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Douglas Warren

... *Art*
History

== *Midway Plaisance*

and



World's
Columbian
Exposition



FULLY ILLUSTRATED

Compiled by

Frank H. Smith

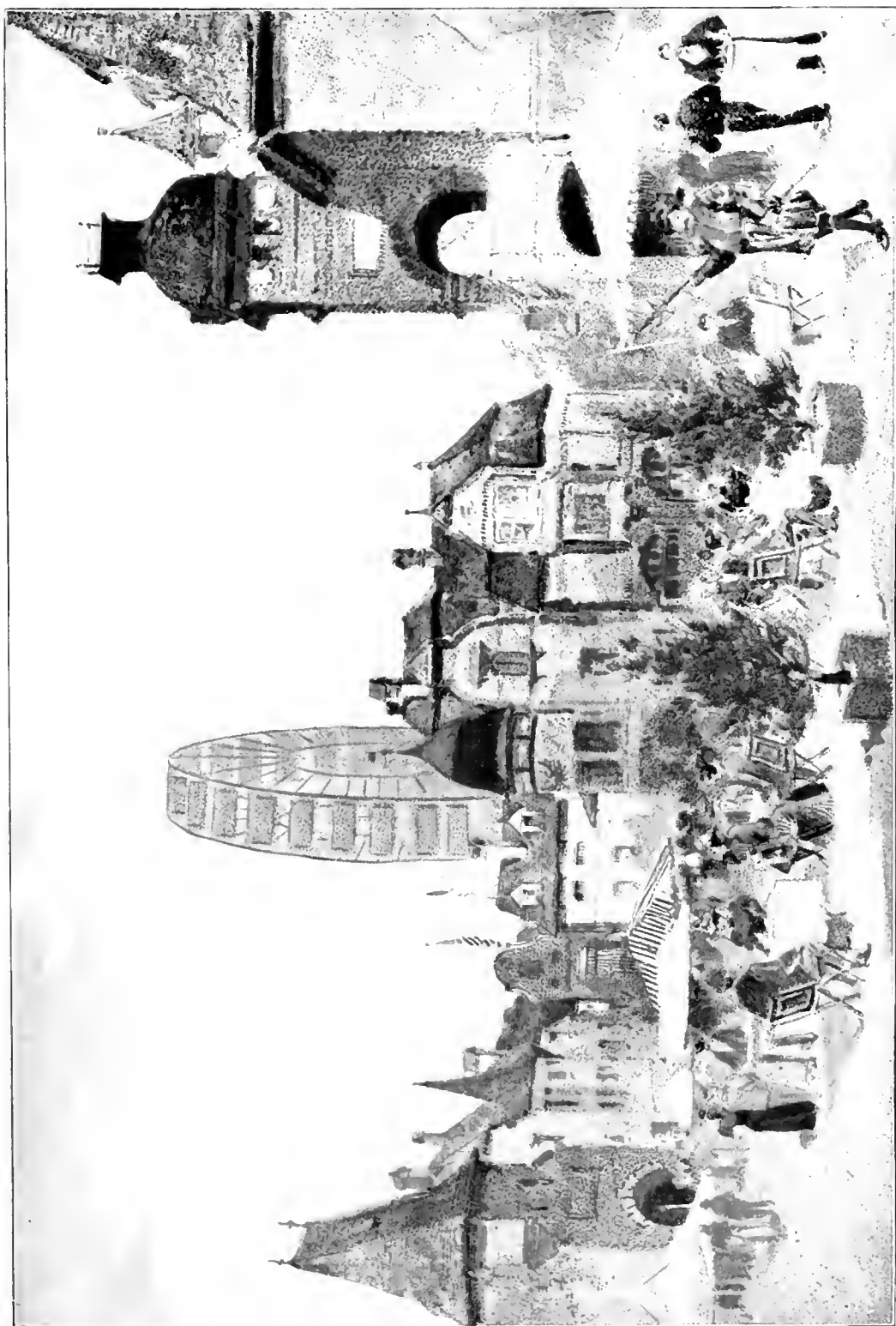
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FRANK H. SMITH

Photo by Gibson

Preface

..... In publishing this History, every effort has been made to show to the world the wonders and beauties of Midway Plaisance



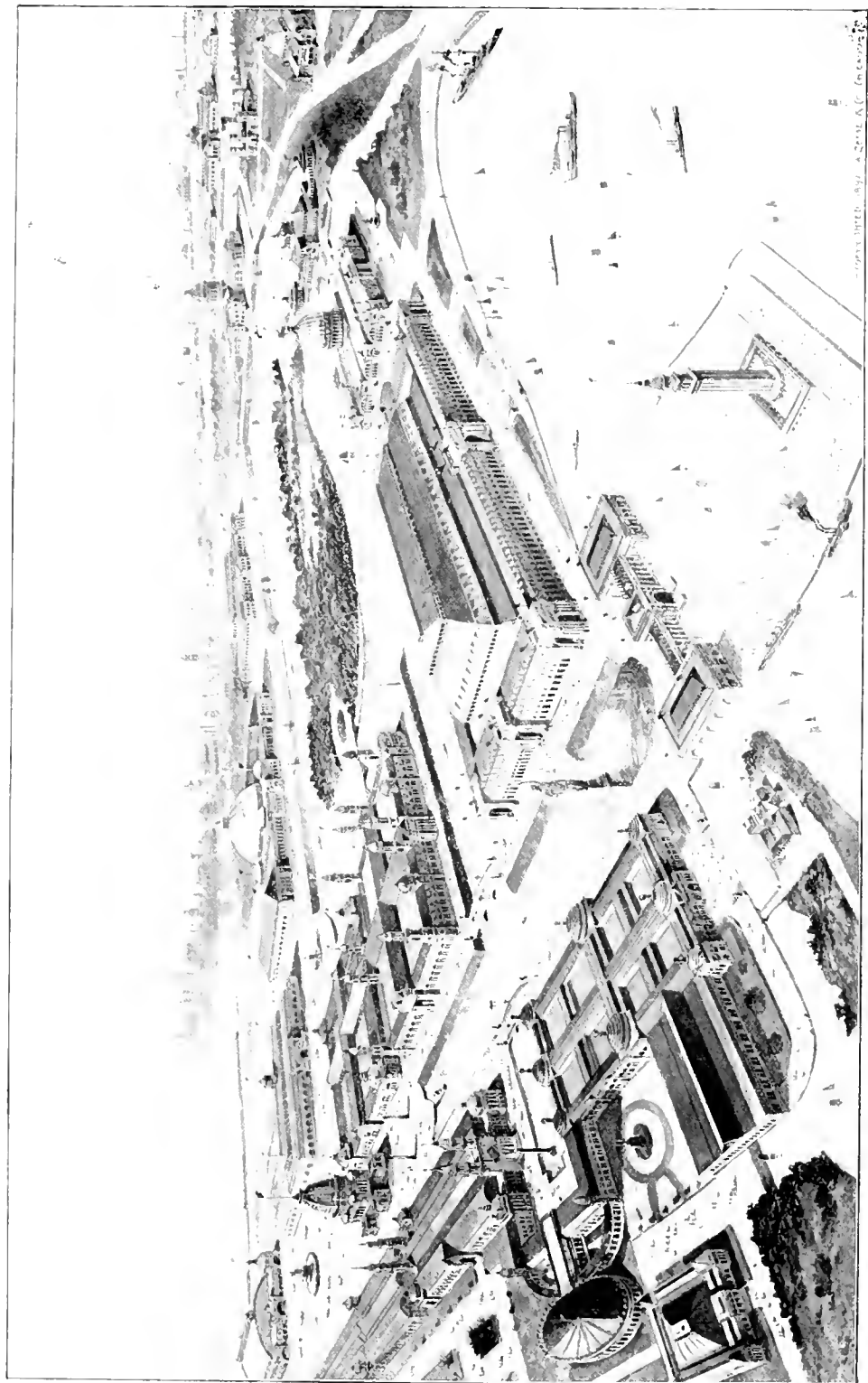
The illustrated review of the World's Columbian Exposition proper, does not pretend to be a full account of that vast enterprise, but the engravings and data pertaining thereto are all that could be desired relative to the construction, cost and uses of these magnificent structures



The illustrations of the Midway Plaisance herein shown are absolutely perfect reproductions of the various scenes, having been made from photographs especially taken for this work

FRANK H. SMITH.





BIRDSEYE VIEW OF THE WORLD'S FAIR BUILDINGS

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The Midway Plaisance

THE STREET OF ALL NATIONS

The spirit of greatness of the Exposition of 1893, seemed from the very inception of the idea to permeate the whole body of gentlemen whose duty it was to prepare for the entire world a Fair that would in every way surpass anything heretofore undertaken by men. Feeling that so memorable an anniversary as the one about to be commemorated would cause the arousing of the whole people of the civilized world, their plans were made accordingly.



WILD BEDOUINS OF THE DESERT

After securing a space of ground five times as large as that occupied by the great Paris Exposition of 1889, and knowing intuitively that all of this space would be taken by the massive structures devoted to free exhibits, and knowing further that so great an enterprise as this would attract from all quarters of the globe a large concourse of exhibitors, who from the nature of their exhibits would be compelled to charge an admission fee—as quite a few of these concessionaires must of necessity employ hundreds of people—the Directors of the Exposition at once set about to procure a suitable piece of ground on which to place so large an aggregation.

The space secured for these most interesting exhibits is a strip of land one mile long and six hundred feet wide, running east and west, and forming a connection between Washington and Jackson Parks. It is called the Midway Plaisance, but might very properly be named the HUMAN KALEIDOSCOPE, showing as it does, every shade, color and type of humanity. Here are seen representatives of every country in the world, both civilized and barbarian. Singhalese, Chinese, Soudanese, Japanese, Nubians, Arabs, Turks, Algerians, Persians, Syrians, Tartars, Hindoos, Burmese, Fijians, Samoans, Kanakas, Zulus, Dahomeyans, Esquimaux, Laplanders, American Indians; and English, Germans, Austrians, Irish, French, Bohemians, Hungarians, Roumanians, Italians, Spaniards, Portuguese, Muscovites, Scandinavians, Swiss and Americans all following their several vocations, and mingling together as a happy family. Truly is it a wonderful sight to see this great gathering of nations. The beating of tom-toms and blowing of reeds, intermingled with the classic music of the more advanced nations, is at times a foretaste of pandemonium itself, but withal producing a happy sensation of enjoyment nowhere else experienced.

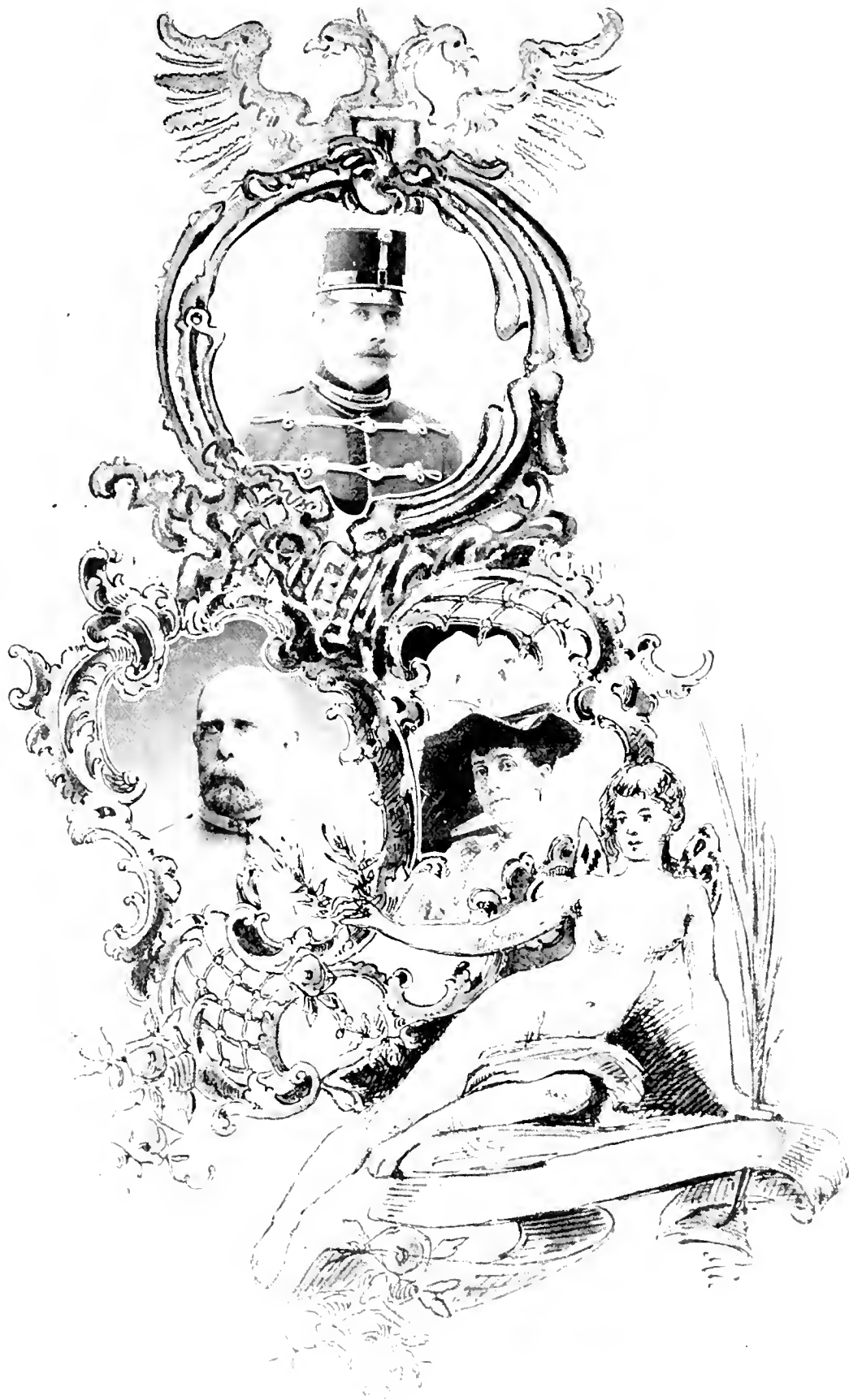
The crowds that daily fill the Plaisance to overflowing, are in every sense of the word cosmopolitan. Here is seen the farmer, mechanic, business man, professional man, gentlemen of leisure, and their wives, mothers and sweethearts, all enjoying themselves in a way that shows a perfect abandon of the cares of life. Seated around the tables of the many cafes and restaurants, listening to music both good and bad, chatting over the many peculiar experiences they have met with during the day, the throngs at evening present an appearance of jollity and pleasure that causes one to wish the Columbian Exposition would last always. But it cannot last always, and those people who have not as yet visited the many wonderful attractions on the Plaisance, and enjoyed the sights that will never again be presented in America or any other country during the lifetime of the present population of the earth, will fail to perform the solemn duty they owe to themselves; and to those who from circumstances cannot visit the Exposition the illustrations of this book will serve in a slight way to impress them with the beauties and greatness of this veritable fairyland.

A great deal of "newspaper talk," meant more for jest than fact, has caused a great many people to misconstrue the purposes and aims of the Midway Plaisance, some thinking it simply a "side-show." The idea cannot be too quickly erased from the minds of the unsophisticated, as on the Midway Plaisance are exhibits more educational, more wonderful and more interesting than thousands of the exhibits shown in the main Fair, as the following description of the leading attractions of the Midway will show.

CHRISTOPHER COLUMBUS

CHRISTOPHER COLUMBUS, the great navigator who added a new hemisphere to our globe, was probably born in Genoa, in March, 1447. Though virtually the greatest man of his age, there is little definite information about his family and his early life. In Lisbon, in 1470, he married the daughter of an Italian, named Perestrello, who had distinguished himself as a navigator in the Portugese service, and with her obtained some valuable charts, journals and memoranda. In August 1492, Columbus sailed from Palos. On the twelfth of October he discovered the Bahama Islands. On March 15th, 1493, he returned to Spain. Within the next twelve years Columbus made other voyages, adding immensely to his valuable discoveries. On May 20th, 1506, this, the world's noblest navigator, died at Valladolid.

Biography furnishes no parallel to the life of Christopher Columbus. Great men there have been who have met with disappointment and injustice, but there is perhaps no other instance of a great man whom disappointment and injustice did not dishearten and disgust; who had his greatness recognized in his lifetime, and yet was robbed of the emoluments it entitled him to, and who, after death, had the honor he had so hardly won conferred upon another. But four hundred years have nearly passed since Columbus first saw America, and when that day shall dawn, within the gates of the Columbian Exposition—in its streets filled with illustrations of every round of the ladder, and the charts of every invention by which man's power over the forces of nature has been multiplied, and in the mind of students, spanning the distance between the ox-team and the lightning express, or contrasting the hulks of ancient commerce with the great steamships of to-day, will be found a monument grander far than that which Ferdinand reared in memory of the old explorer.



ARCHDUKE FRANZ FERDINAND

ARCHDUKE KARL LUDWIG

ARCHDUCHESS MARIE THERESIA

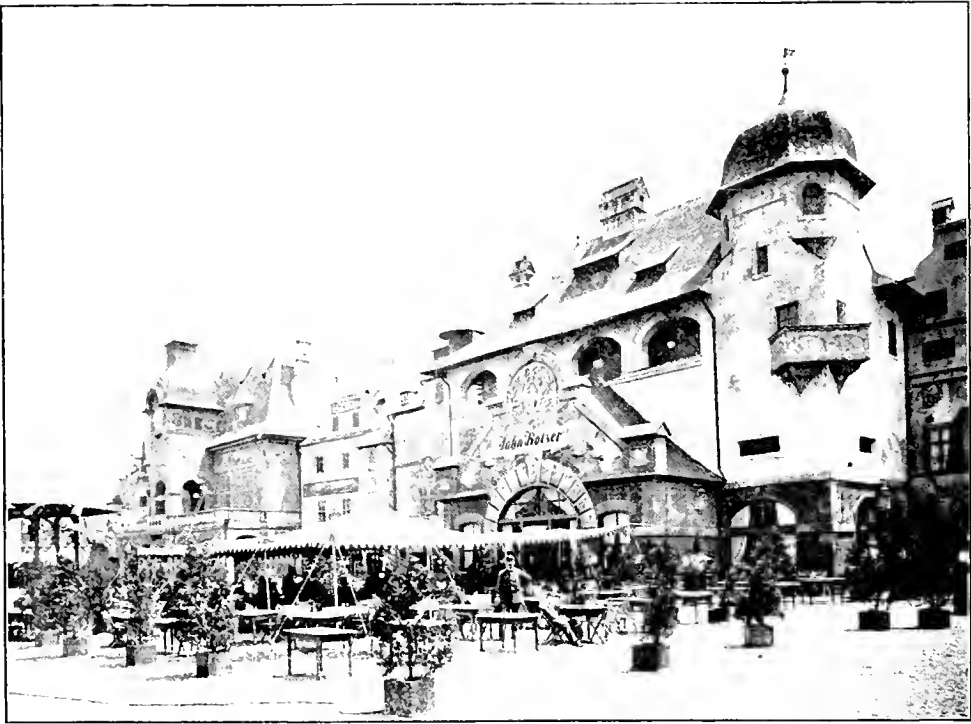


ROB'T. B. JENTZSCH

Photo by Gibson

Director-General Old Vienna and Member of Imperial Austrian Commission

Mr. Rob't B. Jentzsch, a native American, but now a resident of Vienna, Austria, a civil engineer of international reputation, is a member of the Imperial Austrian Commission, and through courtesy and patriotism to the Austrian Empire, accepted the arduous duties of Director-General of Old Vienna. This position he has filled with great credit to himself and honor to his country. His untiring efforts and phenomenal energy has placed Old Vienna as the crowning success of Midway Plaisance.



SOUTH SIDE OF COURT, OLD VIENNA

OLD VIENNA

Of the numerous attractions on the Midway Plaisance there is none more interesting than "Old Vienna," and to quote Hon. Carter H. Harrison, Mayor of Chicago, "There is no other spot in or about the Columbian Exposition where one can imagine himself in the old world as in 'Old Vienna.'"



A GLIMPSE IN OLD VIENNA

It is located just west of the Ferris Wheel, and from its very quaint architectural appearance, one cannot fail to notice it. The entire structure both externally and internally, is an exact re-production of Vienna in the seventeenth century.

The outer walls are in appearance old and weather-beaten, and as H. N. Higinbotham, President of the Columbian Exposition, has said of it, "Has a flavor of ancient times that is peculiarly pleasant."

Upon entering the enclosure one is struck with the wonderful panorama presented, showing, as it does, a square in Vienna, Austria, as it was two hundred years ago. The quaint shops with their great variety of wares, the large band stand in the center of the court, and the many exceptionally fine restaurants, all go to make up a scene nowhere else encountered on the American continent. Old Vienna as it is here seen is a glimpse into fairyland.

All day long it is filled with throngs of visitors, but with the coming of dusk thousands of people gather here to enjoy, as can nowhere else be

enjoyed in the entire Exposition Grounds, an evening of solid comfort and unalloyed happiness. The entire place seems alive with pleasure. The shopkeepers are busy with their many customers, the restaurants are crowded to overflowing, in fact, apparently there is not a spot in Old Vienna but what is occupied with happy souls, all enjoying themselves in one way or another, amid laughter and music.



C. M. ZIEHRER

Director of the Imperial Austrian Band

Occupying the band stand is the Imperial Austrian Band, under the leadership of that world famous musician and composer, C. M. Ziehrer. It can be safely stated that in all America there is no finer band to be found than this one, and but very few that can even compare with it. In honor of his visit to America Herr Ziehrer has composed a military march, dedicating it to the President of the United States; it is "The Columbian March," and when rendering this now most popular piece of music, the

applause of the multitude is simply deafening, so highly is it appreciated. The band concerts begin daily at 5 o'clock, continuing until 10.

To the exceptionally good management of the enterprise is mainly due the phenomenal success of Old Vienna.

It is only fair to state that the continued success of this great enterprise is largely due to the rare judgment and exceptional business ability of the merchants and restaurateurs doing business in Old Vienna, in supplying the wants and gratifying the tastes of the army of daily visitors.



EMIL BRESSLER

Architect of Old Vienna

Occupying a large portion of the south-west corner of the court is the Restaurant and Cafe of Mr. John Rotzer. This enterprising gentleman seems blessed with the happy faculty of making everyone around him feel perfectly at home. His restaurant is one of the most perfectly equipped in the entire World's Fair.

Mr. John Rotzer was born in Paggstall, Austria, in 1855, and is therefore but thirty-eight years of age. He is perfectly familiar with the restaurant business, having been engaged in this line in London, Paris,



JOHN ROTZER



CHAS. ANTOSCH

Vienna, Carlsbad and Francisbad. In his native city he owns large vineyards, and when he came to America he imported about \$20,000 worth of wine for his patrons in Old Vienna, thereby securing the gratitude of all who have been fortunate enough to partake of it. He was for three years a commissioned officer in the Horse Artillery of Austria. Recognizing the American appreciation of good things, he has opened a genuine Vienna Bakery in the Douglas Arcade, near 37th Street, Chicago, employing five bakers direct from Vienna. He supplies not only a large circle of private families, but quite a large number of the restaurants of the Midway Plaisance. His restaurant is crowded nightly with crowds of merry people who fully appreciate his excellent service.

Associated with Mr. Rotzer is Mr. Charles Antosch, his business manager. Mr. Antosch is a native of Vienna, Austria, being born there in 1861. His entire business career has been spent in the hotel business, being connected with the leading hotels throughout Europe. For the past seven years he has been manager of the Austrian Court, one of the largest hotels in Vienna. He came directly from there to his present business, and after the Exposition is closed, both he and Mr. Rotzer will return to Vienna, being highly satisfied with their visit to America.



JOHN DOTTER'S RESTAURANT AND EMPLOYEES
Old Vienna

On the north side of the Court, about opposite the band stand, is the Restaurant and Cafe of Mr. John Dotter. This is one of the finest restaurants in Old Vienna, and is always well supplied with choicest edibles. Mr. Dotter, the proprietor, having been engaged in the general merchandise business in his native city, Vienna, Austria, has learned thoroughly the art of pleasing his customers, as the large patronage enjoyed by him fully attests. His first idea in coming to the Fair was to open a first-class cham-



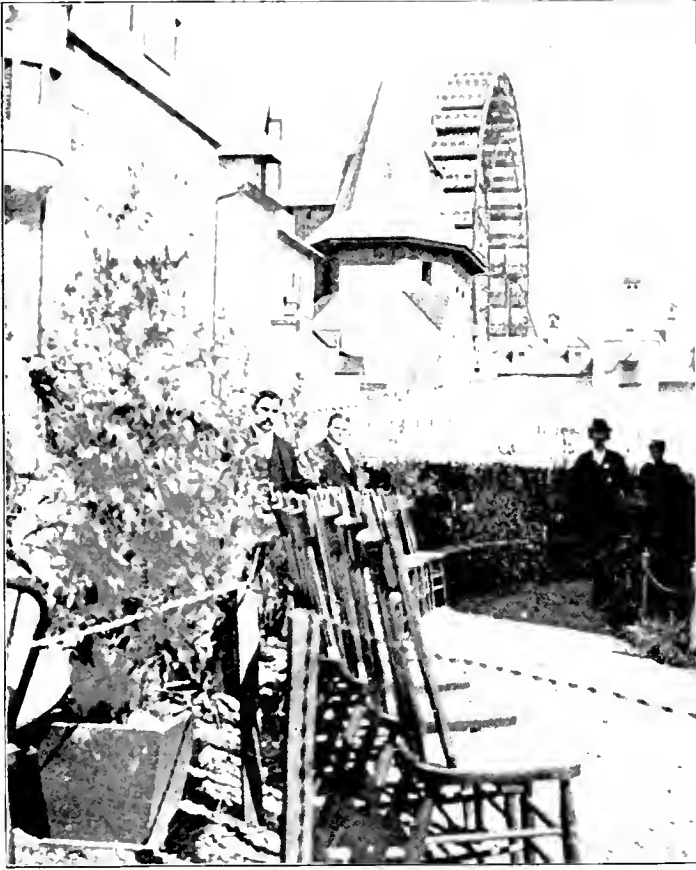
JOHN DOTTER



Photos by Gibson

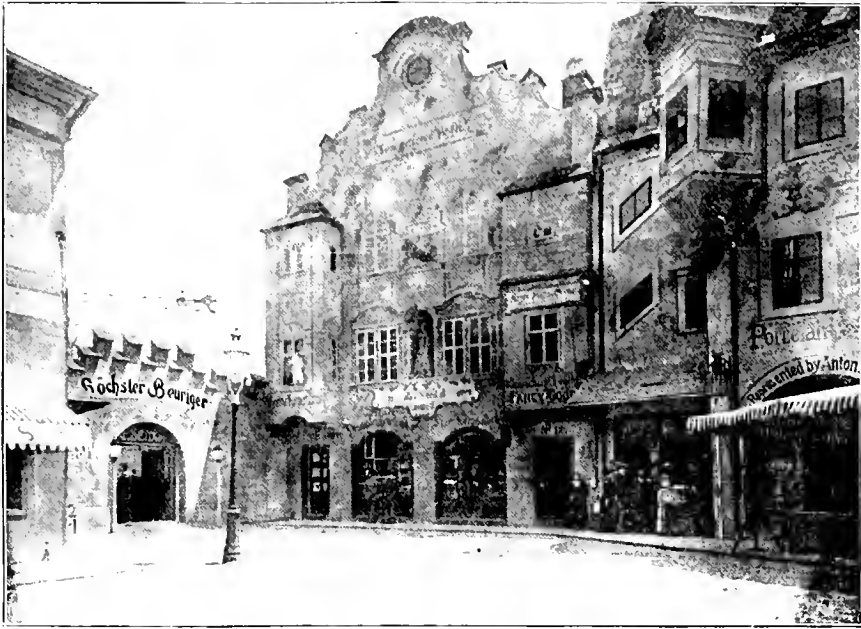
AUGUST C. COLLISCHAN

pagne buffet, but afterward thought best to engage in the restaurant business. He has proven his good judgment in changing his idea, as he has certainly made a great success as a restaurateur. In the management of his business he is very materially assisted by his estimable wife, she being a lady of quick perception and business sagacity. Mr. August C. Collischan, general manager for Mr. Dotter, is one of those pleasant mannered gentlemen that causes one to forget the unpleasant side of life. He is a native of Nuernberg, Bavaria, Germany, where he was born in 1865. His knowledge of the restaurant business is most thorough, having attended three expositions previous to coming to Chicago—those of Vienna, London and Paris. In 1891 he came to America, and at once engaged in business, opening the North Star Club, at 551 North Clark Street, Chicago, which he still owns and operates. Mr. Dotter, learning of his excellent business ability, succeeded in securing his services during the Exposition, after which he will resume control of his Chicago business. The Exposition being over, Mr. Dotter and his wife will return to Vienna.



VIEW IN OLD VIENNA
Showing Ferris Wheel in the distance

The new ideas that are constantly being brought forward by inventive genius are always interesting. In the great Fair of 1893 a collection of novelties is shown that is simply startling in greatness and variety; but in the west end of Old Vienna is an exhibit of novelties and bric-a-brac that has the merit of containing all those most unique and novel. We refer to the booth of Mr. H. J. Skinner, a gentleman whose wide travels and familiarity with the wants of a buying public, enables him to select only such articles as will at once strike one's fancy. Among the many novel articles sold at his booth might be mentioned the walking cane, which answers a double purpose. The cane is hollowed out, and holds a half-pint of liquid and a small wine glass, yet it is made so neatly as to have the appearance of a very ordinary stick. Mr. Skinner has been connected as advertising manager with a number of shows, circuses, etc., most notable being the great Barnum circus.



ENTRANCE TO RESTAURANT AND CAFE OF FRANZ SEIDL
Southeast Corner Old Vienna

The illustration here given shows the entrance to the Restaurant and Cafe of Mr. Franz Seidl, a place where pleasure reigns supreme. The entrance is large and comfortable, and in the center is an elevated stage on which are given continuously songs and music by a company of pleasing musicians and vocalists. To visit Father Seidl's is only to lift one's self into a realm of delightful joys. The happy faces here so numerous seen, tell plainly the great ability of the host to provide for his friends and patrons the contentment of mind so much sought after and so seldom found. Although Mr. Seidl is here seen as a pleasant and jovial gentleman, yet he has faced the smoke of battle in defense of his country, in the war with France, and now carries as a mark of his bravery, wounds received in battle. After the war he returned to his home in Vienna and engaged in the restaurant business which he has continued ever since. In 1869 he was made a member of the city council, which position he still retains. With the closing of the Exposition he will return to his home feeling satisfied he has seen the greatest Fair the world will ever know.



SCENE IN OLD VIENNA

A rare work of art can be seen in Booth No. 50, in the line of engraved medals.



Stabilimento
Stefano Johnson
Milan, Italy

—
Medaglia Coniata
pel
IV. Centenario
di
Christoforo
Columbo



These Medals were struck in the Laboratory of STEFANO JOHNSON, Milano, in commemoration of the 400th Anniversary of the Discovery of America. The work has been pronounced by artists, sculptors and the lovers of Fine Arts to be the gem of the Exposition. Mr. C. F. Wigand is the sole Agent for the sale of them. They are to be had at The Monastery La Rabida and "Old Vienna." After the close of the Exposition Mr. Wigand's address will be 123 E. 71st Street, New York.



JOSEPH FROELICH

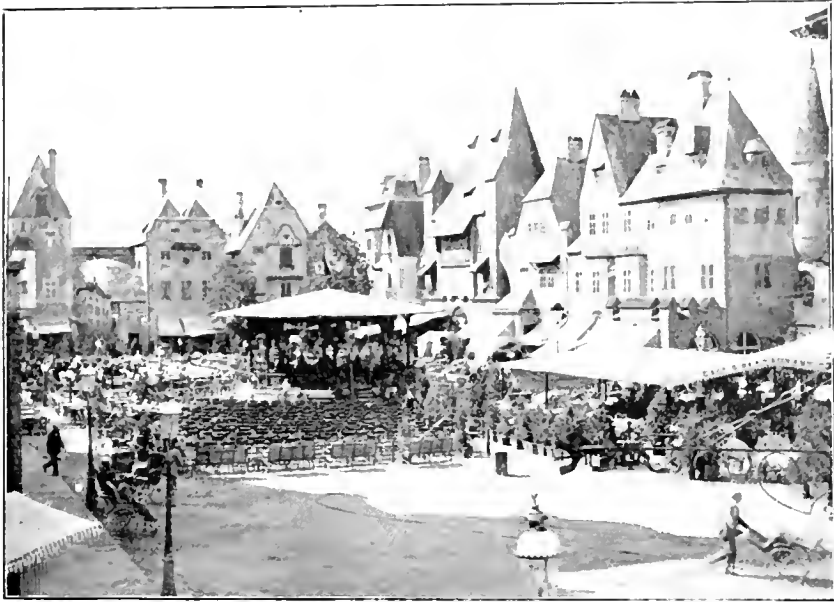
Photo by Gibson

courses from 12 to 2:30, for sixty cents. Politeness with Mr. Froelich is only natural, as his entire life, with a few exceptions, has been spent in the hotel business, being connected with such celebrated hostelries as the Bristol Hotel in Paris, and other large European hotels, and in America with the Astor House, Delmonico's and Brunswick of New York, and in the Shoreham Hotel of Washington, owned by Ex-Vice President Morton. He was an officer in the Austrian Army, in the Turkish War of 1878.



The lady whose portrait is here shown, seems perfectly happy, knowing that to all ladies perfect teeth are one of the crowning points of beauty; and her own, she feels, are all that could be desired. Mr. A. Wiener, of Vienna, Austria, is located in Booth No. 23, in charge of the exhibit of F. A. Sarg's, Sohn & Co. The exhibit is the celebrated glycerine tooth cream "KALODONT." The preparation is sold in all parts of the world, and Mr. Wiener will place it on sale in all drug stores in America, after the Fair, at 25 cents a package. Mr. Wiener has also an exhibit of a new device for holding playing cards, a thing greatly appreciated when

once used. Another very valuable article sold by him is a Pocket Dispensary, to be used in cases of emergency in relieving persons taken suddenly ill or meeting with accidents. His booth is located in the south part of the Court of "Old Vienna."



SCENE IN OLD VIENNA

Looking West

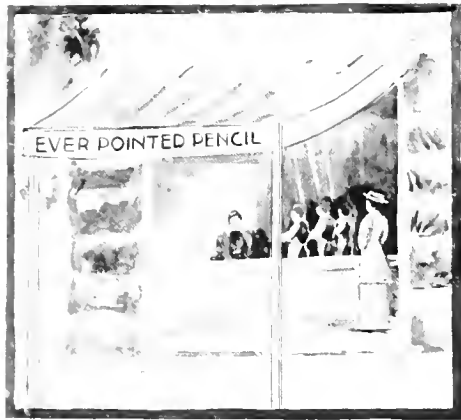


MARCUS BRAUN

Photo by Gibson

The interests of Old Vienna are more than well represented in the person of its bright and energetic Press Agent, Mr. Marcus Braun. This gentleman leaving his home in Hungary for "green fields and pastures new," came to America about a year and a half ago and connected himself with the "Austro-Hungarian Gazette" in New York City, and by his indomitable energy and aptitude in his chosen profession soon attracted the attention of the "New York Herald" with which he was later connected, and is still their correspondent. Being sent here by a large German daily newspaper, and meeting with such great success, the managers of Old Vienna secured his services as Press Agent, recognizing in him a man of bright perception, excellent judgment and extraordinary ability, an opinion since

proven to be correct by his efforts in their behalf.



EVER POINTED PENCIL

Interior of Shop in Old Vienna

More than two thousand years ago King Solomon declared "There is nothing new under the sun." Whether we have unearthed an invention of the Dark Ages or proven the sayings of this wiseacre false, the fact stands, nevertheless, that Mr. H. D. Greenwald, whose booth near the north-west corner in "Old Vienna" is shown in the accompanying illustration, has patented and placed before the public an article of more than passing interest to the busy people of the nineteenth century. The invention referred to is the "Ever Pointed Pencil." It is a composite pencil being made up of small pieces, placed one after another in a tube, each piece having a point on one end, in the other an indentation, therefore when a point of any piece becomes destroyed, the piece is extracted and pushed in again from the opposite end, which forces a new point forward, thus making an ever pointed pencil, saving not only time in constant sharpening, but as few people can properly sharpen a pencil, a great deal of annoyance is done away with. Mr. Greenwald secured his patents in February, 1892, and in addition to having a place of business at 80 Dearborn Street, Chicago, has one also at 50 Howard Street, New York. In the manufacture of these pencils, a shop working only six persons can turn out thirty-five gross a day, each gross requiring twenty-one thousand handlings.



NIGHT-WATCH, VALENTINE PETERS

Old Vienna

Science is but the accumulative knowledge of years of experience. The science of making a good cup of coffee is obtained by but few people indeed, but to the many lovers of this "cup that cheers, but never inebriates," to drink the coffee served at the buffet of Messrs. K. G. Majorossy and John Juranits, is to enjoy to the fullest all that the name of coffee implies. In connection with this fine coffee is served confections of the finest quality. Mr. K. G. Majorossy has been engaged in the confectionery business since 1865, and was formerly the proprietor of the Royal Confection-



K. G. MAJOROSSY



JOHN JURANITS

ery, in Buda-Pesth, Hungary. He has attended every exposition of note since 1873, particularly those of Vienna, Philadelphia, Paris and Buda-Pesth. He was for a number of years located in Syracuse, N. Y., where he did a very extensive business, receiving orders from all parts of America, he being so widely and favorably known. The "Major," as he is called by his numerous friends, will attend the exposition at San Francisco, where the great reputation he has already earned is sure to be appreciated by the good people of the Far West.

Mr. John Juranits, partner of Mr. Majorossy, is a confectioner of twenty-one years practice, and to say that he has attained the highest perfection in his business would be simply stating a fact thoroughly known by his friends and patrons. He has been connected with the very finest confectioneries of Austria, Hungary and Germany. He was for a number of years employed in the celebrated establishment of Kugler's Royal Confectionery, Buda-Pesth, Hungary, whose name is synonymous with everything that is first-class in the way of confections. He resigned his position in Buda-Pesth to engage as partner in the business now being operated so successfully by himself and Mr. Majorossy in the west end of Old Vienna.

Mr. Paul Gerlach, late of Dresden, Germany, has on exhibition in "Old Vienna," No. 22, one of the most interesting exhibits to be seen in the entire World's Fair. It consists of a wonderful assortment of fine Oil Paintings on cedar wood. The subjects embrace everything to be imagined, and must be seen to be appreciated. They are all for sale at extremely moderate prices. Lovers of Art cannot possibly take home a finer souvenir than one of these paintings, as they are all perfect gems.

The exhibit of Græco-Egyptian paintings of Mr. Theodor Graf, located in the City Hall of "Old Vienna," is without question a collection to be seen but once in a life time, and, to the lovers of art, an inspection of these paintings is a treat of the rarest kind.

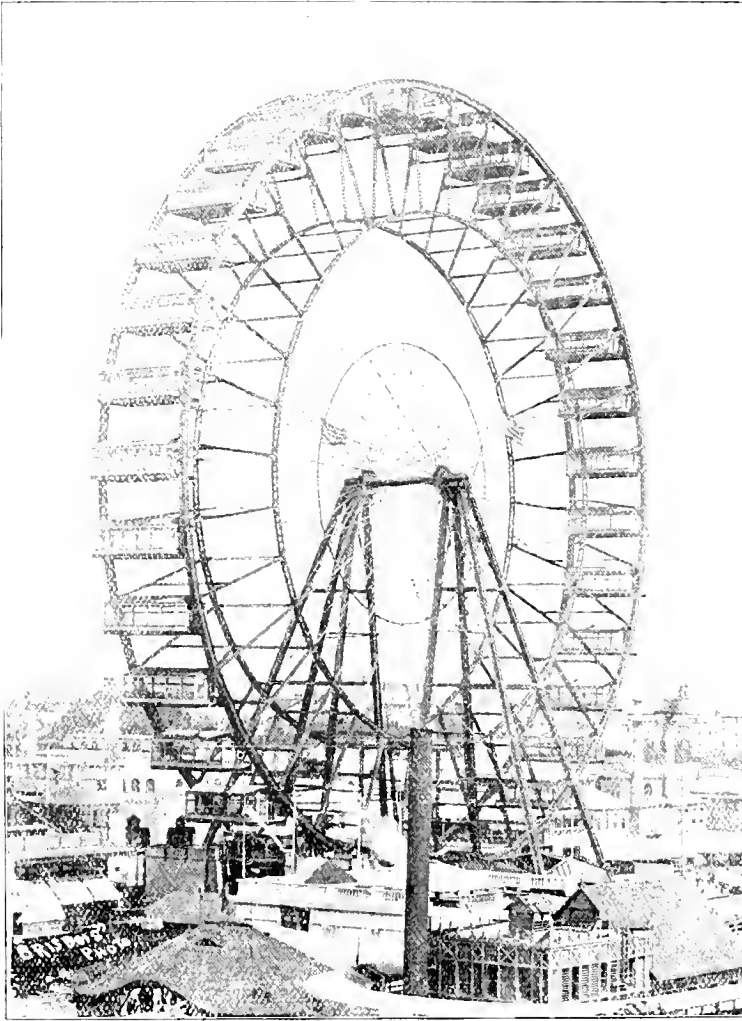


SOUTHWEST CORNER OLD VIENNA



G. W. G. FERRIS

Originator of the Great Ferris Wheel on Midway Plaisance



THE GREAT FERRIS WHEEL

THE FERRIS WHEEL.

The conception of this wonderful structure originated in the brain of Mr. G. W. G. Ferris, a consulting and constructing civil engineer, of Pittsburg, Pa., the firm of which he is president being G. W. G. Ferris & Co. Their principal work was in building bridges, and there is scarcely a piece of bridge work undertaken in America during the past few years in which they have not had a hand. The firm is the largest of its kind in the world. Mr. Ferris was among the first who thought of some great attraction for the World's Fair, and the idea of constructing a great observation wheel as a rival of the Eifel Tower of the last Paris Exposition was the feat to be accomplished. The Fair management had many suggestions to draw from, and the fact that the best engineers of the world had offered plans for something great was all the more honor to Mr. Ferris when his plans were accepted. It was not until December, 1892, that the concession was granted, and \$25,000 had been expended in plans and specifications alone. The orders were placed for the material as soon as possible, and the metal was yet in the pig in January, 1893. In March the ground was broken for the foundations, about the 20th—and the completed wheel began to turn on June 20th. It is safe to say that from its incipency to its finish, no such work has been accomplished with such perfect accuracy in so short a time, during the present century.

The wheel is composed of two wheels of the same size, connected and held together with rods and struts, which, however, do not approach closer than twenty feet to the periphery. Each wheel has for its outline a curved, hollow, square iron beam, $25\frac{1}{2} \times 19$ inches. At a distance of 40 feet within this circle is another circle of a lighter beam. These beams are called crowns, and are connected and held together by an elaborate trusswork. Within this smaller circle there are no beams, and at a distance there appears to be nothing. But at the center of the great wheel is an immense iron axle, 32 inches thick and 45 feet in length. Each of the twin wheels, where the axle passes through it, is provided with a large iron hub, 16 feet in diameter. Between these hubs and the inner "crowns" there are no connections except spoke rods $2\frac{1}{2}$ inches in diameter, arranged in pairs, 13 feet apart at the crown connection. At a distance they look like mere spider webs, and the wheel seems to be dangerously devoid of substantial

support. The explanation of this is that the Ferris Wheel—at least inside the smaller crowns—is constructed on the principle of a bicycle wheel. The lower half is suspended from the axle by the spoke rods running downward, and the upper half of the wheel is supported by the lower half. All the spoke rods above the axle, when it is in any given position, might be removed, and the wheel would be as solid as it would be with them. The only difference is that the Ferris Wheel hangs by its axle, while a bicycle wheel rests on the ground, and the weight is applied downward on the axle.

The thirty-six carriages of the great wheel are hung on its periphery at equal intervals. Each car is 27 feet long, 13 feet wide and 9 feet high. It has a heavy frame of iron, but is covered externally with wood. It has a door, and five broad plate glass windows on each side. The wheel with its cars and passengers weighs about 1,200 tons, and therefore needs something substantial to hold it up. Its axle is supported on two skeleton iron towers, pyramidal in form, one at each end of it. They are 40x50 feet at the bottom, and 6 feet square at the top, and about 140 feet high, the side next to the wheel being perpendicular, and the other sides slanting. Each tower has four great feet, and each foot rests on an underground concrete foundation 20x20x20 feet. Cross bars of steel are laid at the bottom of the concrete, and the feet of the tower are connected with and bolted to them with iron rods.

Each of the thirty-six cars has forty revolving chairs, made of wire and screwed to the floor. It weighs 13 tons, and with its forty passengers will weigh three tons more. It is suspended from the periphery of the wheel by an iron axle 6½ inches in diameter, which runs through the roof. It is provided with a conductor to open the doors, preserve order and give information. The wheel is never left to itself, but is always directly and constantly controlled by a steam engine. The machinery is very similar to that used in the power houses of the cable car companies. It operates a north and south iron shaft 12 inches in diameter, with great cog wheels at each end, by means of which the power is applied at each side of the wheel.

The wheel is 250 feet in diameter, 825 feet in circumference and 30 feet wide, and is elevated 15 feet above the ground. The great wheel is also provided with brakes. Near the north and south ends of the main shaft are two 10-foot wheels with smooth faces and girdled with steel bands. These bands terminate a little to one side in a large Westinghouse air-brake. If, therefore, anything should break, and the engine fail to work, the air can be turned into the air-brake, and the steel bands tightened until not a wheel in the whole machine can turn.

Many people have an idea that the sensation of going around the wheel is not altogether an agreeable one. On the contrary: if one were to go around with closed eyes there would be no knowledge whatever that the wheel was in motion. The sensation is never disagreeable, but always delightful. There is not the slightest suggestion of dizziness or sea sickness, and even the most timid lose all fear after the wheel has moved around but a few feet.

To those who have any fears about the wheel's perfect safety, it is enough to say that every rod, bolt, girder and beam was thoroughly tested by the firm of G. W. G. Ferris & Co., inspectors for the United States government, before it was accepted. The strains from every point were calculated by Mr. W. F. Gronau, Mr. Ferris' chief assistant, and they were made as perfect and strong as human brain could conceive. The fact that a gale passed over the wheel with 110 miles an hour velocity ought to be sufficient evidence that the work is as stable and solid as the Rock of Gibraltar. To the most cynical and doubting, the assurance is given by Mr. Ferris that it would be an impossibility to secure greater safety than in the wheel.

The promoters of the great Ferris Wheel enterprise are now satisfied that the cost—\$300,000, will be more than realized, with the chances favoring an overplus of \$500,000. It is a question if a similar success was ever attained in America.

It is impossible to obtain a more charming panorama of the White City and Chicago than from the Ferris Wheel. As the visitor gradually ascends the scene constantly enlarges, much as is noticed from a balloon ascension. To the north, south and west the city seems to lift itself into vision; while towards the east the World's Fair buildings rise one after the other until when the highest point is reached a complete bird's-eye view is presented. The blue waters of Lake Michigan spread out, encircling the city, while the shores of Michigan, 50 miles away, are easily discernible on a clear day. There are very few words spoken by the people on the cars at this point, the general feeling being one of silent admiration and inspiration. The Midway Plaisance diminishes into village proportions, the motly crowd looking like an army of pigmies.

If the day view is beautiful, at night it is like a vision of fairyland. The myriad lights in the Fair grounds and city seem like so many stars enlarged and dropped from the skies. Nothing could be more inspiring, and the visitor carries away the one remembrance of enchantment akin to the splendor and gorgeousness of the Arabian Nights. No one should fail to ride on the wheel by night.

The feat of lighting the wheel by electricity is considered by all the experts to be one of the most remarkable and interesting at the Fair. The great difficulty to overcome was in getting the current on the shaft (as it turned two ways), and also in getting the lamps on the wheel without losing any current on the steel frame. This was finally accomplished by means of collector-rings placed on the axle, and there are now 720 lights on the outer circle, 504 on the inner circle, 250 on the towers, 320 on the portals under the towers, 500 on the fence enclosure, besides enough on spokes and other points to run the number up to nearly 3,000. The plant is 700 feet from the base of the wheel, from which the current is carried by



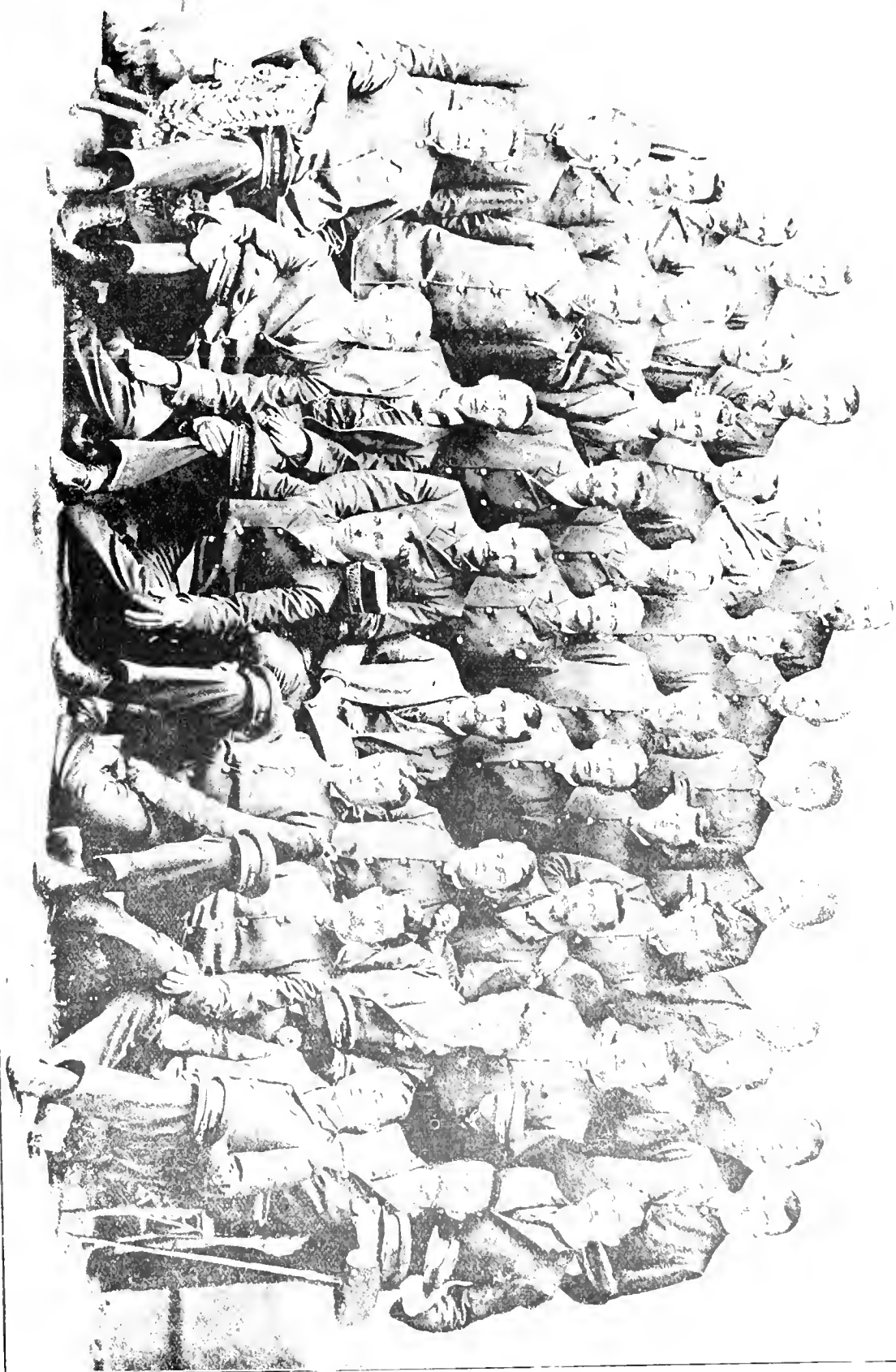
L. V. RICE

Superintendent of the Ferris Wheel

underground okinite conductors. The plant consists of two 500-light Edison dynamos and two 800 Western Electric dynamos, which are driven by two Dick & Church compound engines. Experiments are constantly being made, and new features of lighting added nearly every week. The appearance of the great wheel at present is certainly one of wondrous beauty, and is the center of attraction to thousands at the Fair and over the city.

The management of a great enterprise like the Ferris Wheel, of course, requires no little executive ability. It is safe to say that no such important work as this ever had more skillful direction, or more accurate details in caring for its interests. The construction was superintended by Mr. L. V. Rice, formerly Superintendent of the great St. Louis bridge, and he has been in charge since the wheel was opened for the public. Mr. Rice's services are properly valued by Mr. Ferris.

Mr. Rice was born near Lodoga, Indiana, in 1864, graduating at one of the smaller Indiana colleges, he took a special course in Civil Engineer-



EMPLOYEES OF THE FERRIS WHEEL.

ing at Cornell University in 1885-86, fitting himself most thoroughly for the active life he has since experienced. During the construction of the Fifth street cable line of Kansas City, in 1886-87 his duties were those of rodman and transitman. He was the assistant engineer in the building of the Nebraska City bridge in 1888-89. In 1889-90 he was engaged as assistant engineer and draughtsman in the building of the Merchant's bridge at St. Louis, Mo., and was first assistant engineer of the Central bridge over the Ohio River, in 1890-91, of which Mr. G. W. G. Ferris was chief engineer. During '91-92 he was bridge engineer and chief draughtsman of the P. & L. E. R.R. of Pittsburgh, Pa. Being offered the important position of resident engineer of the new St. Louis Union Depot, one of the largest buildings ever constructed, he occupied the same until the latter part of '92 when he resigned to superintend the construction of the great Ferris Wheel. Of the many arduous duties connected with the management of so great an enterprise as the Ferris Wheel, it is not the least among them to reply to the thousands of queries made by the large number of press representatives that daily visit the wheel. In this particular, Mr. Rice has acquitted himself most creditably, conducting himself at all times in a way that is most pleasing to the questioner, yet showing a perfect disregard to the ennui that he must of necessity feel from the repetition of his replies.

The enormous size of the Ferris Wheel may be more readily understood by persons not visiting the Fair by the following anecdote: A forlorn looking fellow came wandering up the Midway, feeling very dejected in spirits, as he had spent all of his money, and at this particular time did not possess as much coin of the realm as would buy a postage stamp. Coming to a sudden stop on observing the wheel, he asked a by-stander to tell him "what that big thing was?" The person addressed, with much surprise at the questioner's ignorance of the greatest attraction of the Fair, informed him that it was the great Ferris Wheel, to which the moneyless man replied, "'Tis? Why, I thought it was a dollar."

Following are the names and occupations of the "Employes of the Ferris Wheel," whose portraits are shown on the preceding page:

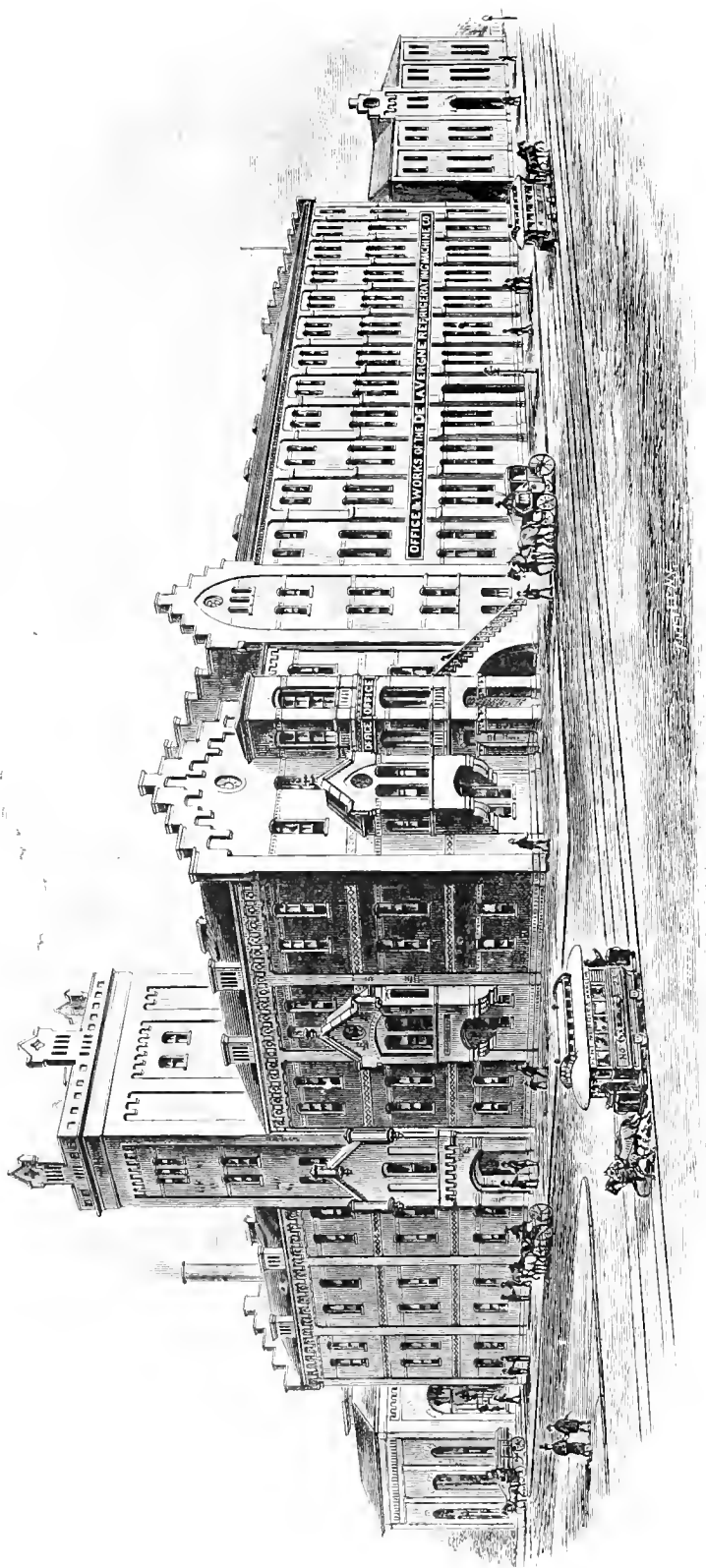
1, L. V. Rice, superintendent; 2, E. N. Brancher, conductor; 3, C. D. Williams, conductor; 4, G. H. Turkington, guard; 5, C. D. Riddle, conductor; 6, D. A. Murray, engineer; 7, W. E. Smith, guard; 8, C. H. Kreider, chief engineer; 9, W. T. Hunter, oiler; 10, D. S. Slater, watchman; 11, Frank A. Lyle, conductor; 12, J. H. Hunter, electrician; 13, John Lehner, conductor; 14, H. E. Hogan, oiler; 15, Dick Gill, foreman; 16, A. J. Correll, fireman; 17, H. O. Newton, conductor; 18, Harry Goodwin, conductor; 19, Harry W. Hill, ticket seller; 20, Wm. Sylvester, conductor; 21, G. C. Mayor, conductor; 22, A. J. DeMers, conductor; 23, W. H. Dean, electrical engineer; 24, H. J. Nuckols, guard; 25, Vietch Knapp, conductor; 26, Ed. S. Gregg, conductor; 27, Harry Simon, guard; 28, O. P. Robinson, conductor; 29, C. F. Carhart, conductor; 30, B. W. Dutton, conductor; 31, Arch. Allston, Jr., gateman; 32, G. B. Spaulding, head conductor; 33, W. H. Nault, gateman; 34, Willis Clark, conductor; 35, I. R. Hazen, guard; 36, Henry Gillespie, conductor; 37, C. S. Kevan, conductor; 38, J. S. McCracken, conductor; 39, A. A. Lawrence, conductor; 40, C. M. Hart, conductor; 41, S. L. Shriver, conductor; 42, Wm. Davis, conductor.

THE ICE RAILWAY

It is usual to speak of artificial refrigeration and ice making as an infant industry, having before it a brilliant future. It would seem, however, that an industry which requires for its sustenance about two million tons of coal annually, producing in the same time the equivalent of some thirty-six million tons of ice, is tolerably vigorous, and whatever may be its future growth it is certain that its present healthy condition is largely due to lager beer; a statement which may be received with mixed feelings. It was for a long time a very sickly child, and it is to be regretted that the parents have not lived to see the complete justification of their seemingly extravagant hopes.

Nearly the whole of the business has been developed during the last ten years, and this notwithstanding the fact that all the principles involved have been long well-known, and, moreover, in the decade from 1850 to 1860 practical machines were produced to all intents and purposes identical with the various types now in use. As early as 1850, Prof. Alexander C. Twining, of New Haven, Conn., commenced experiments with the compression machine, using a volatile liquid (ether), and in 1855, he produced a machine capable of making 1,600 pounds of ice in twenty-four hours. This, with improvements in mechanical details, has become the compression machine of to-day. In 1851, Dr. John Gorrie patented and built in New Orleans a machine for mechanical refrigeration, using a non-liquefiable gas, namely, the air. This may be considered the parent of the cold air machine, which in England has reached a high degree of perfection for special use in connection with ship cooling. Finally, in 1860, F. Carre introduced the absorption system of which the modern plants on this plan are merely variations and improvements.

It would seem, therefore, that nearly forty years ago everything was ready for the introduction of refrigerating machinery, but as a matter of fact all these plans fell flat with the exception of the Carre absorption machine which received a limited number of applications. The development of mechanical refrigeration is really due to its application to another industry, which during the last thirty years has in this country grown to immense proportions



THE DE LA VERGNE REFRIGERATING MACHINE COMPANY WORKS
Foot East 138th Street, New York

Lager beer breweries required large quantities of ice to maintain their cellars at a low temperature, and it was soon perceived that not only could refrigeration be produced more cheaply by artificial means than it could be by the use of ice, but the immense ice houses forming the usual adjunct to a lager beer brewery be entirely dispensed with, and the cellars maintained at a low temperature without actual manufacture of ice. This resulted in a double advantage: the saving of room occupied by ice houses, and an economy in the actual cost of refrigeration effected. The reason for this latter is readily understood when we consider that to make ice the water has to be cooled to the freezing point, then when exposed for a time to the cooling agent the ice has to be transported to the cellars or ice houses. But by performing the refrigeration inside the cellars themselves we avoid this handling and losses attending it, and also the preliminary cooling of the water above referred to. The brewers are able and willing to take the necessary risk incidental to new enterprises in order to secure these advantages, and offered such a chance for erecting machines to supplant the use of ice, that a number of enterprising men devoted all their talent and energy to the perfecting of this class of machinery. After the breweries came the slaughter houses, pork and beef packers, cold storage men, and simultaneously in the Southern States ice manufactories. The manufacture of ice, however, was regarded as of secondary importance until the two unprecedentedly mild winters of 1888-1889 and 1889-1890 at last brought the industry of ice making into the Northern States, and the result has been so satisfactory in a commercial way that at the present day one or more ice factories are to be found in nearly every Northern city of importance. To this result considerations of hygiene have largely contributed, for it has been found that the manufactured ice is much purer than the ice harvested from the streams, lakes and ponds near the large centres of population.

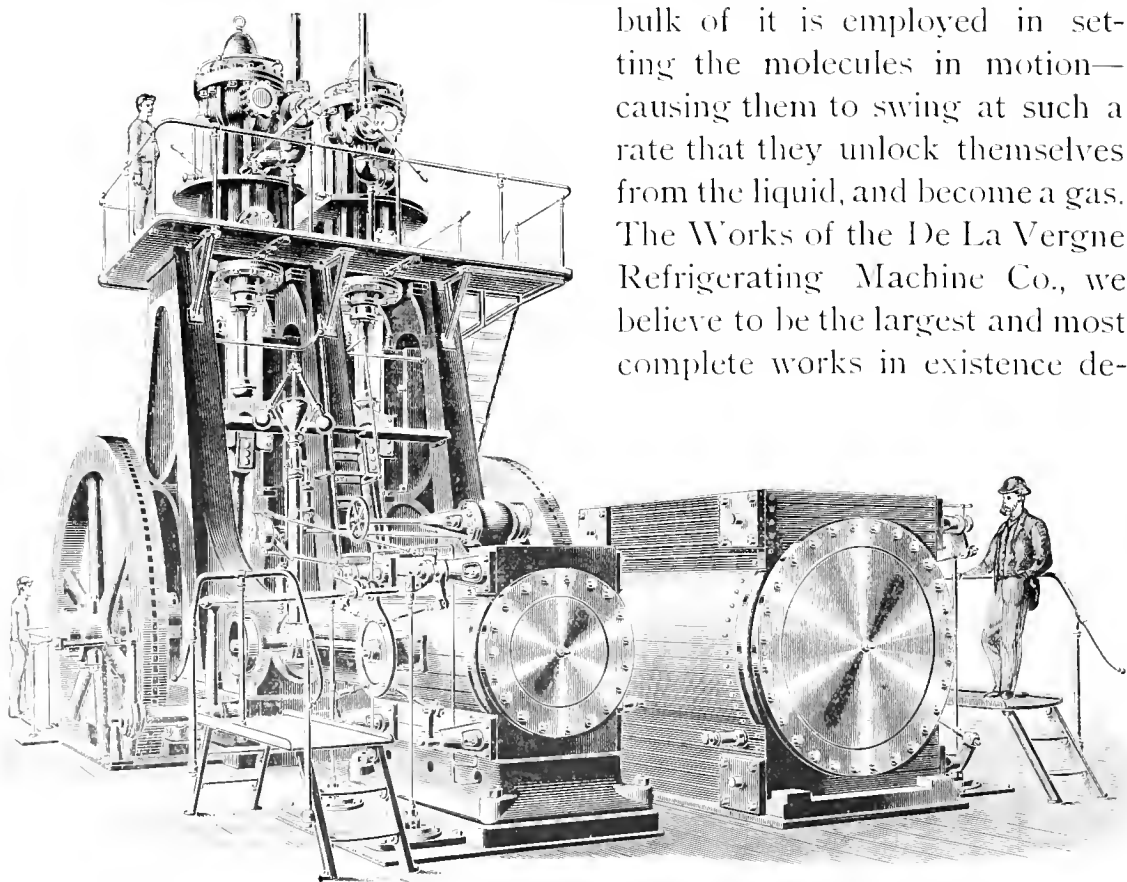
New applications are constantly being found for mechanical refrigeration. It was but a simple step to pass from the cooling of cellars to the cooling of storage rooms for perishable produce, such as meat, poultry, butter, eggs, fruit, etc., and nearly every town is now provided with cold storage houses.

The floating cold storage houses, or the refrigerated hold of a ship, for transportation of meat has practically supplanted the live cattle business, and given a wonderful impetus to the exportation of meat, particularly from countries very far removed from the market. Mechanical refrigeration is also used with advantage in many chemical and manufacturing operations, such as the separation of salts, purification of oil, etc., and one of the most singular applications made of it is that of sinking shafts in

quicksands, cooling pipes being sunk in a circle and a solid wall produced by freezing the soft ground.

The theory of mechanical refrigeration need not be discussed. Everyone at the present day knows that heat is not a material substance, but energy; that it can be removed either by transferring it from one body to another or by transforming it into work. All heat removed by mechanical process is first transformed into work; in the cold-air machines it is expended on the piston of the expansion cylinder; in the ammonia machines the

bulk of it is employed in setting the molecules in motion—causing them to swing at such a rate that they unlock themselves from the liquid, and become a gas. The Works of the De La Vergne Refrigerating Machine Co., we believe to be the largest and most complete works in existence de-



500-TON DE LA VERGNE REFRIGERATING MACHINE. LARGEST IN THE WORLD.

Erected for The Anheuser-Busch Brewing Co., St. Louis, Mo.

voted to the manufacture of refrigerating machinery. They are situated in the City of New York, at the foot of East 138th Street. This company was organized in 1880, and since its existence has erected *six hundred machines and plants*, all of which are now in successful operation. The total capacity of these machines, taken together, represents the cooling effected by the melting of over *thirty-five thousand tons of ice* every day.

They are distributed over the whole world, and are employed for the refrigeration of such establishments as require low temperature throughout the year—breweries, abattoirs, packing houses, cold storage houses, markets,

oil refineries, mineral water factories, chocolate factories, chemical works, hotels and restaurants, steamships, etc., and in ice factories.

They have made the highest reputation as to their perfection in workmanship, and are the most durable and economical machines known. The cooling agent employed is *anhydrous ammonia*, which is the best known for purposes of refrigeration and ice making.

The leading breweries of Chicago are equipped with the De La Vergne Refrigerating Machine Co.'s machines, and their system—direct expansion.

The Ice Railway, located just south of the Ferris Wheel, was designed and erected by the De La Vergne Refrigerating Machine Co. This unique exhibit shows that in addition to refrigerating and ice making, skating rinks and amusements of this character can be produced by this system—direct expansion.

Midsummer sleighing on real snow is delightful, refreshing and exhilarating. The Ice Railway furnishes all this, and is a most pleasing and attractive novelty. As a genuine novelty it has attained a great notoriety, as the following extracts from various newspapers will attest. Just three days before the opening of the Ice Railway, the Chicago Inter Ocean said of it:

"As wonderful as the Ferris Wheel and equally the outcome of modern engineering and inventive genius is the Ice Railway, which is erected and operated by the De La Vergne Refrigerating Machine Company, of New York, the oldest and largest refrigerating company in the world. It is next to the Ferris Wheel and will divide the honors when in operation, which will be soon. It consists of a long elliptical plane like a toboggan slide, which, in fact, it is, on which is a heavy coating of snow, is made and kept by two De La Vergne Ice Refrigerating Machines, one of 65 tons, the other 50 tons. It is wonderful to see pure snow crystals glistening in the hot summer sun and torrid temperature of June, and shows as nothing else could do the vast advance in ice refrigeration, due to the efforts of John C. De LaVergne, president of the De La Vergne Company, and for years the only advocate of the direct exposition system, which is now coming into such universal use. At either end of the ellipse formed by the Ice Railway are the handsome pavilion and power house. The first and second stories of the airy pavilion are fine places to take refreshments, and where no doubt the Laplanders and Eskimo will come to cool off when hot at their managers.

"In the towers are commodious reception rooms for visitors. The architecture of the buildings and railway is novel and attractive in design."

The Chicago Times, under date of June 22d, says:

"Coasting on a bob-sled over 850 feet of real ice in the dead of summer is what thousands of people have been doing in Midway Plaisance the last few days. It is almost incomprehensible that a smooth roadway of glistening ice 850 feet long and nearly four feet wide should be found resisting the furious attacks of the torrid sun and remaining as solidly frozen and as compact as Arctic explorers find the crystallized waters near the north pole, but such is the solemn fact. And after it is all explained the mystery is easily understood.

"This Ice Railway is one of the most marvelous of a number of marvels which exist in Midway Plaisance. It is just south and back of the great Ferris Wheel, and it is such a novel, ingenious, and interesting contrivance that it is destined to divide with the big wheel the interest of those who like new and pleasurable sensation. And its greatest charm for such is the fact that it costs only the trifling sum of ten cents to make the delightful trip.

"The Ice Railway, as it is called, at once an example of inventive genius and the successful application in a novel manner of the principles of refrigeration, a business which in the last few years has reached an extent and importance such as not many people realize. It consists of inclosed frame buildings, which form a species of ellipse, and occupy a space 400x60 feet, the first figures representing the length east and west, and the second the breadth. Running the full length of this inclosed space is a track which, as stated, is 850 feet around and is 44½ inches wide. On either side are guards of heavy girders several inches high. The surface of this track

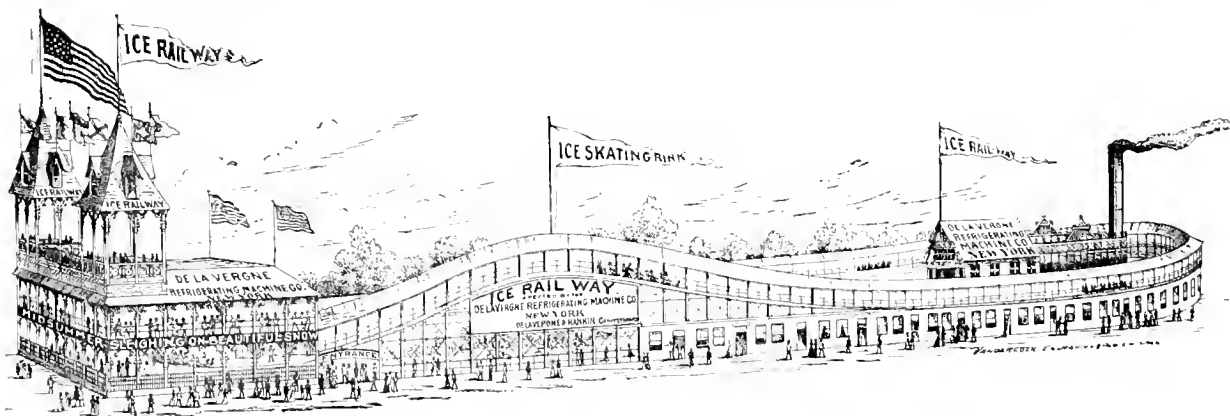
between the guards contains a coat of ice nearly an inch thick, and over this smooth and glistening substance bob-sleighs, each containing four leather-cushioned seats and accommodating eight persons, glide with the velocity of a toboggan and the ease of a coaster to the merry jingle of silver bells.

"The sleighs are started on a slight decline and gathering force in the run of several feet mount with the aid of a cable a gradual incline, which is twenty-five feet high at its summit. The sleighs attach themselves automatically to this cable, and when it performs its work in pulling them to the top of the hill the jaws of the sleighs automatically release the cable, and the bobs are ready to make their descent down the opposite side.

"It is then the fun begins. Ladies grab the backs of seats in front of them spasmodically at the first 'down-hill' hint, but when they find that the sensation is one of exquisite pleasure, and that there is not the slightest cause for fear, they resign themselves to the full enjoyment of the pleasurable and delightful feeling, and away the sleigh goes, rounds the curve with a swish, and draws up before the starting point as subservient to the driver's brake as a well trained horse to the deft but mild restraint of his master.

"It is great fun. No toboggan ride or coasting trip is to be compared with it, because toboggans and coasters wobble from side to side and don't pursue a straight course. The sleighs of the Ice Railway are entirely even and regular, and make no swaying motion because the guards or girders hold them in place and revolving wheels or bumpers on the sleighs act as guides and maintain them on a fixed line.

"But about the ice. People themselves can ride in the sleighs and experience the delicious sensation of coasting down a hill an eighth of a mile long, but they cannot discover how ice an inch thick can be maintained in the open air when the thermometer is 90 degrees with nothing but a light awning separating it from the broiling sun. Their curiosity centers on this marvel of modern science, and it ought to be gratified. The Ice Railway as an idea was evolved by Thomas L. Rankin, an able inventor and the patentee of this application of centrifugal force. The agency which worked it out and supplied the engineering and mechanical skill to stamp it as one of the great features of the Chicago Exposition is the De La Vergne Refrigerating Machine Company



ICE RAILWAY, MIDWAY PLAISANCE

of New York City, a corporation which does a business of \$2,000,000 a year, and by the application of approved methods of refrigeration by artificial means has brought the matter of chilling and ice making up to the highest state of development it has yet attained.

"The Company has gone to an expense of \$100,000 to locate at the World's Fair a plant which, while large, is small compared with its biggest single product. The Ice Railway is practically its exhibit, and to produce it the Company has in the space covered two refrigerating machines of sixty-five and fifty tons respectively run by two Corliss cut-off engines of a mean aggregate development of 145-horse power, besides a twin cylinder engine which operates the cable. The refrigerating agent used is anhydrous ammonia. It is subjected to a pressure varying from 125 to 175 pounds to the square inch, and the heat is squeezed out of it and withdrawn by forcing it through coils of pipe while the latter are in contact with cold water. The heat is then transferred to the water surrounding the coils. The liquified gas obtained in this way then enters nine coils of expansion pipe two inches in diameter, which run longitudinally around the track and are covered by bars of iron three-eighths of an inch thick and two inches wide laid laterally and imbedded in sand. Having entered these pipes, the pressure on the interior of which is maintained at a lower point than that required for maintaining the gas in a liquid state, the liquified gas re-expands and extracts from the pipes and the substances surrounding them the same quantity of heat that was previously given up by the gas to the water used during the condensation and liquifaction. The result is an ice-cold condition of the lateral bars of iron, which, coming in contact with the moisture in the air, freezes it so that it lays on the track in the form of as perfect snow an inch deep as anyone ever saw in midwinter. The wide runners of the bobs, gliding over the congealed air, flattens it into perfect ice, and there you have the Ice Railway. As long as the temperature in the pipes, with which the lateral strips of iron are in contact, is maintained at a low enough temperature no amount of summer heat will melt the snow.

"So far as the safety of the Railway is concerned it is entirely safe and there is no danger whatever. Every precaution has been taken to make the slightest accident impossible. The sleighs which are driven

tandem are attached to the bobs by the stoutest king-bolts, but in order to further insure their perfect safety wrought iron rods run through the center of each vehicle and the rod of the hind sleigh connects with the rod of the forward one and insures rigidity. To the grown boy as well as to the small boy the Ice Railway appeals for innocent recreation and fun. The buildings surrounding it and part of the attraction are very ornate. They have what might be called roof gardens, which are commodious and command a delightful breeze and the prettiest view of the Ferris Wheel and the surrounding panorama anywhere obtainable. In every way the Ice Railway is a healthful, clean and interesting feature of the Midway, and it will become one of the popular attractions of that remarkable adjunct to the fair. The character and standing of the De La Vergne Company, which operates the railway, is a guarantee that it is well conducted and a substantial enterprise. Besides this exhibit the De La Vergne Company exhibits a 150-ton refrigerating machine a little west of the north main entrance of Machinery Hall and a working model of its machine from the patent office at Washington in the Government Building. In addition to this the Bartholomay Brewing Company of Rochester, N. Y., has a complete model of a brewery in operation, in the Agricultural Building, containing one of the De La Vergne machines."

The Chicago Dispatch, July 8th, says:

"Yesterday the thermometer nearly reached the one hundredth degree mark, and to-day is not much cooler, yet amidst this sultry heat of midsummer many thousands of visitors to the Midway Plaisance can, and many did, enjoy the enviable pleasure of a genuine sleigh ride on pure white snow.

"Not imitation snow, but the pure crystal itself. It is in itself worth a trip to Chicago and to the World's Fair grounds from the summer heat prevailing throughout the surrounding country to come and enjoy this unique exhibit. For while combining the greatest amount of enjoyable pleasure to the merry jingle of silver sleighbells over smooth glistening snow, it is at the same time an exhibit of the De La Vergne Refrigerating Machine Company, of New York, showing their process of manufacturing artificial ice and snow by their double acting compressor, using anhydrous ammonia in its process by the direct expansion application.

"It is without a doubt the triumph of the nineteenth century. To thus overcome the forces of nature, to thus battle against the intense heat of a summer's sun and have lying outdoors beautiful snow for men, women and children to glide over with a speed both exciting and thrilling.

"Since the opening of this new Ice Railway a few days since, thousands of visitors have availed themselves daily of this greatest pleasure on Midway, and the letters written to their homes are filled with glowing accounts of a sleigh ride in midsummer. Everyone should visit this and enjoy a ride. It is on Midway, just south of the Ferris Wheel."

The Chicago Tribune, July 9th, says:

"A sleighride with the thermometer hovering around 90° would ordinarily be considered paradoxical; but American skill and genius has made it a possibility.

"Immediately south of the Ferris Wheel on the Midway Plaisance, is located the Ice Railway, where a most delightful sleighride can be had at any hour that the Exposition is open to the public. It will prove to be a never-to-be-forgotten experience and should be participated in by every Exposition visitor.

"This Ice Railway is the exhibit of the De La Vergne Refrigerating Machine Company of New York City, and while it contributes more largely to the enjoyment of the visitor than any other attraction on the grounds it is especially designed to illustrate the working of their refrigerating process, which is termed the direct expansion system.

"Their plant here has been erected regardless of expense and so appreciated is it by the general public that it is proving one of the chief attractions of the Midway Plaisance."

The Chicago Herald, July 4th, says:

"It seems incredible that World's Fair visitors in July can take a sleigh ride on real snow. The Ice Railway is one of the leading attractions on the Midway Plaisance, near the Ferris Wheel, and thousands of visitors will enjoy a ride to-day on this remarkable invention. It is erected and operated by the De La Vergne Refrigerating Machine Company of New York, which also has fine exhibits in the Government Building, Agricultural Building and Machinery Hall.

The above extracts are a few of thousands of press notices the Ice Railway are receiving daily from all parts of the country, which give sufficient evidence of the uniqueness of this novel exhibit. It is truly wonderful and will be remembered by visitors to the Exposition as one of the most interesting of all the exhibits seen.

Col. Wm. L. Distin, one of the proprietors, is the efficient manager. His residence is in Quincy, Ill., where he has had years of experience in the

produce, cold storage and ice making business. To him great credit is due for making the Ice Railway the great success it has attained, and one of the most popular resorts at the World's Fair. Col. Distin is a genial and pleasant gentleman, and has the happy faculty of making visitors feel "at home." He is Past Commander Department of Illinois, G. A. R. To all he gives a warm welcome. He is modest and unassuming, and possesses



W. L. Distin

Manager Ice Railway

wonderful executive ability. Col. Distin will have the honor of being manager of the first Ice Railway ever put in operation.

The officers of the De La Vergne Refrigerating Machine Co. are: John C. De La Vergne, President; Louis Block, Vice-President; Louis E. De La Vergne, Treasurer; Charles H. Cone, Secretary.

They have branch offices in Philadelphia, Cincinnati, St. Louis, Chicago, San Francisco, New Orleans, and in London, Eng.; Glasgow, Scotland; Chamond (Loire), France.





PRINCESS EULALIA AND ESCORT
On Midway Plaisance



MIDWAY PLAISANCE
Looking East from Western Entrance

VOLCANO OF KILAUEA

The Volcano of Kilauea, as an educational exhibit is equal to anything at the Great Fair. It is a correct and faithful representation of the world's great mystery—an active volcano—made from studies on the spot.

The original Volcano of Kilauea is on the Island of Hawaii, in the Hawaiian Islands, two thousand miles southwest of San Francisco.



VOLCANO OF KILAUEA

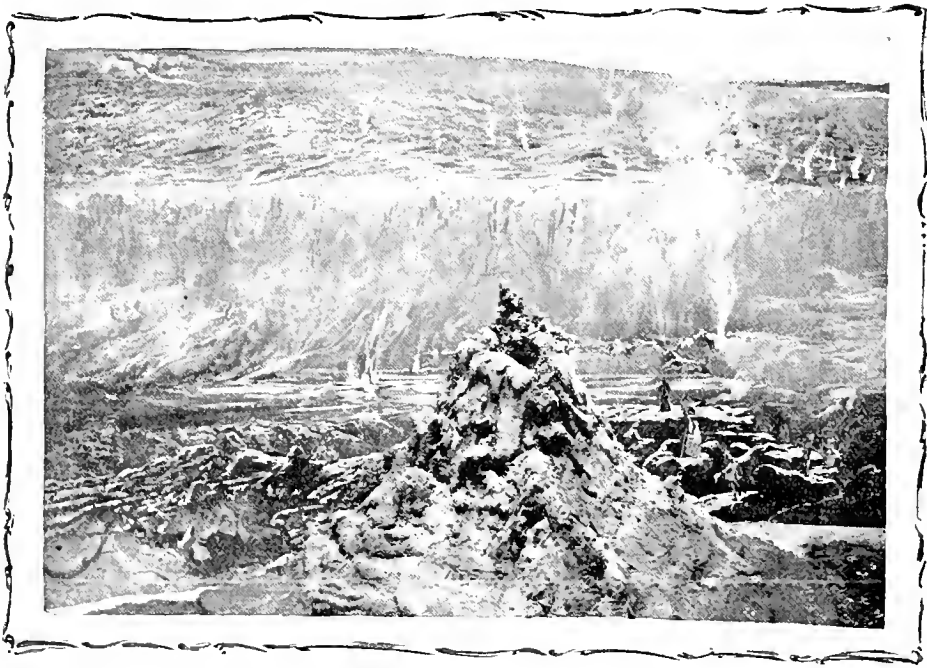
It is located 14 miles from the sea at an elevation of 4,000 feet, on the flank of Mauna Loa, which rises to a height of over 13,000 feet.

The new Volcano of Kilauea is on the Midway Plaisance, opposite Old Vienna.

Language utterly fails to adequately describe the awful grandeur of the vast crater and the terrible fascination of the mighty forces constantly in action within its frowning walls, but a few volcanic facts will give some conception of what the volcano is and its method of action.

The western walls of the crater are massive overhanging precipices of jagged lava, seamed with chasms and earthquake cracks, rising sheer 500 feet and more from the black desolation at their base, and stretching away at their tops into miles of sandy deserts.

On the east side of the crater a luxuriant tropical forest covers the surrounding country, and overflows down the banks to the very floor of the crater, vividly contrasting its delicate ferns and creepers, its brilliant scarlet blossoms and its many shaded green foliage with the glistening black of the freshly frozen lava. The distinctive characteristics of the crater is perpetual change. Each day and each hour works a more or less radical change in the landscape. The lakes of liquid lava are found in no other volcano. They are actual lakes of boiling, hissing, seething lava, varying from 50 to 1,200 feet in diameter and extending to unknown depths, within which the liquid blood red lava surges against the imprisoned walls in great breakers of fire, dashing its red hot spray into the air, while from its depths masses of mol-



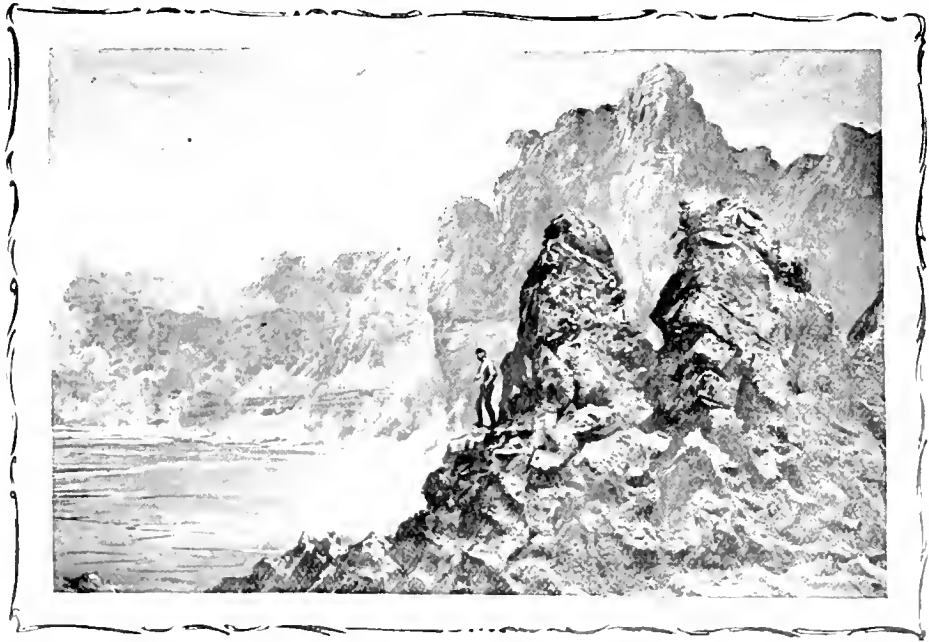
VISTAS OF KILAUEA—A BLOW HOLE

ten rock burst upward in mighty billows, jets and fountains, flinging the molten metal aloft in a wild confusion of scintillating fireworks.

The volcano at the World's Fair is a life like representation of the great volcano. The spectator approaches through a passage way which gives an interior view of the blow holes and lava tubes, lined with stalactites formed by a splashing up of lava, and finally arrives at a point of view on the lava at the center of the crater. Active lakes, blow holes and lava streams are in the immediate foreground, the surrounding walls of the crater are in the middle distance, with a background formed by the snow capped mountains of Mauna Kea and Mauna Loa on one side succeeded by the sweep around the circle by the wooded hills of Hilo, which

in turn melts on the broad blue Pacific on the horizon. A distinguishing feature of the exhibit will be the production of electrical and mechanical devices of fire effects, and hot lava eruptions of a realistic and startling character.

There is no record of the day when Kilauea first reared its head above the blue waters of the Pacific. It is one of the few survivors of the great world builders, which, at the dawn of creation and for thousands of years thereafter built mountains and raised continents from the bottom of the sea. The volcano on the Fair Grounds is the growth of over two years of study and work. It was constructed in its entirety by Walter W. Burridge, the Chicago artist, who visited the volcano in 1891, making his sketches and



VISTAS OF KILAUEA

studies on the ground. He was ably assisted by C. H. Ritter, who constructed the foreground. In mechanical detail the cyclorama consists of a painting 400 feet long by 50 feet high, suspended in a circle around a foreground of realistic lava flows, blow holes, crags and chasms marvelously real. The exhibit is entirely by electric light, the fire effects produced being wonderful in their intensity. The entire production is a masterpiece of art and realism. The financial cost of the exhibit has been borne entirely by Honolulu capitalists, a corporation with a capital stock of \$82,000 having been formed to build it. While the volcano is a stern reality it has its poetry in Pele, the Hawaiian Goddess of Fire. The traditions say that she was the most beautiful woman that ever lived, and the most capricious. She made her home on various islands from which she was successively

driven by the water god Kamapuaa, who had the body of a man and the head of a hog. She finally took refuge in the volcano of Kilauea, where she maintains herself to this day. Whenever her wrath was excited she would turn into a lava flow or throw masses of hot rocks and overwhelm her enemies. A statue of the fair goddess 25 feet in height has been erected over the entrance of the volcano building. It represents her seated upon a lava flow, a torch of fire extended aloft in one hand and a mass of lava which she is about to throw, in the other. Her hair is blown wildly back and there is a terrible frown upon her beautiful face, as she prepares to annihilate her enemies. The statue is the largest but one in the entire Fair Grounds. It was designed, and executed by Mrs. Ellen Rankin Copp, of Chicago.



VISTAS OF KILAUEA

The management of the volcano is under the direction of Mr. Wm. F. Sesser, of St. Joseph, Mich., a gentleman of pronounced executive ability, and he has left nothing undone to make this exhibit one of the very best attractions at the Fair. In order to more fully represent Hawaii, he secured a quartette of native Hawaiians of more than ordinary musical ability. The sweet singing of this quartette is beyond doubt a feature of the Midway Plaisance. They are cultured gentlemen, and all speak English fluently. In singing, they are arranged as follows: 1st tenor, Mr. Keoni Maipinepine; 2d tenor, Mr. Keoni Elemene; baritone, Mr. A. O. East Kahualualii; bass, Mr. William Aeko. When looking upon the great painting of the volcano, and hearing them sing their native songs, makes one feel as though they were in reality in far away Hawaii.

THE MOORISH PALACE

And Its Startling Wonders

On the first floor is located the Palm Garden, a veritable forest of genuine palm trees, representing a great many varieties of this queen of trees. The scene is one of true Oriental beauty. The effect is enhanced by groups of Arabs, among whom a Bedouin chief, in arms and armor, and many other figures as natural as life. Here also is seen a well of apparently fathomless depths and many more pleasing features. Entering next the



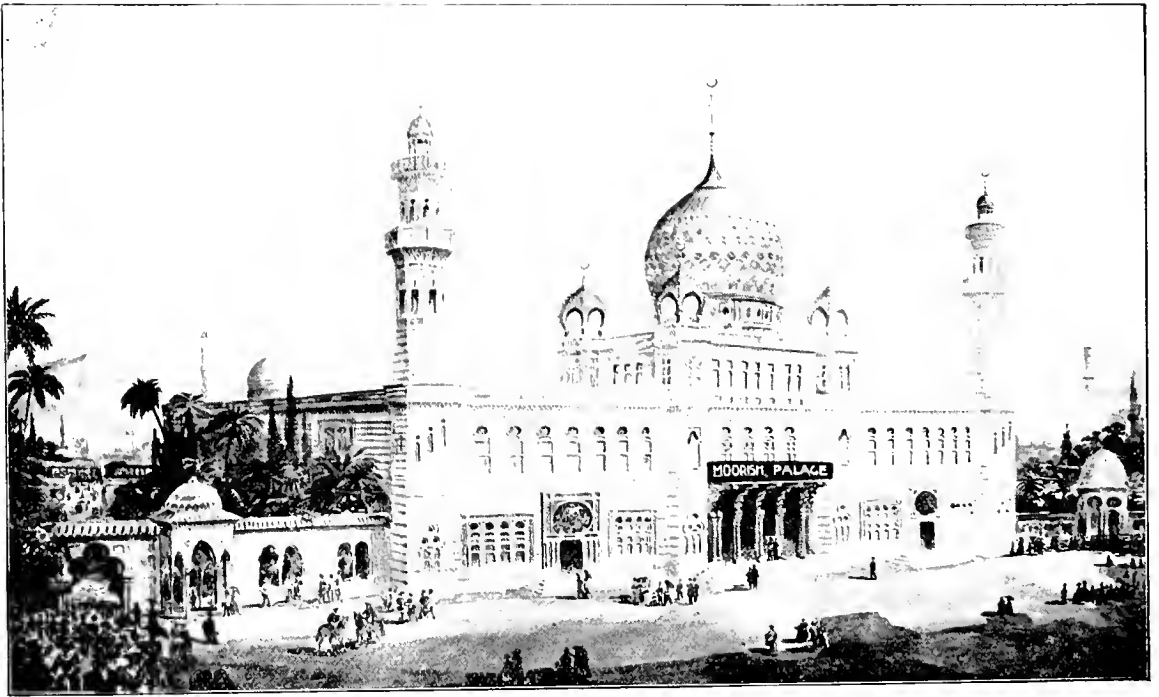
C. D. WARREN



JAMES BLAIR

Moorish Castle is a representation of the world famed "Alhambra," the "enchanted palace." The architectural effects are unparalleled. Away from the beholder stretch endless colonnades, capped by graceful arches, all in gold and brilliant colors. This castle with its many and various parts is a perfect labyrinth. In one of its parts is located the Harem, representing one of the private apartments of the Padishah, richly decorated with fine antique oriental tapestries. The Sultan is seen surrounded by his favorites of the harem. We find ourselves next, again in a bewildering labyrinth of colonnades and nooks. We are amazed and amused, for turn where you will—we are unable to find our way out of it, and are finally compelled to ask the assistance of an attendant to make our escape.

We next enter the Cave, a grotto formed and filled by stalactites. The scene is weird. Large boulders are piled up around us, and from behind them and out of the dark corners gnomes and devils peep inquisitively. In this cave is seen a characteristic representation of the "Origin of



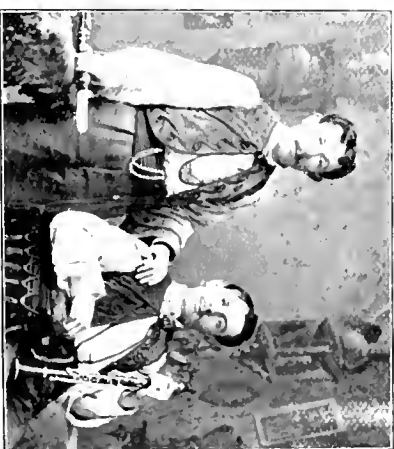
MOORISH PALACE



FARBANT SISTERS
Helma and Rosa



SOPHIE FARBANT



SIARF BROTHERS
Fritz and Edward



A. POSNAR
Violinist
N. KANTOR
Bassoon-Singer
ALBERT KLADY
Cello-Soloist

MEMBERS OF FIRST ROMANIAN ROYAL CONCERT BAND

of the Harp," after the celebrated poem of Thomas Moore. Here we see also "The Ride On The Razor," a pastime with which his Satanic Majesty amuses himself in his idle hours. Leaving the cave we ascend a few steps and find ourselves in the monster kaleidoscope. The presence of half a dozen people upon this platform will create a delusion of countless thousands.

On the second floor of the Palace are found groups and scenes, each upon a separate stage, set with appropriate scenic decorations.

All wax figures and scenery are furnished by the celebrated sculptors, Louis and Gustav Castan, of Berlin, and the collection here shown is really a reproduction of the world-famed Castan's Panopticum, of Berlin. "The Assassination of Lincoln," "Luther in the Midst of His Family," "Louis Castan, the Sculptor, in His Studio," "A Moorish Execution," "Niente da fare," "The Fountain of Perennial Youth," "Behind the Scenes," "The Poacher," "Christ and the Samaritan Woman at the Well," "Robert Koch in His Laboratory," "Little Red Riding Hood," "The Sleeping Beauty," "On Guard," "The Dying Zouave," "Public Punishment of Scolds in the Middle Ages," etc., etc., besides a complete Gallery of Reigning Monarchs, Statesmen, Poets, Artists, etc.

In a separate room on the west side of the gallery, is shown a diorama representing the scene of the Execution of Marie Antoinette, showing the Scaffold and Guillotine used in her execution. Certificates authenticating the genuineness of the same are exhibited at the entrance to this room.

The unparalleled success enjoyed by this attraction is attributable to the exceptionally shrewd business management of the gentlemen directly interested in its operation. The knowledge shown by them in placing in this enchanted place so many rare and wonderful things for the entertainment of the public, prove them to be masters of human nature.

Mr. C. D. Warren, President of the Moorish Palace, is a gentleman of rare entertaining qualities, having through life followed that motto, "laugh and the world laughs with you." He is a native of Worcester, Mass., where he was born in 1845. His wonderful aptitude for learning was evinced in the fact that at the age of 19 years he graduated with high honors from Chauncy Hall School, of Boston, Mass. Leaving school he engaged in the dry goods business in Boston, afterwards going to New York, and finally locating in Chicago, where at present he is a member of the firm of Curtis & Warren, 232 5th Avenue, enjoying a lucrative business. Associated with Mr. Warren as Company Stockholders in the Moorish Palace are some of Chicago's most prominent business men.

The business management of the Moorish Palace is in the hands of Mr. James Blair, a young man of more than ordinary business ability, being

in fact the youngest business manager of any of the attractions on Midway Plaisance. Mr. Blair was born in Joliet, Ill., in 1862, and after spending his early life on his father's farm, become interested in the business of importing horses, making several trips across the ocean for that purpose. After ten years of success in that business he sold out to engage in the furniture and undertaking business, in which he was more than successful. The craze for World's Fair enterprises coming on he sold out his business and came to Chicago where he at once became identified with the great success of the Moorish Palace. His constant attention to the wishes and desires of an exacting public places this gentleman in the front ranks of business managers.



FIRST ROUMANIAN ROYAL CONCERT BAND

The selection and purchase of the wonderful collection shown in the Moorish Palace could not possibly have fallen into better hands than those of the secretary of the company, Mr. Sigmund Zeisler, a gentleman of the highest literary attainment, and therefore especially fitted for a task requiring both judgment and thorough familiarity with historic facts. Mr. Zeisler, although but 34 years old, is a lawyer of wide reputation, being at present first assistant Corporation Counsel of Chicago. He is a native of Austria, and a graduate of the Imperial College of Bielitz, Silesia. He studied law at the University of Vienna for five years where, in 1883 the degree of Doctor of Law was conferred upon him. Coming to Chicago in the same year, he graduated from the Northwestern University Law School in 1884, receiving the degree of LL. B., since which time he has been actively engaged in the practice of law.



The first Roumanian Royal Concert Band, now playing in the Moorish Palace, is an organization of surpassing ability. This wonderful company of musicians, is under the direction of Mr. J. Negreskou, a native Roumanian, and a gentleman of rare musical attainments. Born in 1869, he was educated in the Conservatory of Bucharest in vocal and instrumental music, as in addition to his exceptional mastery of the violin, he is a tenor soloist seldom met with in the musical world. He has travelled all over the world, giving concerts in almost all the important places of both hemispheres, receiving unbounded praise and applause from his listeners.

At the Paris exposition of 1889, he was honored with a gold medal, and at the Bremen Industrial Exposition, 1890, received a diploma as an attest of his ability, receiving also diplomas from the National Exposition in Vienna, and the Jubileum in Prague. Having made a contract with the managers of the Moorish Palace, he came to this country last winter, bringing with him a company of 16 people, four ladies and twelve gentlemen, and, being a musician of so pronounced ability himself, it is hardly necessary to state that his company is made up of persons of acknowledged talent. After finishing his engagement with the Moorish Palace, he will attend the Midwinter Exposition at California, taking with him a company of 80 people, after which he will tour the large American cities. Mr. Negreskou, besides being a musician, is a linguist of note, speaking not less than ten different languages. He also sings in solo and in chorus in all the languages spoken by him.

A very pronounced feature of this wonderful organization is the Farbianu sisters, Misses Sophie, Rosa and Helma, portraits of whom are shown on a preceding page. Rosa and Helma have toured Europe for the past six years, receiving homage and applause from all lovers of music before whom they have appeared. Miss Sophie Farbianu, the younger of the trio, is now for the first time before the public, and although the time has been brief, she has made for herself a world of friends and admirers.

Mr. Negreskou is a composer of international fame and in addition to his many compositions made in Europe, has written several very fine pieces of music since coming to America, which are for sale in all music stores.



CADETS FROM ORCHARD LAKE, MICH.
On Midway Plaisance



MIDWAY PLAISANCE
Looking East from Ferris Wheel

Just immediately west of the Ferris Wheel is located the Vienna Cafe and Restaurant owned and operated by Mr. Wilhelm Griesser. This place is one of the most attractive Cafes on the Plaisance, as the accompanying illustration will show. In addition to the serving of refreshments Mr. Griesser furnishes a vaudeville entertainment made up of strictly first-class talent. On the second floor, where the theatre is located is a thoroughly

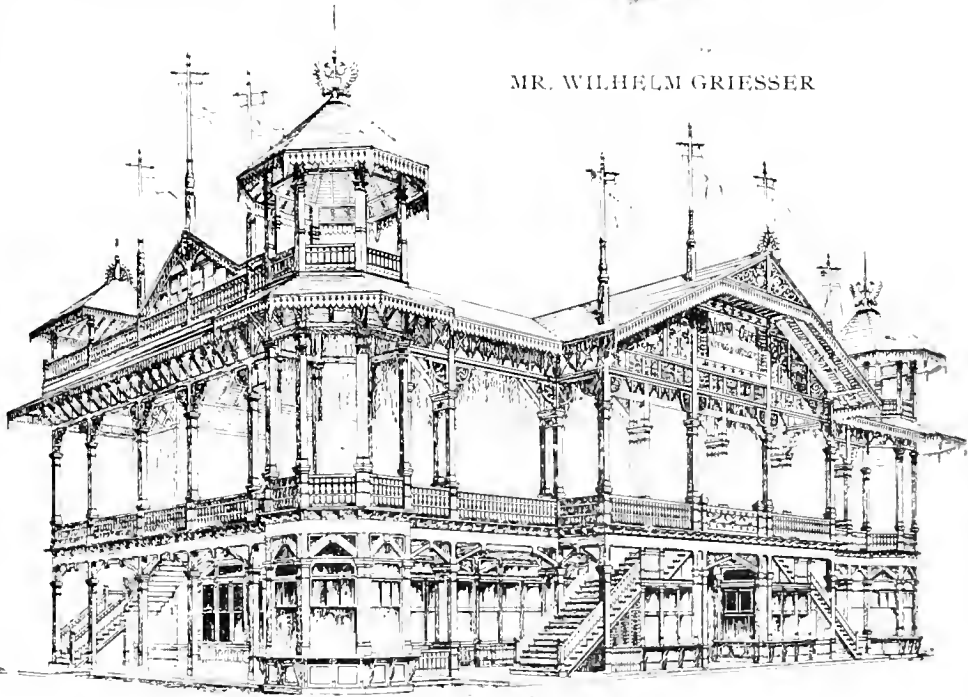
equipped restaurant, which, from the opening of the Fair, has enjoyed a patronage that is all that could be desired. Mr. Griesser is a native of Baden, Germany, where he was born in 1857; and immediately after leaving school engaged in the profession of

building and architecture, as his father was engaged in the same business. In November, 1881, he came to America, locating in St. Louis, Mo., and in 1884 became a resident of Chicago, where he has been in business ever since. His special business is building breweries, malt houses and distilleries, having built some of the largest in the West. As an architect, Mr. Griesser enjoys an enviable reputation, having his office at 119 La Salle Street.

With the opening of the Exposition, he at once recognized a good business opportunity in the conducting of a first-class Cafe and Restaurant on the Midway Plaisance, hence his present ownership of this most delightful resort. Although this is his first effort as a restaurateur he has certainly made a great success of it, as the large daily attendance at his place of business fully attests.



MR. WILHELM GRIESSER



VIENNA CAFE AND RESTAURANT
West of Ferris Wheel



SCENE IN THE JAVANESE VILLAGE

JOHORE VILLAGE

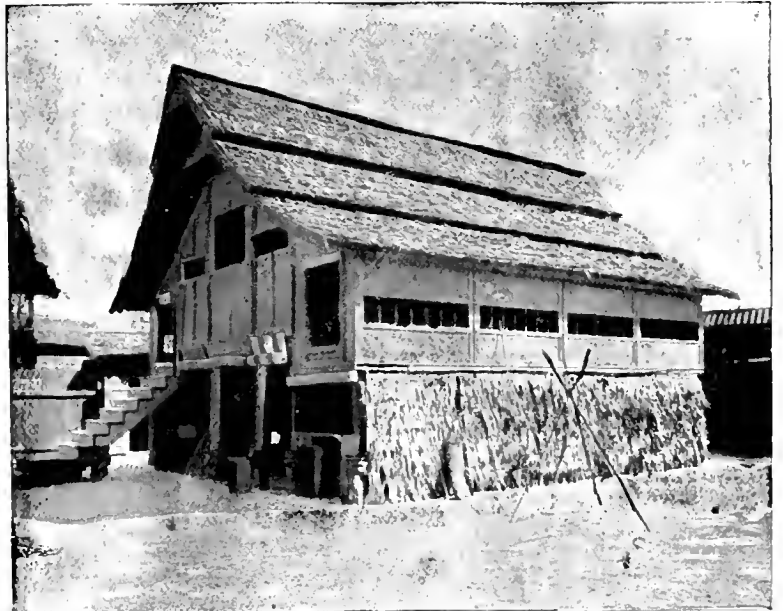


SULTAN OF JOHORE — mighty neighbors, he may well be proud. Besides the permanent exhibit in the Agricultural Building, he has placed on Midway Plaisance, just west of the South Sea Island Village, a typical Malayan bungalow and village with which the illustration in this article deals.

The bungalow, which occupies the center of the space, was made in Johore under the supervision of the Prince, Governor of Muar, the north-

ernmost province of the sultanate, and is constructed of the finest native woods. It stands seven feet from the ground on palm posts, out of the reach of tigers, snakes and white ants. It is furnished in Malayan style with a Rajah's bed, eating throne, loom for the weaving of the national articles of dress, the sarong, and

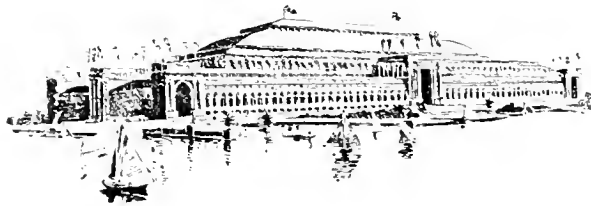
contains a complete collection of implements of war and agriculture, games of chance, archaic time-pieces and coins, besides Chinese curios contributed



THE TEA BOOTH OF JOHORE VILLAGE

by His Highness' Chinese subjects, of which he has over 200,000. In the village proper, which is composed of attap thatched booths, Johore tea, from the private gardens of His Highness, and ananas, the national drink, is served and Malayan and Chinese curios are sold. The Sultanate of Johore, which besides Siam, is the only independent kingdom in Southern Asia, is situated on the notorious old Strait of Malacca, fourteen miles north from the city of Singapore. It has a population of between 400,000 and 500,000 and an area of 15,000 square miles. Its revenue amounts to over \$6,000,000 a year, which is derived principally from opium and spirit monopolies and a small import tax on gambier and tin.

The country is owned by the Sultan and the ground for mining and farming is parceled out, tax free, to any one who cares to take it up, to hold and occupy as long as it is worked. When neglected or given up it reverts to the crown. His Highness, who is now at Cowes, Isle of Wight, on his way to the Exposition, is fifty-six years old. He is educated, intelligent and progressive. While his rule is despotic it is tempered with western standards of justice and mercy.



SOUTH SEA ISLAND VILLAGE AND THEATRE

The South Sea Island Village consists of a group of houses brought from Samoan, Fiji and Wallis Islands. The largest of these houses belonging to King Mataafa the deposed ruler of Samoa, who occupied it for years. It made is from the wood of the bread-fruit tree and thatched with leaves of the wild sugar-cane. There are a number of other native houses, which are occupied by natives from the different Islands, showing their every-day life. Curios of native manufacture which embrace many curiosities in the way of weapons and articles made from the bread-fruit tree, tapa (native) cloth, etc., are for sale. War canoes that have seen active service in the south seas are on exhibition. The Samoans themselves are the oldest race of the South seas. Dances are given in the theatre which are really wonderful.



THE JAPANESE BAZAAR
Midway Plaisance

COLORADO GOLD MINING EXHIBIT

An exhibit, at once unique and novel, and above all very educational, is the Colorado Gold Mining Exhibit, located on the south side of the Plaisance, just opposite the Electric Scenic Theatre. The exhibit shows a gold mine in full operation; men with their picks, hoisting machines, the underground railroad, all in active working order. The actual working of a mine is here shown in detail.

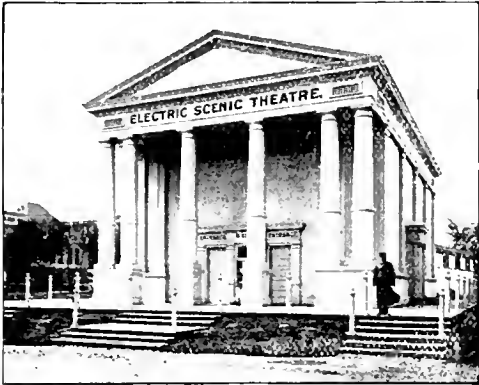


WILLIAM KEAST

Photo by Gibson

This really wonderful piece of mechanism is the invention of Mr. William Keast, a native of Cornwall County, England, where he was born in 1857. Leaving his home in 1879, stopping for a short period in Canada, he went directly to Colorado, locating in Gilpin County, where he at once began working in gold mines. Being of an observent mind, he was quick to see the great interest shown by the many visitors to the mines in which he was working, and conceived the idea of making a model of a gold mine in full operation, as only by seeing a model can an accurate idea be formed of the way in which the mineral is taken from the earth; the model showing a sectional view.

Leaving the mines, he spent four years and a half in working out his invention, succeeding so well that after being inspected by thousands of mining experts, professors from mining schools, and the Denver Mining Exchange, all unanimously pronounced it perfect in every detail. A person seeing this exhibit, will gain more knowledge of the true working of a mine than if they visited a regular mine fifty times. The great success met with at this Exposition by Mr. Keast has caused him to arrange for space at the Midwinter Exposition, to be held at San Francisco, and also at the one to be held at Antwerp, Belgium.



In the Electric Scenic Theatre (A day in the Alps), Mr. Arthur Schwarz, Concessionaire, is shown something really wonderful.

The stage picture is a beautiful Swiss Alpine scenery, depicting in a realistic way every change of nature shown from dawn to night, as each gradually appears, and representing some of the most wonderfully realistic light effects ever pro-

duced by electric lamps. It is almost beyond belief that the visitor is not looking at a marvelous production of nature itself, instead of a picture created by an ingenious and artistic display of electric lights. The scene represents "A Day in the Alps." Tyrolean warblers perform on their various instruments, and sing their tuneful lays. Their renowned "yodels," as sung at each performance, are applicable to the scenery. The entire scenic effects are produced by about 250 electric incandescent lamps, operated from in front of the stage, in full view of the audience, by switches. The interior of the theatre is handsomely furnished with comfortable chairs. There are nine electric fans, producing a permanent current of fresh air, keeping the whole room at a low temperature and as refreshing as a sea breeze, it matters not how hot it may be outside.



ENTRANCE TO JAVANESE VILLAGE

THE GERMAN VILLAGE

The Midway Plaisance would indeed be incomplete but for the fact that the German Village is located there. No display in the entire World's Fair combines in itself so much calculated to awaken American curiosity and German interest. It was to the untiring efforts of Dr. Ulrich Jahn of Berlin, a pupil and friend of the learned Prof. Virchow, that the conces-

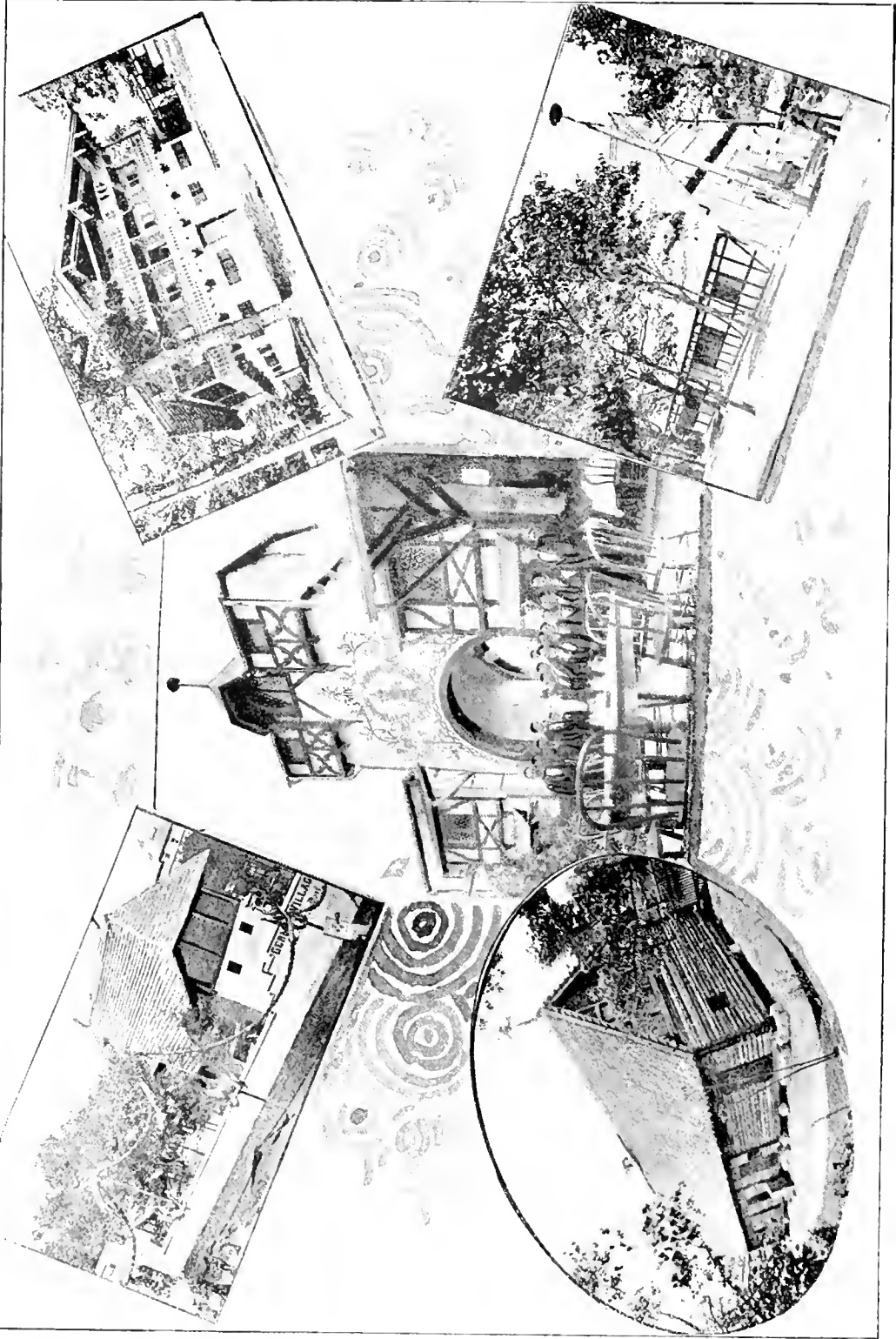


C. B. SCHMIDT

Director-General German Village

sion and assignment of space for the erection of an ideal German Village, with its many social features, became an established fact. With a feeling of loyal patriotism and business enterprise, the Deutsche Bank and the National Bank fuer Deutschland, two of the leading financial institutions of Berlin, entered into the idea and backed their belief by assisting in the promotion of a corporation with a capital of 1,200,000 marks, under the name of the "German Ethnographic Exhibition, Limited." Their plans having been finally made they at once set about to make the German Village what it has since proven to be—a grand success every way.

Carl Hoffercker, architect to the German Imperial Commission at the World's Fair, designed the plans, and Philip Holzman & Co., one of the greatest building firms in Europe, had charge of the buildings, all of which were constructed in Germany and set up at Frankfort-on-the-Main before being shipped to Chicago.



UPPER BAVARIAN FARM HOUSE
WESTPHALIAN FARM HOUSE

MAIN ENTRANCE
GERMAN VILLAGE

BLACK FOREST HOUSE
COTTAGE IN THE SPREE FOREST



CONCERT OF THE INFANTRY GUARD

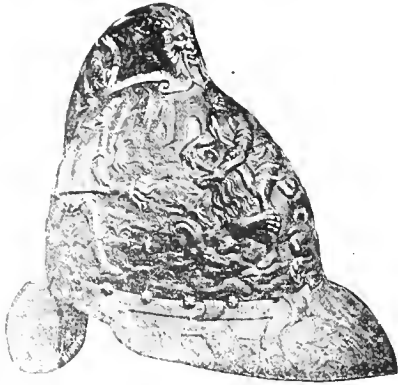
BEER GARDEN AND RESTAURANT

GERMAN VILLAGE

CONCERT OF THE GARDE DE CORPS—CAVALRY

It is a product of Germany, pure and simple. It was possible because the frame work of these buildings is stout timber from the Black Forest so joined as to need no nails, except for interior details. Philip Holzman wanted to feel sure that these timbers fitted their places. Once assured, it was easy to send over German workmen, fill in the plaster where needed and apply the decoration.

From beginning to end, the village is a product of Germany, even to the music. The original intention was to bring over two military bands in active service. To this the Kaiser would not listen; he said they could not



HELMET, IN MUSEUM



SEAL OF GERMAN EMPIRE

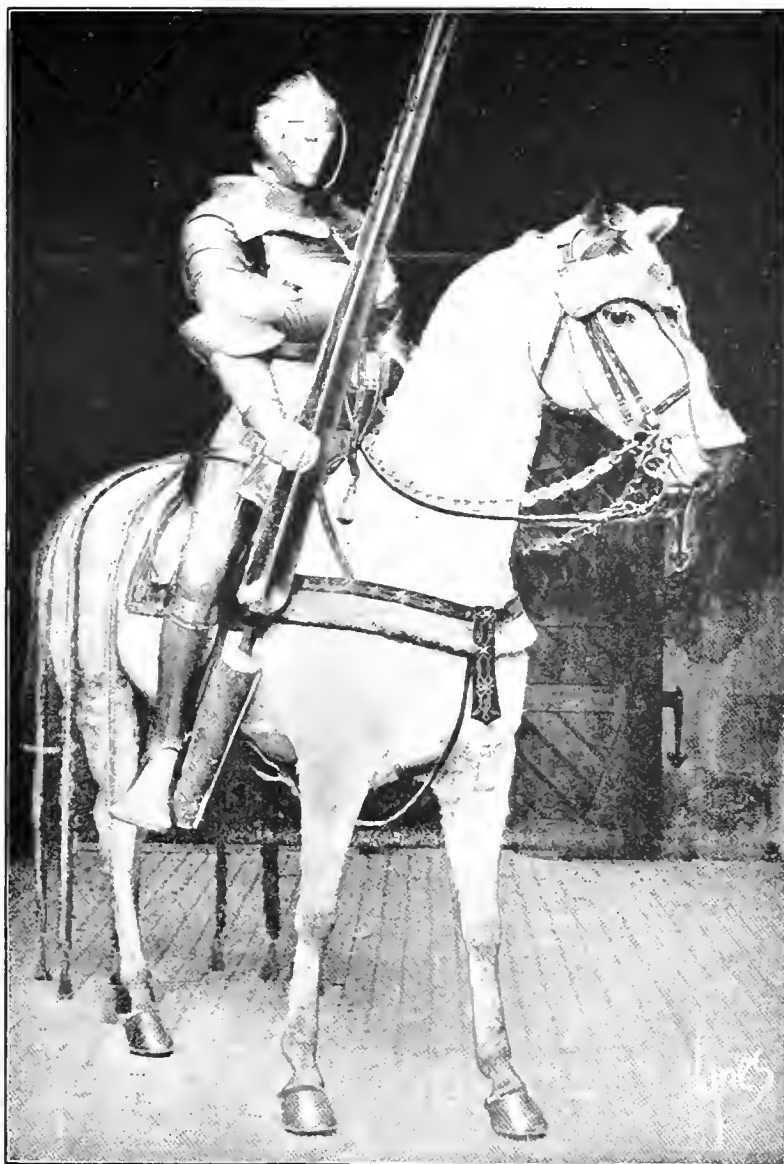
be spared from the regiments. Moreover, under no circumstances could they remain away six months. However, being greatly interested in the success of the German Village, the Kaiser permitted two bands to be formed out of existing bands selected from fifteen hundred picked musicians who entered into competition for the honor of representing their country in America. The Cavalry Band of twenty-four pieces, represents the Garde du Corps or Imperial Body Guard. The Infantry Band, numbering forty-eight performers, contains wood as well as brass instruments, and is led by a veteran, distinguished for brave service in three wars.

Both Bands wear the regular German army uniform.

The German Village spends \$100,000 on two bands as a matter of course, knowing that music is the one investment that pays.

But, to the description of this charming village, for charming it is.

Entering from the centre avenue of Midway Plaisance, the visitor finds himself in the midst of a group of quaint structures. On his left he sees the rich and massive facade of a Hessian Town Hall, with its traditional "Bridal Stairs." Ascending this he is greeted within by several typically furnished peasant rooms, with all their home-like attributes, even now frequently met with in obscure settlements distant from the railways. Oppo-



KNIGHT ON HORSE-BACK
In Museum, German Village

site the Hessian Town Hall and to the right of the entrance, a Black Forest peasant home is seen.

Upon its low foundation the pointed roof of the Westphalian house looms up high. Diagonally across from the Westphalian stands the upper Bavarian house of pronounced highland type. Across a small stream of water, the house of the Spréevald is disclosed, with its small, deepset windows, its high, thatched roof and gable, crowned with the old wendic symbol, the Wolfshead. The center of the entire space of 780 x 225 feet, is

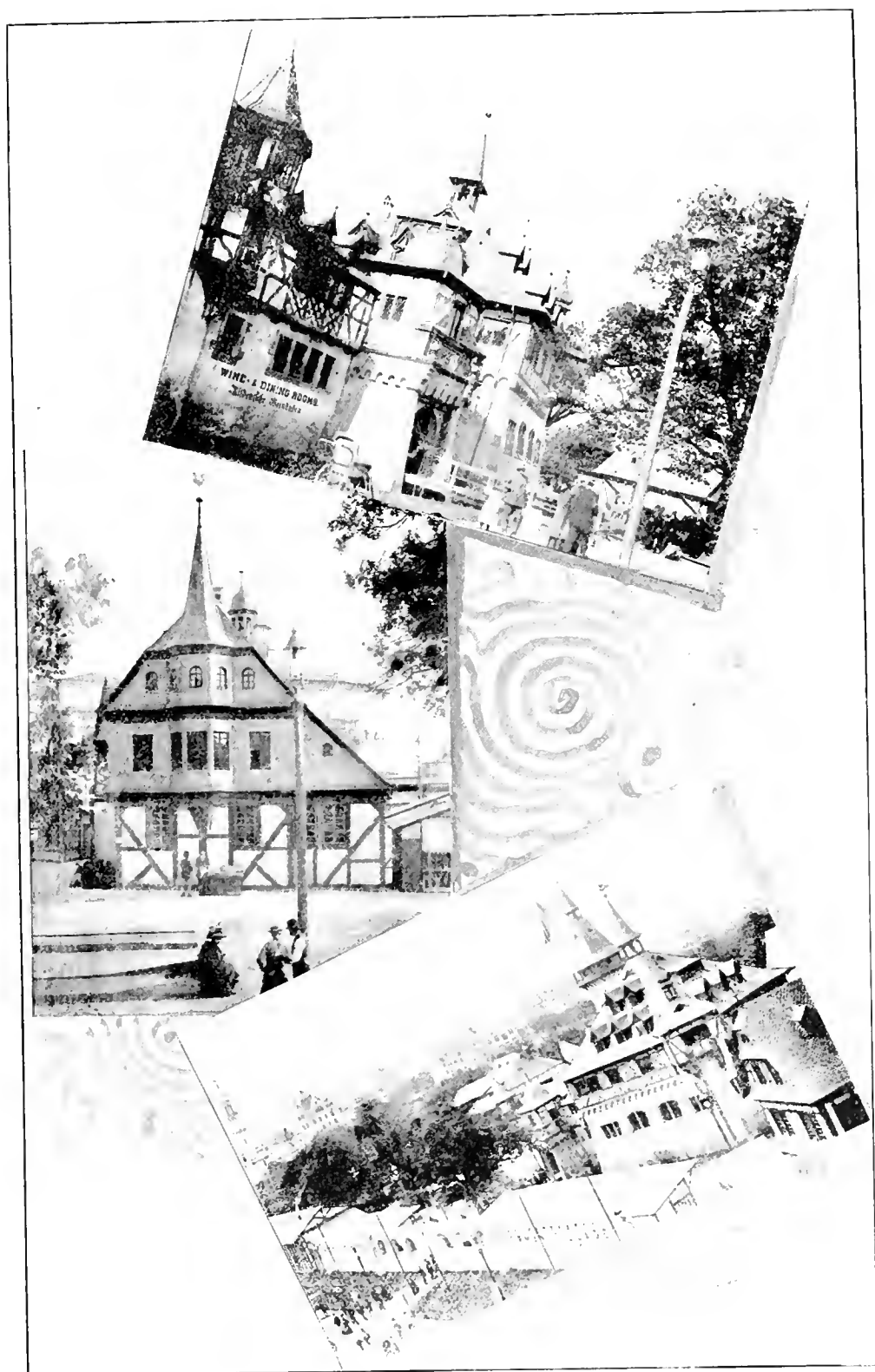


TATTOO, WITH MEDIEVAL TRUMPETS

German Cavalry

occupied by a castle of the type of the early Sixteenth century, surmounted by turrets and spires and surrounded by a moat 16 feet wide with the additional protection of high palisades.

On the other side of the castle German sociability triumphs. Large open halls constructed in ornamental woodwork, surround an open, wooded space filled with tables and chairs enough for several thousand people. Within this garden the two bands above mentioned, give concerts during the afternoon and evening, under the direction of two prominent Prussian band leaders. These two bands have been organized by Herman Wolff,



MAIN FRONT, PORTAL AND DRAW BRIDGE OF CASTLE

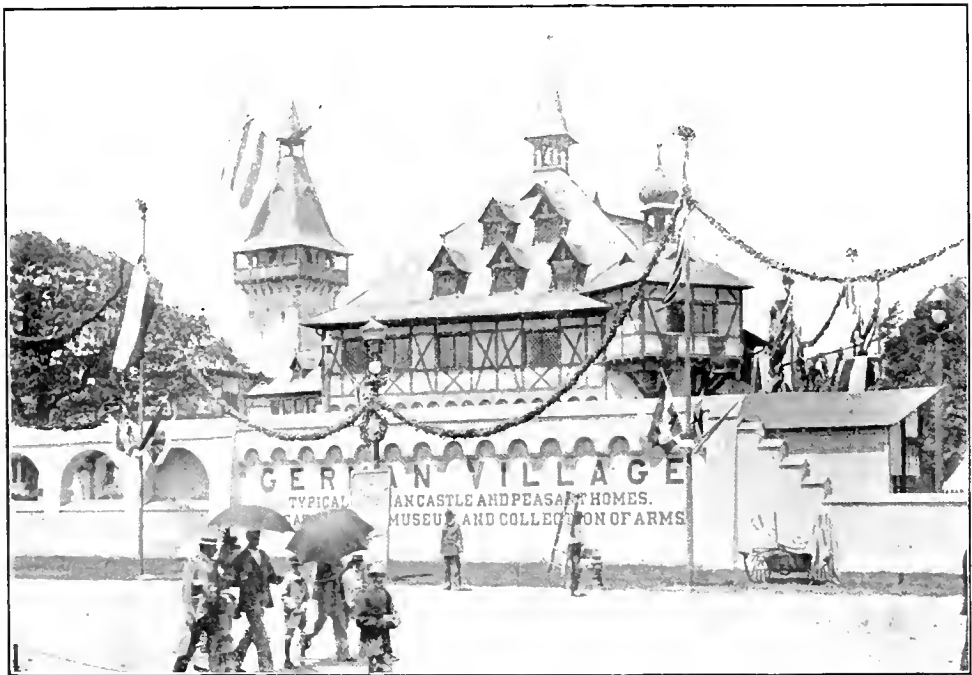
HESSIAN TOWN HALL

THE GERMAN VILLAGE

GERMAN VILLAGE

the director of the celebrated Philharmonic at Berlin, with the aid of the Prussian army inspector, Rossberg, who is the head of all the Prussian army music.

Beyond a Bastion where stands a soldier clad in the armor of the Fourteenth century, we pass into a museum as rare as it is interesting, where 30,000 pieces of old armor share the honors with antique jewelry, knives, forks, spoons, swords, saddles, spears, pistols, guns, everything conceivable and inconceivable in the way of rare European curios. Even old masters like Albert Durer and Raphael are included. This wonderful collection was



THE CASTLE—GERMAN VILLAGE

made by a wealthy manufacturer of Saxony, Mr. Richard Zschille, Tower Councillor of Grossenhain. He has left at home quite as valuable a museum as he has brought with him. This exhibit in the castle of the German Village is valued at \$1,000,000.

Beyond this museum is still another, devoted to imitations of ancient weapons, jewelry, etc., and to admirable wax figures from Charlemagne, Barbarossa and Kaiser Wilhelm, to the peasantry of divers provinces.

The management of this great enterprise is under the control of Mr. C. B. Schmidt, a native of Saxony, Germany, but for the past 29 years an American citizen. Mr. Schmidt's residence in America has been chiefly in Kansas, where he was Commissioner of Immigration for the Atchison, Topeka & Santa Fe Railroad, and while so engaged succeeded in adding

more than 75,000 people to that state—a feat unparalleled in the history of immigration. Having spent his entire life in the financial business, and being frequently called to Europe in the transaction of business with the foremost financiers of that country, it was only natural that the important position of Director-General of the German Village should be tendered him, as his reputation for integrity and shrewd business judgment is a fact thoroughly known both in Europe and America.



EAST INDIAN PALACE
Midway Plaisance



A GROUP OF PERFORMERS

On Midway Plaisance

HAGENBECK'S ARENA

Probably the most wonderful exhibit on the Fair Grounds—the one, at least, that is attracting most attention—is the Hagenbeck Trained Animal Exhibit. This exhibition was brought to this country at enormous expense by a corporation with a capital stock of \$200,000, and of this concern



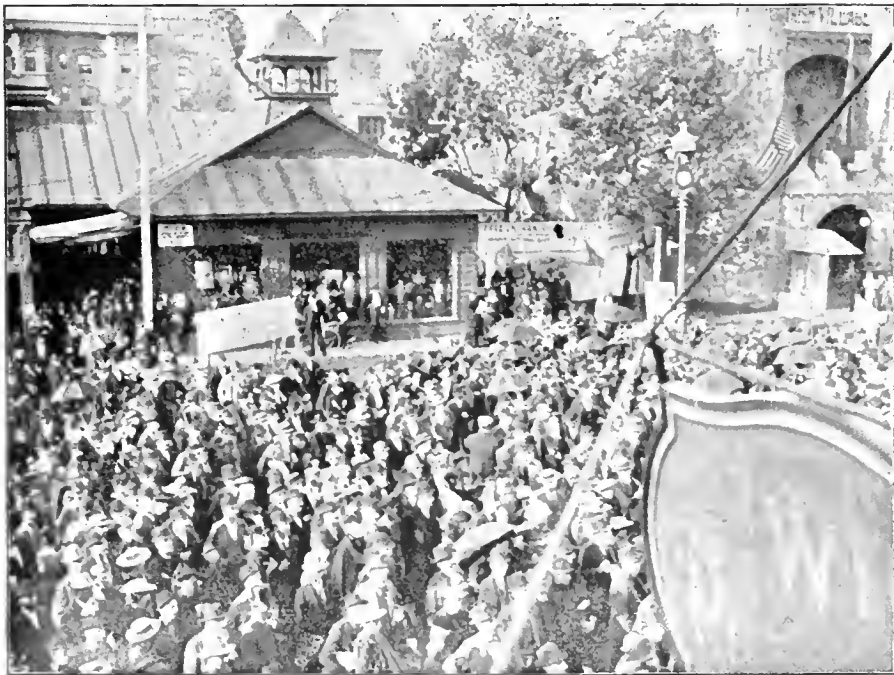
S. M. HOFFHEIMER
General Manager

Mr. S. M. Hoffheimer is the General Manager. Opening, as they did, with the gates of the Fair on May 1st, they have run continually since that day, and over a million people have witnessed their performances. Every one leaving the building is an advertisement for the show. It is a revelation to see the antics of the animals—lions riding on horseback, jumping hurdles and pedestals with the ease and grace of man himself; tigers propelling velocipedes, tigers on revolving globes; bears on revolving barrels; trained pigs, introduced by Mr. J. Beketow, a Russian clown of international reputation, and a group of wild animals of twenty different species forming all sorts of groups and pyramids, and other acts too numerous to mention in this brief space. Then, the five trained lions under the guidance of Prof.



HAGENBECK'S ARENA

Edw. Darling, the world-famed trainer, are, beyond doubt, too wonderful for description. The pen fails—they must be seen. From their entry into the arena, until they are driven out hitched to a Roman chariot, and driven by Mr. Darling, the audiences are held spell-bound. An exhibition of this nature was never seen before, and probably never will be again, unless under Mr. Hagenbeck's colors. Nobody has yet appeared to dispute his claim as the greatest collector and trainer of animals in the world. As an evidence of successful results in the managerial world, it may be mentioned



WATCHING THE LION TAMER

Hagenbeck's Arena

incidentally that from the vast multitudes attending the Hagenbeck exhibitions, no complaint has been heard, nobody has been mistreated, and no one leaves their doors but has a kind word to say for the show. Mr. Hoffheimer reports a continued increase in their attendance, from 2,500 on May 1, to 16,000 on last Saturday, Sept. 23.

It may be mentioned here that the collection of animals comprises 22 lions, 8 tigers, elephants, bears, leopards, lionesses, etc., monkeys and parrots without number, and 12 boar-hounds, the like of which were never seen in America before; and names of the trainers should not be overlooked—Mr. H. Mehrmann, Mr. Wm. Philadelphia, Mr. J. Penje, Miss Ella Johnston, and Miss Marcella Berg.

Professor Edward Darling, a portrait of whom is shown herewith, is certainly one of the leading features of the great Hagenbeck Animal Show of Midway Plaisance. The feats performed by this gentleman are really astounding, and the wonderful control he possesses over his lions (five in number) is something only to be believed when seen, but his exceptional ability in this line is due to the fact that his entire life has been spent in the handling of animals of all kinds. His father being a veterinary surgeon it was through this that he came into the menagerie business. During his services in the buying of wild animals for such well-known animal dealers as Hagenbeck and Moller, of Hamburg, he made several trips to Africa in



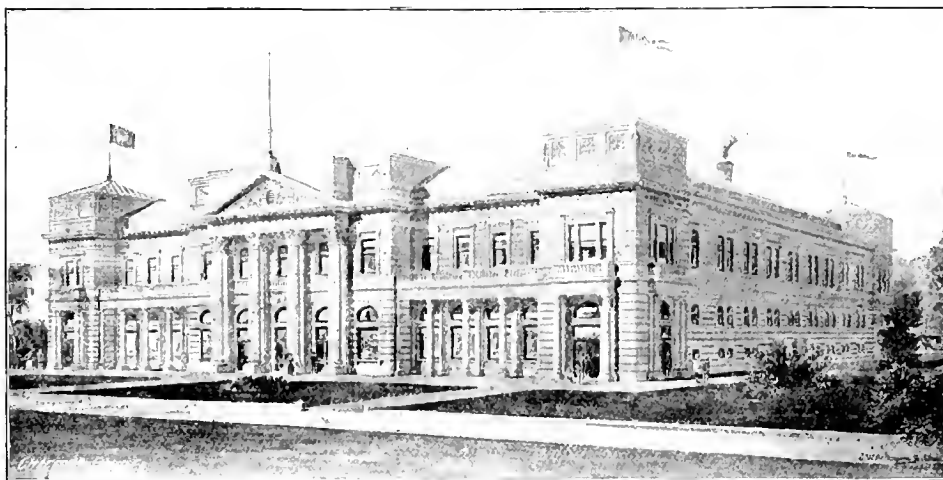
PROF. EDWARD DARLING
The World-Famed Trainer

search of wild beasts, but after the war in the Soudan, it becoming too dangerous for importers to continue their business there, he gave up the buying of animals and engaged in the show business, traveling through Europe, India, Australia, and eventually to America, making his first appearance here three years ago. Mr. Darling was born in Hanover, Germany, in 1855, and has been training since he was 22 years of age. After the Fair, his intentions are to return to Hamburg and retire from business.

Mr. Darling is a gentleman of great sociability and suavity of manner, and, noting his extreme gentleness, one is surprised beyond measure in observing his complete mastery over the king of beasts.

One of the largest and most attractive buildings on the Plaisance is that of the "Original Model Vienna Bakery, Cafe and Theatre," occupying more than an acre of ground—a great three story structure that includes under its ample roof one of the finest restaurants in Chicago, besides a cafe, lunch room and theatre.

The great success of the Vienna Bakery and Cafe at the Centennial Exposition warranted its managers and owners in making the greatly larger outlay and the much more complete preparation of the present enterprise,



ORIGINAL MODEL VIENNA BAKERY AND CAFE

which is under the direction of H. A. Fleischman, and owned by a company officered by William Loeb, president; S. D. Wyatt, treasurer, and A. Gottlieb, secretary. The lessons learned by the management at the Centennial have borne fruit, and in every part the Vienna Bakery and Cafe is now an ideal World's Fair house.

Of course, the ovens are the central idea in such an enterprise with such a name. And what ovens they are? Wide, deep, low cells of vitrified brick reaching far back over jackets of steam and boiling water, with thermometers and other appliances at every hand to regulate just to a nicety the heat and the work, and with doors and lights to expedite every part of the baking.

The bakers and pastry cooks who work in the cool, well-lit rooms about the bank of ovens have the air of men who are masters of their craft, and the heaping baskets of rolls and kukeln and bread browned to a warm autumnal tint that stand about attest their art.

But the bakery is only part of the cafe. The great restaurant, seating 3,000 persons at a time, demands many other comestibles besides what is admittedly the best bread in the world. The kitchens, constructed upon the

latest and best scientific models, are fully up to the largest demands that can be made upon them, and the cordons bleu who preside therein are the autocrats of good cookery.

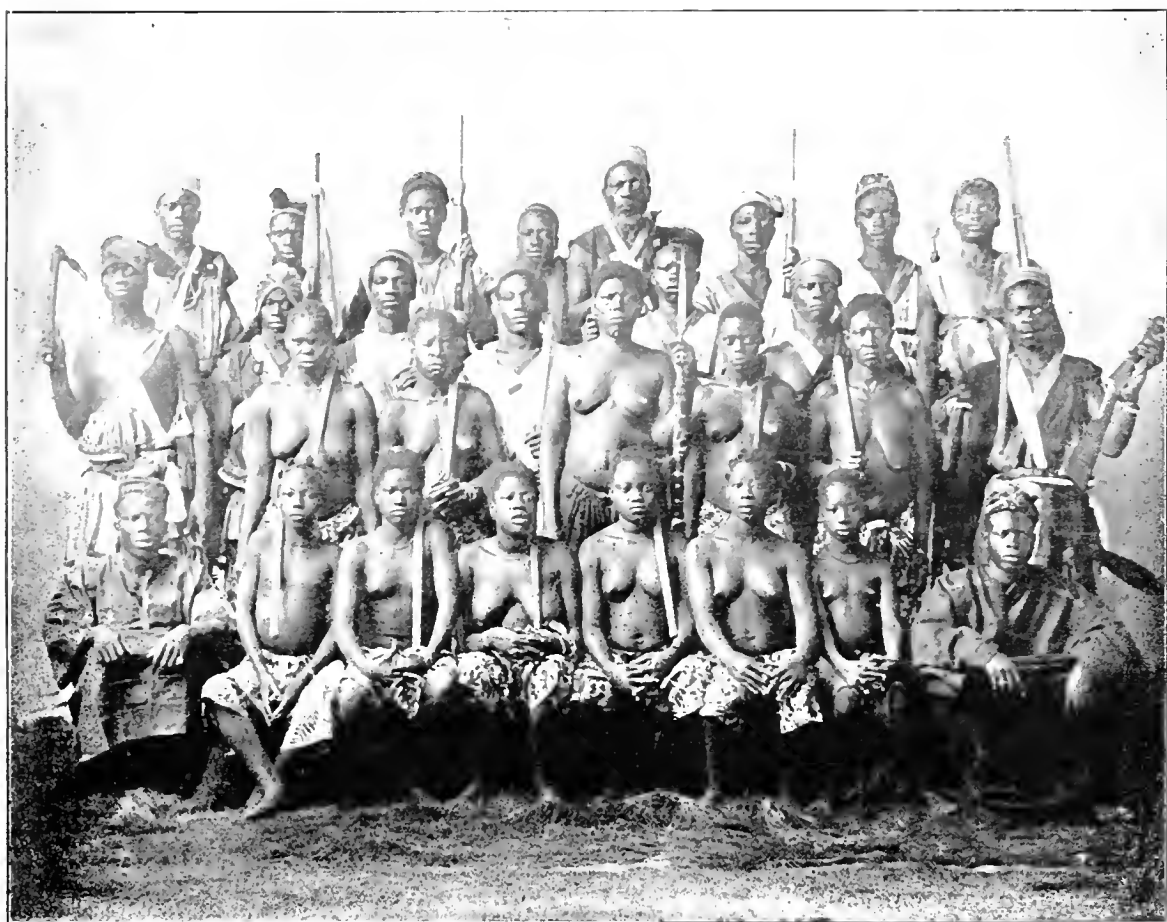
It is a first-class house, and caters to a first-class trade, of course, but the menus, compared with those of the Wellington, Kinsleys, or the Francaise of Chicago, show a most decided difference in charges. When it is remembered that the management must pay to the World's Fair 25 per cent of their gross receipts the public spirit displayed in the regulation of low rates becomes all the more apparent and praiseworthy.

The west end of the great Vienna Bakery building has been fitted up as a beautiful summer theatre, which is at once spacious, cool and convenient.

In both the lunch room and restaurant are bands of music constantly entertaining the great crowds of patrons that are always noticeable in this popular resort.



FAR-AWAY MOSES AND HIS PETS



IN THE DAHOMEY VILLAGE

Midway Plaisance



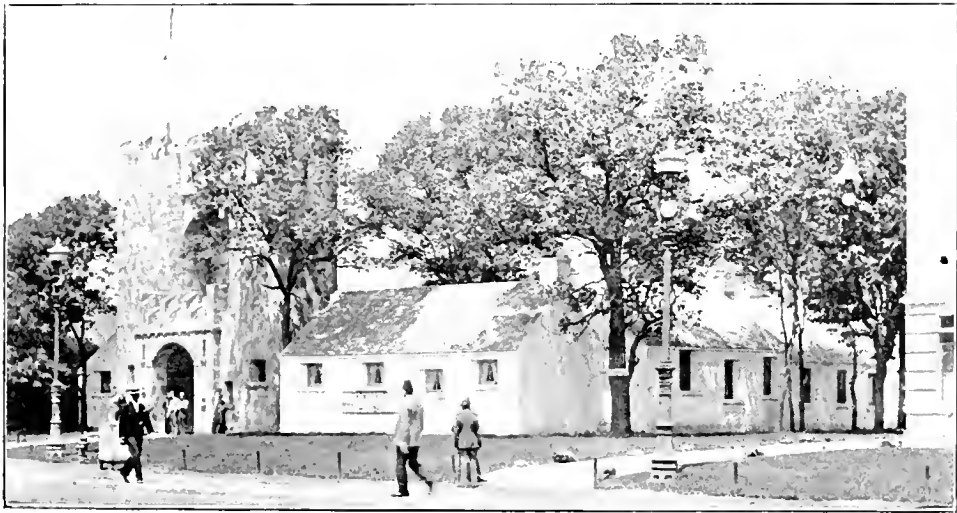
A GROUP ON MIDWAY PLAISANCE

Showing Far-Away Moses

THE IRISH VILLAGE

AND DONEGAL CASTLE

The Irish Village and Donegal Castle, of which we give a picturesque view, is one of the most popular resorts in the Plaisance. The village was designed and erected by Mrs. Ernest Hart as the exhibit of the Donegal Industrial Fund. This organization was founded by Mrs. Hart ten years ago, with the object of reviving and developing cottage industries and hand



IRISH VILLAGE
Showing Donegal Castle

work in Ireland, more particularly in the Congested Districts of the North-west. It has been engaged in training the poor of Co. Donegal, Co. Armagh, Co. Antrim, Co. Dublin and elsewhere in Ireland, in their own homes and in small class rooms and in work shops, in the art of dyeing from plants, in spinning, weaving, pattern making, the making of homespuns and of the Kell's Art Linens, in lace making, sewing, sprigging, veining, the making of the "Kell's Embroideries," in drawing, designing, wood-carving and carpentry. Its operations have been attended with so much success that it has obtained no less than thirteen gold medals and highest awards at great international exhibitions for its products, where competing openly with other manufacturers. At the great International Exhibition in Paris

in 1880, the Donegal Industrial Fund was awarded a higher number of awards (namely five), than any British exhibitor. The beauty and variety of the products of the D. I. F. are seen in the exhibits in the banqueting hall of the Donegal Castle. The unequalled homespuns, the splendid embroideries, the many colored and iridescent linens, the beautiful laces, the hand sewn lingerie, and the hand knitted hosiery, and all the products of the uncultured workers trained through the teaching and agency of this beneficent organization, and they demonstrate what beautiful and high class work can be executed by deft Irish hands and clever Irish workers if technically and practically trained.

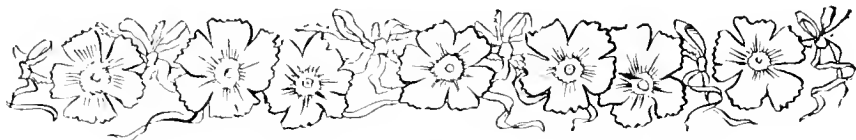
Though the aim is philanthropic, and Mrs. Hart's work purely honorary, the D. I. F. is established on sound commercial lines, Mrs. Hart being convinced that this alone gives the assurance of permanency and real success. In the cottages scattered around the picturesque village green are seen the whole processes of manufacture, the dyeing, spinning and weaving of homespuns; the making of dainty laces, the carving of bog oak, the weaving of Kell's Linens, the working of Kell's Embroideries and the strigging of handkerchiefs, and not the least interesting among these workshops is the village smithy, where McLaughlin, the artist blacksmith, hammers out beautiful objects on the anvil. All the exhibits are for sale, and souvenirs of bog oak, Irish jewelry, Belfast illustrated books, etc., can also be obtained at the stalls. The historical and artistic exhibits are extremely interesting, the Druidical Stones and early Christian Crosses, the Round Tower, the St. Lawrence Gate at Drogheda and Donegal Castle, form a group of buildings as beautiful as interesting. The gallery of portraits of great Irishmen, the statues of Gladstone and Bright and Bishop Berkely, by Bruce Joy, the Irish Sculptor; the model of the Memorial Chapel of Daniel O'Connell, with the chair and hat of the great Liberator, the paintings by Irish artists, the pictures of Irish scenery and life, and the splendid reproductions of ancient Celtic jewelry, give not only beauty and artistic interest to Donegal Castle but make it the representative exhibit of Ireland in the World's Fair. In the corner of the Tower Garden is a reproduction of the famous "Wishing Chair" of the Giant's Causeway, which was formally dedicated by Mrs. Potter Palmer, by moonlight, on July 23th. Here the patriotic can stand on Irish soil, can be seated on an actual stone brought from the Causeway, and can purchase the living green Shamrock of the "could sod." All well-wishers of Ireland will wish well to the Donegal Industrial Fund and its founder for bringing comfort and prosperity to many an Irish home; every visitor to the Irish Village and Donegal Castle will aid the realization of this wish, as all the



MRS. ERNEST HART
Founder of the Donegal Industrial Fund

proceeds of the Village will be devoted, after paying expenses, to the development of the industrial and technical teaching of the Donegal Industrial Fund, which has already achieved so remarkable a measure of success.

But though the village is so picturesque, and its historical and artistic exhibits so interesting and instructive, the object is to bring forward the products of the cottage industries of Ireland; and to obtain a more extended market for them in America. A retail store called "Donegal House, the depot for Irish Industries," has been established in London for many years, and to this Mrs. Hart has added a wholesale warehouse at 33 Brewer Street, Golden Square, London, and a manufacturing centre located in Co. Donegal. The basis of supply is now well established and organized, and as the operations of the D. I. F. extend all over Ireland and embrace nearly all Irish industries, laces, homespun, linens, embroideries, etc., can be supplied both wholesale and retail. Orders for the products of the D. I. F. are being placed by some of the leading wholesale American houses, and if the interest exerted by the Irish Village in Chicago, and the exhibits in Donegal Castle has the practical issue in introducing goods, honest and beautiful in manufacture, to the American public, its effect will have been accomplished, and Irish poverty will be cured by Irish industry.



SIGMUND ZEISLER
Secretary Moorish Palace

Among so many attractions along Midway Plaisance, there are none more interesting than the Japanese Bazaar. It is an art palace in itself, where one can well enjoy a whole day looking at the innumerable varieties of the Japanese goods, from the most expensive pieces of Cloisonné, Satsuma ware, genuine kaga porcelain, ivory carving, silk handkerchiefs, lacquer ware, white metal work, etc., etc., down to bamboo work, paper goods, teas, toys and bric-a-brac of every description. In this most interesting bazaar where there are so many things to tempt the buyer, the management have seen fit to place the prices at such a scale that most anyone can afford to carry away some of the many souvenirs to be had here. Every lover of Japanese goods ought to put aside a day exclusively for visiting this bazaar. The



IRISH VILLAGE
Showing Blarney Castle in the Distance

bazaar is under the entire control of the Japanese people themselves, and all of them, being well educated, speak fluently the English language, thus making it a pleasure indeed to make purchases from them.

The Irish Industrial Village and Blarney Castle, exhibited under the patronage of the Countess of Aberdeen, contains many features of interest to a World's Fair visitor. Here is shown the many different Irish industries, such as needle point lace making, crochet work and the weaving of homespuns, knitting, etc. The dairy exhibit is shown, as is also bog oak carving, embroidery, etc. Taken all together it is a place one would wish to visit.

In great contrast to the natives of Dahomey is the International Dress and Costume Exhibit, where is shown costumes and faces of the pretty ladies from 40 nations.



SCENE IN THE "STREET IN CAIRO"

Midway Plaisance



The Columbian Guard is a body of men made up of all classes and professions, and to some of them the rigid rules of army discipline are vexatious, to say the least, being as they are, familiar only with civil life; but in the majority of cases, the army officers who are in command of these guards fully recognize and appreciate this fact, and use an amount of leniency that would not be tolerated in the Regular Army service.

Occupying an important command of the Columbian Guard is Captain William M. Swaine, CAPT. WM. M. SWAINE. an officer and a gentleman, well liked on the Midway Plaisance for his general efficiency in caring for the interests of the concessionaires. Captain Swaine graduated from the Military Academy in 1886, and was appointed Second Lieutenant of the 22d Infantry. In November, 1891, he was promoted to First Lieutenant in the same regiment. About the middle of July, 1893, he was appointed Captain of Company No. 37 of the Columbian Guard, with station in the Anthropological and Forestry Buildings. On September 4th, he was assigned to the more important command of Company No. 29, stationed in Midway Plaisance. Captain Swaine is constantly moving around among the guards, who are on post, questioning and instructing them in their duties.

The Street in Cairo, one of the leading attractions of the Plaisance, contains Egyptian stores, in which is sold wares of every description pertaining to that country, a theatre, temple, etc. Visitors have great sport here in the riding of donkeys and camels.

The Algerian and Tunisian Village is peopled with natives from Algeria and Tunis; they have a large bazaar and theatre.

Javanese Village is a bamboo enclosure, showing a number of huts where natives of Java are employed in the various species of handicraft followed in their far away islands. Several views of the same are shown in this book.



EGYPTIAN WOMAN

Street in Cairo

Directly opposite Old Vienna is the Wah Mee Exposition Company's exhibit, consisting of the Chinese Theatre, Temple of Worship, Chinese Tea Garden and Cafe, and a Chinese Bazaar, all under the management of Mr. H. Sling. This very interesting exhibit was brought here at a cost of about \$100,000. They have here a Chinese Opera, imported direct from China, especially for the World's Fair. In the Joss House is shown representations of Chinese life, dating 4000 years back, showing both in scenery and figures their religious beliefs, mode of punishment and general way of living. The many wonderful articles of merchandise sold in the bazaar are in themselves something that should be seen by all World's Fair visitors.

The East Indian Palace, owned by Messrs. Ardeshir & Byramji, is a very unique and most interesting exhibit. These gentlemen are familiar with the peculiarities of Exposition visitors, having attended all the principal expositions throughout Europe, and have therefore placed on sale a collection seldom if ever seen outside of India. These goods consist of black wood and sandal wood furniture, boxes, tables, chairs, etc., and cashmere, venares and Moradabad brass and copper hand-chased and enameled vases, pots, etc. They show also a large assortment of shawls, table covers and cushions, silverware, jewelry, old battle axes, arms, and idols. In addition to their exhibit on Midway they have one also in the Manufactures Building.



A GROUP OF JAVANESE

The American Indian Village consists of a number of North American Indians, who give their war dances, etc.

The California Ostrich Farm have on exhibition 28 live ostriches, and to see them is a study in natural history.

Near the west end of Midway is an attractive exhibit showing Sitting Bull's log cabin, together with a tribe of Sioux Indians, prominent among whom is that celebrated Chief, Rain-in-the-Face, of Custer massacre fame. A very interesting collection of relics is shown.

Panorama of Pompeii is a representation of the city of Pompeii before its destruction in the year 63, and as it is to-day.

The Exhibit of the Libby Glass Works is at once interesting and instructive, meeting not only the demands of the curiosity hunters, but those of the student as well. Day and night the glass factory is shown in its full operation and is a great educator of one of the oldest of arts. While an admission fee of 10 cents is charged, a rebate of that amount is given on the purchasing of any article, practically making the admission free. The structure occupied by this exhibit is very pretty indeed, being one of the most commanding in appearance of all the buildings on Midway. Every



A TRIO OF SINGERS IN OLD VIENNA

thing seen in a regular glass factory is here shown—the roaring furnaces contain the crucibles for fusion of the materials that produce the glass, the finished cut glass specimens, with glass house or blowing room, in fact nothing is omitted. The furnace in the centre of the blowing room is 100 feet high and has a base of 25 feet in diameter.

The Diamond Match Company has a very unique exhibit, showing the method pursued in the manufacture of matches.

The Cyclorama of the Bernese Alps is an exceptionally fine representation of those famous peaks.

The Lapland Village is very interesting, showing the life of the Laplander. The exhibit consists of tepees, dogs, reindeer, and the Laplanders themselves.

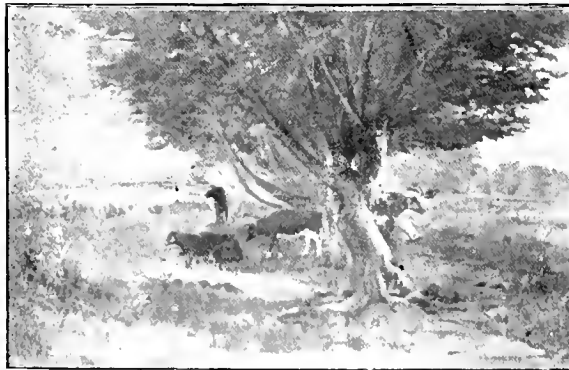
The Turkish Village is composed of bazaars, theatres, temple of worship, restaurants, etc. The original Turkish Theatre, under the management of the Messrs. Maghghgab is very interesting, as in this theatre is given a genuine performance of a Turkish drama. The play is interpreted throughout, so that persons visiting it have a thorough understanding of the plot of the play. The cost of the theatre was about \$10,000.

A unique exhibit is the one made by Mr. George Washington Childs, of Philadelphia, of the Workingman's Home. It will interest not only the laboring classes, but all persons interested in social economics.

Exhibit No. 4 is the California Nursery and Citrous Tree Exhibit, consisting of orange and lemon trees which show green and ripe fruit and blossoms, all on the same trees.

Ottoman's Arab Camp, known as the Wild East Show, is in the extreme West end of the Plaisance, and the performances here given are feats of horsemanship and daring of the Bedouin Arabs.

The Venice-Murano Glass Exhibit consists of a complete furnace showing the production of fancy blown glass, besides the workshop for monumental decorative Mosaic work.





J. J. GIBSON

Photo by Gibson

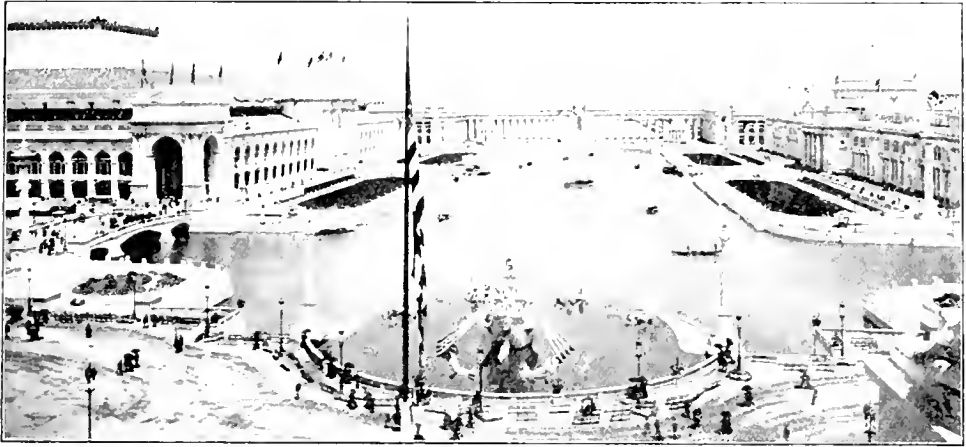
Official Portrait Photographer of the World's Columbian Exposition

Located in the Fair grounds, near the 62d Street entrance, is the official portrait photograph gallery of the Exposition. Mr. J. J. Gibson, of Ann Arbor, Mich., is the official photographer. The work turned out by this gentleman is the finest product of the science of photography, and in marked contrast to the high prices governing most World's Fair articles, he is very moderate in his charges. He is an artist of exceptional ability, having in every instance received medals of award wherever his photographs have been placed on competitive exhibition, and the fact that he succeeded in securing the honor of Official Portrait Photographer over his many rivals proves the high esteem in which he is held by the officials of the Exposition. In the operation of his gallery he is most ably assisted by his wife, who is also his partner, she being at all times courteous and obliging under the many perplexities encountered in the reception room of a gallery doing so large a business as here done. His large corps of assistants are noted for their ability. The making of the thousands of pass-photos is very perplexing, as many as 1,500 being made in a day, they being made simply for purposes of identification do not in any way represent the excellent photos made by Mr. Gibson, for aside from the contract for making the pass-photos he has also the concession for making Portraits of Fair visitors, of which he does a very large business. He has made photos of all the noted people of the Fair and the Plaisance, copies of whom he will have on sale during and after the Exposition.



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Fred Rentschler, Operator Mrs. Gibson, Manager J. J. Gibson, Proprietor Chas. A. Schaldenbrand, Printer
Miss M. Burt, Reception Room Lady Miss R. Rentschler, Reception Room Lady

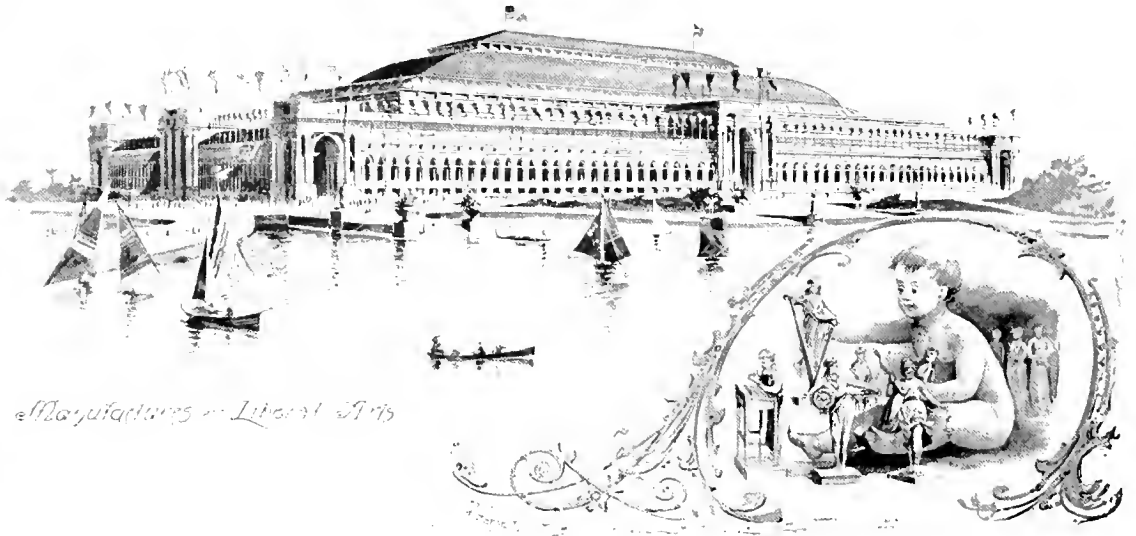
OFFICIAL PORTRAIT PHOTOGRAPHER AND CORPS OF ASSISTANTS



COURT OF HONOR
Showing MacMonnies Fountain

Manufactures Building

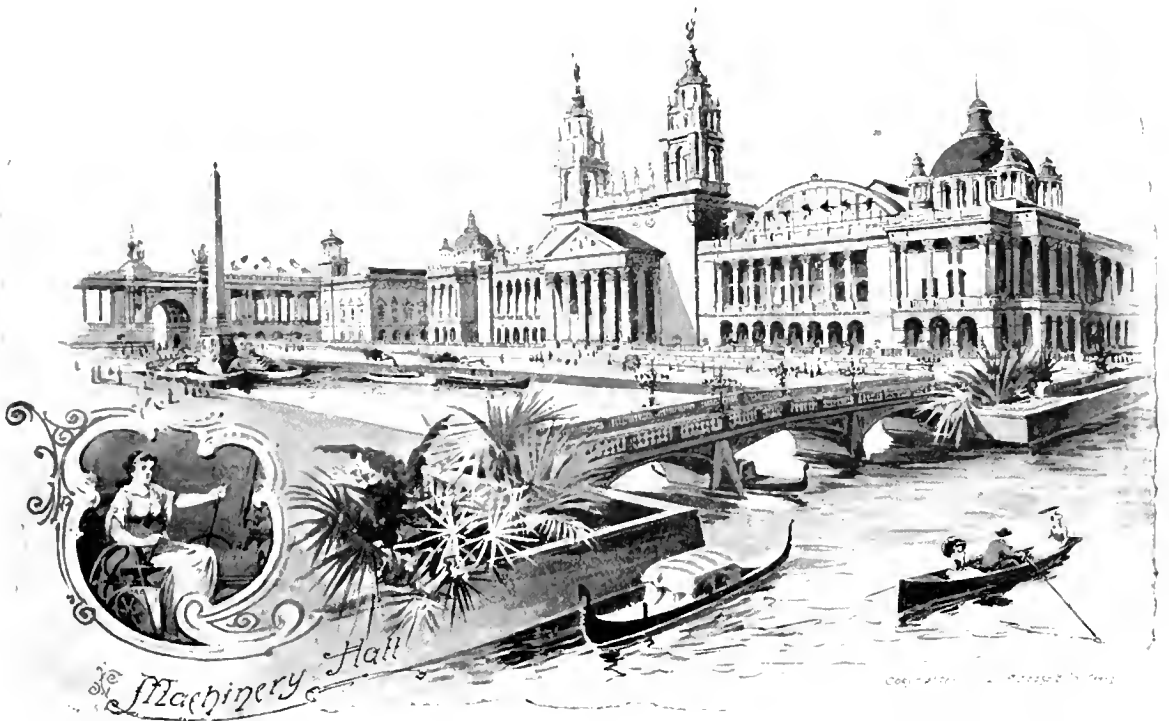
THE giant of the Exposition—indeed, the Brobdingnagian of all expositions, for it is the largest structure ever reared for a world's fair—is the Manufactures and Liberal Arts Building, measuring 1688 feet by 788 feet, and covering more than thirty-one acres. The main roof, which is of iron and glass, alone arches an area 385 by 1,400 feet. A gallery, which extends around all four sides of this great structure, gives more than eight additional acres for exhibits.



Although this building is so huge, the skill of the architect, George B. Post, of New York, has given it a remarkable symmetry, and as an architectural triumph as well as for its importance in other respects, it is worthy of the conspicuous place given it on the grounds, facing the Lake, from which it is separated by lawns and promenades. The building is in the Corinthian style of architecture, and in purely classic lines excels all others on the grounds. Its long lines of columns and arches, are relieved by ornamentation of female figures.

Machinery Hall

EXCELLED in appearance only by the Administration Building, Machinery Hall, occupying a space 850 by 500 feet is at the south end of the Park, midway between the lake and west line. Adding the Annex on the west, which covers between four and five acres, its length is increased to 1400 feet, making it after the gigantic Manufactures Building, the largest building on the Exposition grounds. Peabody & Stearns, of Boston, the architects, have, appropriately to the

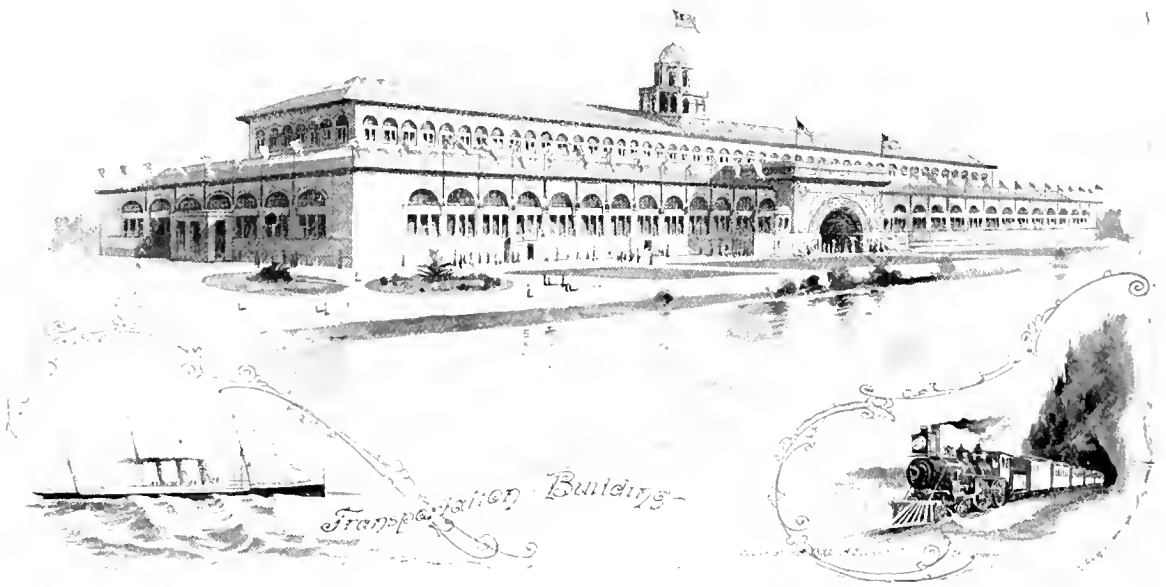


historical associations of the Exposition, in the details, copied the renaissance of Spanish towns. This imposing building and the Administration and Agricultural Buildings make an architectural display of great magnificence.

The cost of this structure was \$1,000,000. Machinery Hall, in its ample proportions, with its stately architecture, is indeed worthy to be the scene of the display of the marvels of this most marvelous age of mechanical triumphs.

Transportation Building

BETWEEN the Horticultural and Mines and Mining Buildings lies the Transportation Building. In style, savoring of the Romanesque, it is exquisitely simple in architectural effect, yet, very rich and elaborate in detail. Seen from the Lagoon, its cupola will make the most striking effect of the north quadrangle, while from the cupola itself, which will be reached by eight elevators, the Northern Court, the most beautiful of all the effects of the Exposition, will be seen in its



most favorable aspect. As a whole the building will consist of a continuous arcade, with subordinated colonnade and entablature, pierced by many minor entrances, about which, will be grouped terraces, seats, drinking fountains and statues. The exhibits will, of course, include everything of whatsoever kind or sort that has to do with transportation, from the frail and lovely baby carriage to the massive and most heavily built of railway engines. Mr. Willard A. Smith is the Chief of the Transportation Department, which was organized July 27, 1891

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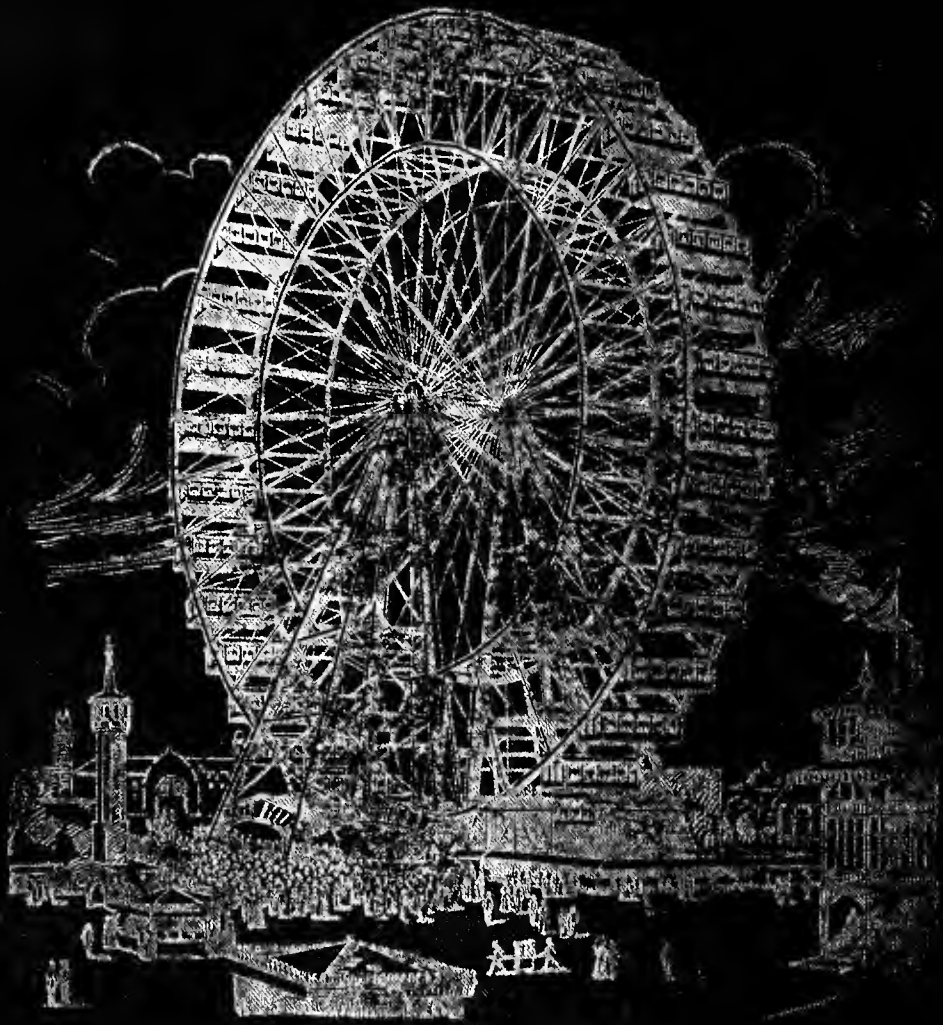
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