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Transportation Day, September 9, 1893 at the World's Columbian Exposition, Chicago.

On this day two grand historical parades, one by land and the other by water, took place, each illustrating the development of transportation from earliest times. The success of these parades was most surprising. Out of the building from which of all the great Exposition buildings such a thing was least expected issued two unique and inimitable pageants full of instruction, not destitute of romance, and well-seasoned with humor. The first procession took place on the lagoons in the morning. In the van of the pageant was the craft carrying Lieutenant A. L. Baker, in charge of the Marine Division of the Transportation Building. Next came a lifeboat of the Life-saving Station, two captain's gigs, a cutter from the battle ship Illinois, and a steam gig from the United States steamer Blake, all with full crews in uniform.



TRANSPORTATION BUILDING.

Size, 960 by 256 feet—besides Annex covering about 9 acres—total floor space, 20 acres. Cost, \$370,000.



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Then the scene changed and a Turkish *sanval*, a sort of gig made of mahogany and built by the Turkish Government at Constantinople, rowed by a crew of Turks in baggy trousers and flaming fez, appeared. This was followed by two Turkish *caiques*, the boats used on the Bosphorus and the Golden Horn.

Next were two boats of the Viking model from the Lofoden Islands, Norway. These were succeeded by a small Norwegian pleasure skiff of red cedar. Following these, from the Queen Charlotte Islands, near Alaska, came a *haida*, a canoe forty feet in length, made of a single log of cedar and decorated with totems. In company with this was a Klinkel canoe, also from southwestern Alaska. Then came nondescript bark canoes manned by men of different tribes of savages.



Transportation Parade

The next in line was a Venetian state barge rowed by six gondoliers arrayed in brilliant mediaeval costumes, and in strong contrast with this luxurious craft was the ordinary Venetian market and fishing boat. Eskimo kayaks and two dugouts from Dahomey plunged the sightseer again into the depths of barbarism. The rest of the parade included boats from Ceylon, Egypt, and Brazil; a water bicycle; folding canvas boats; a boat propelled by a treadle; an aluminum racing shell; petroleum, naphtha, electric, and steam launches; a Japanese phoenix boat; a collection of pleasure and fishing boats from St. Lawrence River; and an American cod-fishing dory, with which the pageant was ended.



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But not even the wonderful scene of the morning could exceed the variety, instruction, and amusement of the afternoon. The first division was devoted to human carriers.

From Turkey, Bogota, Madagascar, Africa, and the Orient came struggling, patient burden bearers, plodding along as if they had no soul above the beasts that perish. The second division showed the substitution of the lower animals for man as beasts of burden, for the illustration of which donkeys and camels led by drivers as in the deserts served the purpose. The transition to wheels was shown by the Chinese wheelbarrow, the Japanese *jinricksha*, and the Indian *surat* cart. Then came reindeer sleds, Norwegian *carriols*, Sicilian carts, Mexican ox carts, a Spanish *volante*, and a "prairie schooner" of the West. Among carriages were included interesting relics, such as the old state carriages of Dom Pedro I of Brazil and the carriages of President Polk, Daniel Webster, and President Lincoln.

The display of tallyho coaches, phaetons, landaus, etc., was varied and imposing. The pageant closed with a bicycle parade. A most interesting part of the exhibit was afforded by the Pennsylvania Railroad. The famous "John Bull" engine was fired up and passengers were carried in the old coaches some distance down the terminal tracks and back again, and the engineer, "Uncle Billy Wilson," who ran the train fifty years ago, was the recipient of many congratulations.