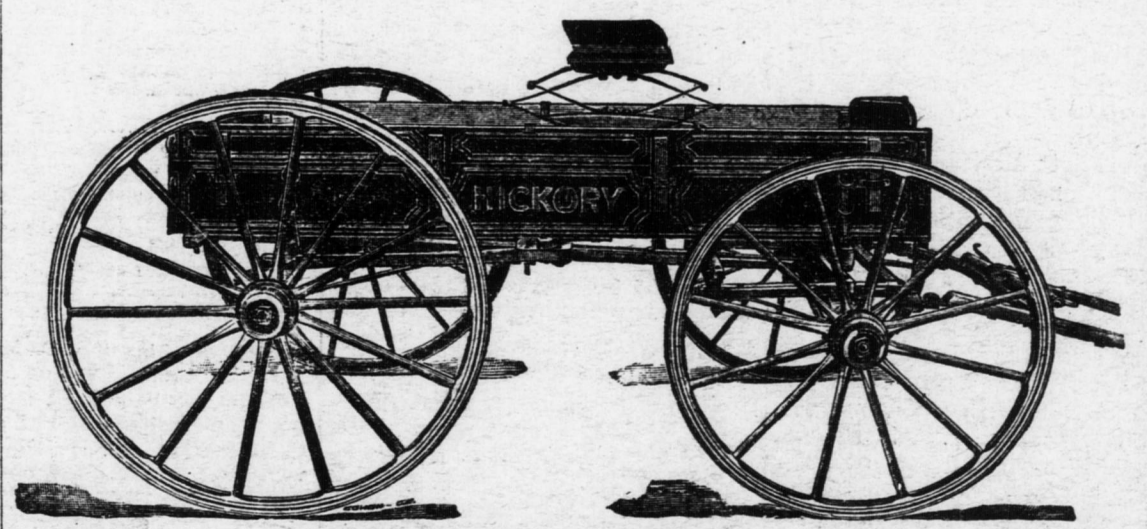
Send for our large illustrated catalogue, our GUARANTEE (the best written today) and our "NINE REASONS" telling how and why our wagons are superior to others. It's FREE.

Piedmont Wagon and Manufacturing Company

Hickory, : North Carolina



PIEDMONT thimble skein two horse wagon. Capacity 2000 lbs. Weight, when complete with bed, 890 lbs.



One Horse Thimble Skein Wagon (HICKORY) Capacity 1200 lbs. Weight, complete with bed and seat, 525 lbs.