

B8

500
A2 B8
copy 1

rd

Columbian Exposition



CHICAGO BUREAU

OF THE

BROOKLYN DAILY EAGLE.

15
9180



AUDITORIUM BUILDING,

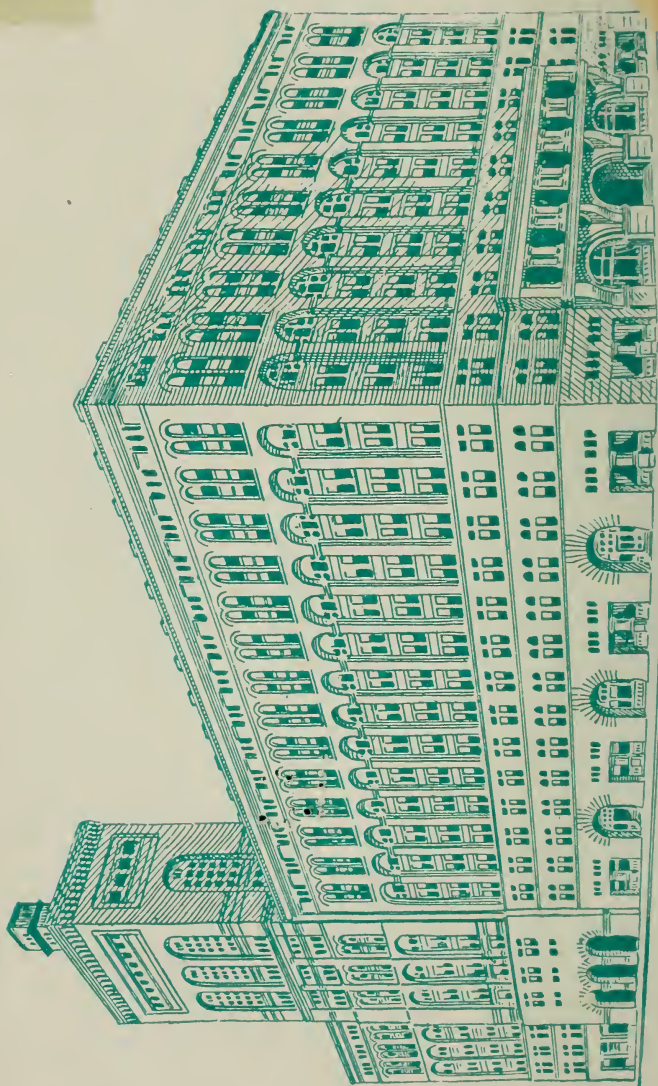
No. 310 WABASH AV.

TWO DOORS FROM WABASH AV. ENTRANCE.

Telephone No.,
Harrison 220.

1893.

Fourth
Edition.



THE AUDITORIUM — 7

T500
A2B8

Call 100 7505
BH neat 480-57

T500
A2B8

The[®] World Fair.



The Columbian Exposition of 1893 marks an epoch in American history, and Chicago, the pioneer city of the West, will be the objective point of many thousands from Brooklyn and Long Island.

Those who are without knowledge of the city and its surroundings, and have made no previous arrangements, will find their pleasure in large measure interfered with by many occasions of discomfort and annoyance.

THE EAGLE BUREAU IN CHICAGO.

Realizing the need which Brooklynites will have of accurate, unbiased information and impartial assistance during their stay in the World Fair City, a Chicago Bureau has been established by the Brooklyn DAILY EAGLE, with an office in the Auditorium Building. The office is intended to be a headquarters for residents of Brooklyn and Long Island, and the accommodations provided for the purpose are both commodious and accessible. The rooms will be kept open day and night on every day, Sundays included, during the progress of the Exposition.

LOCATION.

The location of the Auditorium Building is the most prominent in Chicago, and in every particular it is the most central and desirable.

Fronting it, is the landing place of the Lake steamers and the World Fair station of the Illinois Central railroad, both of which routes lead direct to the Fair Grounds. Numerous cable roads leading to the different portions of the city pass the doors, and the terminus of the Elevated road is within a block. In the Park opposite is situated the new Art Institute, a magnificent structure, in which are to be held the many World Fair Congresses which have been the subject of elaborate preparation and elicited the interest and co-operation of the civilized world.

The terminal depots of the various railroads are within easy walking distance of the Auditorium Building, and upon arrival in the city Brooklynites should at once seek the EAGLE Bureau, where they can obtain complete information as to the rates and accommodations of the various hotels and boarding houses, together with the many points of interest in Chicago and at the Fair Grounds. In this way everything can be mapped out beforehand and thorough knowledge, based upon actual investigation, gained as to the best method of procedure.

Taken altogether, no location in Chicago could have been selected which is better

known or combines more of comfort and advantage to the visitor than that of the Auditorium Building. The EAGLE office is located on the ground floor of the Auditorium building, two doors from the Wabash avenue entrance. The number of the store occupied is 310 Wabash avenue.

BENEFITS.

The benefits to be derived from the facilities afforded by the EAGLE's Chicago Bureau are important and must be at once apparent.

To all Brooklyn and Long Island visitors, but more especially, perhaps, to that portion who have but a limited time at their disposal, the EAGLE Bureau, with its superior acquirements, will be enabled to render invaluable assistance. Without its aid a considerable part of many a short vacation will be consumed in effecting the various necessary arrangements which go to make up an enjoyable visit.

ROOMS MAY BE ENGAGED IN ADVANCE.

Those contemplating a trip to Chicago are invited to address the EAGLE Bureau, stating the quality of accommodations desired, and prompt answers will be made to all letters, and reference given to such hotels or boarding houses suited to the wants of the visitor, as may be deemed worthy of our recommen-

dation. If terms and location are satisfactory, we will then, upon request, engage the rooms for a definite time stated, thus saving the visitor all the time, worry and annoyance which a selection after reaching Chicago would necessarily involve.

In this connection, intending visitors are assured that the EAGLE Bureau can obtain better accommodations and more satisfactory prices from hotels and boarding houses than it would be possible to secure in any other manner.

The EAGLE will accept no compensation whatever from hotel proprietors, but all concessions granted are solely for the benefit of guests recommended by the EAGLE Bureau.

Visitors to Chicago having little knowledge of hotel rates are apt to find exorbitant charges imposed upon them by unscrupulous parties. You can avoid all this by a liberal use of the EAGLE Bureau.

To ladies traveling alone, this suggestion is especially important.

PRICES OF ROOMS AND BOARD.

Furnished rooms without board can be secured on the South side within easy distance of the Fair Grounds at prices varying from \$1 to \$5 per day, depending entirely upon location and the quality of the accommodations. The prices of rooms with board at hotels and board-

ing houses in a similar locality range from \$2 to \$8 per day. Allowance is made in some instances for the length of stay of the visitor. The management of the EAGLE Bureau has found, upon inquiry, that a large number of rooms have been engaged for the months of July and August, and although at present the demand for rooms is not excessive, it is still desirable for intending visitors to make early arrangements and avoid all possible difficulty later on. Letters to the EAGLE Bureau upon this subject should state explicitly whether the European or American plan is preferred, the number in the party, and if it is desired to locate in the city proper or near the Fair Grounds. Full particulars should be given so that we may be carefully guided in making engagements. Visitors should also correspond a sufficient length of time in advance to afford opportunity for the completion of all arrangements.

HOTEL LITERATURE.

An indexed Cabinet has just been added to the office, and contains the pamphlets and circulars issued by the leading Chicago Hotels. The advantage of this as a saver of time to the visitor is important. It is possible to at once canvass the accommodations of the various hotels without personally visiting them and a selection can be made in a more convenient manner.

PERSONAL INSPECTION OF ROOMS.

Those who may prefer to personally view the hotels and boarding houses before making final decision can secure from the EAGLE Bureau a list of suitable places to inspect, together with a card of introduction.

CORRESPONDENCE.

Every inquiry addressed to the EAGLE Bureau will have immediate reply, and Brooklynites are expected to freely correspond regarding any subject in which they may be interested or desire further information.

LETTERS AND TELEGRAMS.

Again, there are many Brooklynites who will arrive in Chicago without having definitely arranged for accommodations during their stay. The convenience of the EAGLE Bureau in this particular is especially important. Their friends at home may direct letters and telegrams and send express packages to them in care of the EAGLE Bureau, and they may make our office in the Auditorium Building their headquarters, and leave their baggage there until a location is determined upon.

LONG DISTANCE TELEPHONE IN THE OFFICE

One of the special features of the office is a long distance telephone, and visitors who are at the Fair Grounds during the day may at any

time telephone to the EAGLE Bureau to learn if letters or telegrams have been received for them. In event of illness or other circumstance at home this long distance telephone service will be found of inestimable value for prompt communication. By leaving their Chicago address at the EAGLE Bureau promptly upon arrival in the city, Brooklynites may arrange through our telephone facilities to be kept thoroughly apprised of their home affairs. We will also immediately give notice of the receipt of letters and telegrams.

The Telephone number is "HARRISON 220."

TELEGRAMS AND CABLE MESSAGES.

The office has likewise been furnished with call boxes of the Western Union and the Postal Telegraph Cable Co. Visitors may write and send their telegrams or cable dispatches without leaving the EAGLE Bureau.

DISTRICT MESSENGER SERVICE.

A District Messenger call box has also been placed in the office for the use of visitors.

WRITING AND READING.

The rooms are adequately provided with writing material, and all of the newspapers of Brooklyn, New York and Chicago and many of the illustrated weeklies and monthlies are kept on file.

BROOKLYNITES IN CHICAGO.

Another characteristic of the office which cannot fail of appreciation is the list of all Brooklynites in Chicago, with their addresses, which will be as thorough and complete as constant endeavor can attain. We receive a daily list of Brooklyn people registered at the New York State Building in the Fair Grounds, together with those at the hotels. If your friend is in Chicago, you can ascertain the fact by inquiry of the EAGLE Bureau.

TIME TABLES, MAPS, GUIDE BOOKS, ETC.

The library of the office will contain Brooklyn and Chicago Directories, together with a full set of guide books, time tables and maps.

DAILY STOCK REPORTS ON FILE.

We have also arranged for a daily bulletin of the quotations from the New York Stock Exchange.

THEATRE AND RAILROAD TICKETS.

Theatre tickets, railroad tickets and sleeping berths may be secured in advance through the EAGLE Bureau.

CARRIAGES SECURED.

Those desiring to drive about the city will be advised as to location of the different parks

and thoroughfares, and we will engage carriages or make any other arrangements which visiting Brooklynites may deem necessary for their comfort.

LETTERS OF CREDIT.

It will doubtless happen many times during the summer that visitors to the World Fair will need to have checks cashed, and this would not be done at the Chicago banks without reliable identification, which it might oftentimes be impossible to obtain. The EAGLE has made provision for this perplexing contingency. By calling at the EAGLE office in Brooklyn before leaving for Chicago travelers will be given a letter of credit, and upon presentation of this to the Chicago Bureau it will be honored. It is not wise to travel with too much money upon your person. Leave part of your funds at home, and make drafts on the EAGLE Bureau as necessity demands.

MINERAL WATER.

Hygeia Mineral Water has been placed in the office, and a supply of this well-known pure water is constantly on hand.

MEDICAL ATTENDANCE.

In addition to its other services, the EAGLE Bureau is prepared to recommend the visitors to competent physicians, and medical attendance may be secured through the medium of our office at any time—upon request.

STENOGRAPHER AND TYPEWRITER.

A Stenographer and Typewriter are in the office, and correspondence can be dictated and transcribed at any time without charge in a prompt and expert manner.

LADY ASSISTANT IN ATTENDANCE.

A lady assistant is in constant attendance at the office.

GENERAL INFORMATION.

Valuable information and advice concerning the Fair and the best manner of seeing it in a thorough and expeditious manner will also be freely given, and by consultation with the EAGLE Bureau the visitor may avoid exorbitant charges and unsatisfactory results.

NO CHARGE FOR SERVICES RENDERED.

No charge whatever is made for any service rendered by the EAGLE Bureau and no gratuities will be accepted.

THE BROOKLYN PUBLIC INVITED.

The EAGLE cordially invites the Brooklyn public to liberally avail itself of each and every facility provided by the Chicago Bureau and to make our office their headquarters when in the city, with the assurance that nothing will be omitted which may in the least degree tend to magnify the comfort and convenience of the visitors from Brooklyn and Long Island

BROOKLYN DAY.

Tuesday, June 27th, was officially designated by the Exposition management as Brooklyn Day. The occasion was celebrated in a manner which gave due prominence to the municipality, and made the occasion memorable. The attendance was large, the arrangements complete, and hundreds of delighted Brooklynites gathered to attest their loyalty to their home city. Many of the most eminent citizens of Brooklyn were present and the literary features of the exercises were highly appreciated.

THE EAGLE CHICAGO EDITION.

On Brooklyn Day the BROOKLYN DAILY EAGLE published a Chicago edition. It was printed in the afternoon in Machinery Hall, at the Fair Grounds, and all Brooklyn visitors were invited to visit the unique exhibition and obtain a copy of their favorite home paper. The Chicago edition contained a full report of all the proceedings of the day, a description of Brooklyn and Long Island exhibits at the Fair, a summary of Brooklyn news published that day in the home edition and general telegraphic news.

The paper went to press exactly at the hour scheduled, and although a thousand miles from home, a twelve page paper was produced which is well worth preserving as a valuable souvenir. The printing of the Chicago edition

of the EAGLE was witnessed by a large assemblage of prominent Brooklyn people, and the occasion was one of the notable incidents of the Columbian Exposition.

The paper contained a thorough account of everything at the Fair in which Brooklyn is interested, and is of value to those who desire to locate the exhibits of their friends at the World Fair. Copies of the paper can be obtained at the office of the Chicago Bureau, No. 310 Wabash avenue, or at the home office in Brooklyn.

HOW TO REACH CHICAGO AND THE COST.

Railroad service in this country has never been more complete than it is at present. Every possible convenience and comfort is provided for the tourist. The special World Fair trains running out of New York on all the roads are superbly equipped in every particular. The traveler who can afford to ride on a fast train does not want to economize by going on a slow one. It is well to give the problem of transportation careful consideration, and to select the best train that your pocket-book will warrant. The following is believed to be a correct statement concerning all the routes to Chicago from New York.

By the New York Central & Hudson River Railroad there are eight trains daily from New York to Chicago. The fastest train, "The Exposition Flyer," will make the distance in

twenty hours, leaving New York at 3 P. M.; the through limited trains in about twenty-five hours, while express and accommodation trains will require twenty-eight to thirty-five hours. Single trip tickets are sold at rate of \$22.25, good until used. Single trip tickets at rate of \$20, and round trip at rate of \$40, afford the privilege of stop over at one point in each direction. On the thirty-five hour trains an excursion ticket can be had for \$32. Rate for a sleeping car berth is \$5, except on the Chicago Limited (leaves New York at 10 A. M.), where the price is \$8, and on the "Exposition Flyer," \$11. Brooklyn ticket offices: 333 Washington street, 726 Fulton street and 74 Broadway.

By the Pennsylvania Railroad leaving Brooklyn by the Jersey City Annex, foot of Fulton street, there are five through trains a day. The "Limited" which leaves at 11:40 A. M., reaches Chicago at noon the next day. The Columbian Express leaves at 8:40 A. M.; makes the run in twenty-five hours. The Western Express leaves Brooklyn at 6 P. M. and arrives in Chicago 9:30 P. M. next day. Single tickets \$20; Excursion, \$40. On the Pacific Express which leaves Brooklyn at 7:30 P. M. and reaches Chicago in thirty-five hours, an excursion ticket can be had for \$32. The St. Louis and Cincinnati Express leaves at 1:40 P. M., and reaches Chicago at 5:30 P. M. next day. Pullman Sleeping cars, \$5;

on limited train, \$8. Brooklyn offices: 4 Court street, 860 Fulton street and Brooklyn Annex, foot of Fulton street.

The Erie Lines run four solid trains to Chicago daily, leaving foot of Chambers street, New York, at 10 A. M. and 3, 6:30 and 8:30 P. M. The time is from thirty to thirty-six hours. Single tickets, \$18.00, permitting stop-over at Chautauqua Lake or Niagara Falls. Excursion tickets, \$28.80, continuous passage each way; \$32.40, permitting stop-over in one direction, and \$36.00, permitting stop-over on both going and returning trip. Choice of routes via Chautauqua Lake and Niagara Falls. Privilege of going via one route and returning via another. Through Pullman sleepers (\$5 extra) and dining cars (serving meals at \$1 each.) Brooklyn office, 333 Fulton street.

The West Shore road sends out a train at 5 P. M., reaches Chicago at 9:50 the next night. Single fare, \$17; Excursion, \$35. There are two other trains, one leaving at 10 A. M. and the other at 8 P. M.; on the latter train excursion tickets can be had for \$28.00. This time is from foot of Franklin street, New York. West Forty-second street station ten minutes later. Through Wagner cars. Brooklyn offices: 333 Washington street, 726 Fulton street, and 74 Broadway, E. D.

The Baltimore and Ohio sends out four trains daily to Chicago, at 12:15, 11:30 A. M.,

1.30 and 6 P. M. Pullman Buffet Parlor cars on day trains and Pullman Buffet Sleeping cars on night trains. Price, \$17, Single ticket; \$28.00 Excursion ticket. Sleeping cars, \$5. All trains run via Washington. Trains from Chicago to New York leave Grand Central Passenger Station 4.55 P. M. via Pittsburgh and Washington, and 10.45 A. M. and 9.50 P. M. via Grafton and Washington. Brooklyn office, 344 Fulton street.

The Ontario and Western road runs two Chicago trains daily. One leaves 9:30 A. M., reaching Chicago 8:30 next evening, and the other leaves at 7:35 P. M. and arrives at 7.30 A. M. second morning. Single fare, \$17; Excursion, \$28. Through Pullman sleepers (\$5 extra) run on both trains. Via Niagara Falls. From Chicago, Dearborn Street Station, trains leave at 11 A. M., reaching New York 8:50 P. M. next day; 3 P. M., reaching Niagara Falls 7 A. M. next morning, with six hours' stop, arriving in New York 7:25 second morning. Brooklyn office, 4 Court street.

The Delaware, Lackawanna and Western runs three trains daily, 9 A. M., 7:30 and 9 P. M. Single fare, \$17; Excursion, \$28.00. Vestibuled trains, Pullman coaches and dining cars. Brooklyn office, 333 Washington street.

There are four trains a day by the Lehigh Valley Road, at 8:15 and 11:30 A. M. and 6.00 and 3 P. M., foot of Liberty street, New York.

Through Pullman buffet sleeping cars. Brooklyn office, 4 Court street.

ONE FARE EXCURSION RATES.

Special trains, composed only of day coaches, will run to Chicago on a schedule of not less than thirty hours, at the rate of one limited fare for the round trip by the route traveled. These tickets are to have a return limit of ten days, and are not to be good in sleeping, parlor or chair cars, and no stop-over to be permitted in either direction: tickets to be sold to children, aged between 5 and 12 years, at 75 per cent. of the one-way rate. Baggage checked upon tickets is to be confined in weight to 100 pounds, and must be personal baggage only. Two excursions are to be run on Mondays, Tuesdays, Wednesdays and Saturdays of each week, to be alternated by the several lines on the dates assigned as follows:

Monday, July 24,	Erie.	B. & O.
Tuesday, July 25,	O. & W.	Penna.
Wednesday, July 26,	W. S.	L. V.
Saturday, July 29,	N. Y. C.	D. L. & W.
Monday, July 31,	O. & W.	Penna.
Tuesday, Aug. 1,	W. S.	L. V.
Wednesday, Aug 2,	N. Y. C.	D. L. & W.
Saturday, Aug. 5,	Erie.	B. & O.
Monday Aug. 7,	W. S.	L. V.
Tuesday, Aug. 8,	N. Y. C.	D. L. & W.

Wednesday, Aug. 9,....	Erie.	B. & O.
Saturday, Aug. 12,.....	O. & W.	Penna.
Monday, Aug. 14,.....	N. Y. C.	D. L. & W.
Tuesday, Aug. 15,.....	Erie.	B. & O.
Wednesday, Aug. 16,...	O. & W.	Penna.
Saturday, Aug. 19,.....	W. S.....	L. V.

The rate of fare on the excursion trains over the New York Central and Pennsylvania railroads will be \$20 for the round trip; over the West Shore and the Erie, \$18, unless the Nickel Plate connection is preferred by the passenger, in which event the round trip fare will be \$17, which will be the fare also by the New York, Ontario and Western, the Lehigh Valley, the Delaware, Lackawanna and Western, and the Baltimore and Ohio. The tickets are good to return on any thirty-hour train within ten days. It is intended to start the proposed excursion trains at as early an hour in the morning as is convenient, in order that the passengers may reach Chicago before dark on the following afternoon.

RAILROAD DEPOTS AND TICKET OFFICES IN CHICAGO.

The constant inquiry made at the EAGLE office for the location of Railroad Depots and Ticket Offices has necessitated the insertion of the following list:

ATCHISON, TOPEKA AND SANTA FE RAILROAD.—Trains leave Dearborn Station, corner Dearborn and Polk streets. Ticket office, 212 Clark, corner Adams street.

- BURLINGTON ROUTE, C., B. & Q. RAILROAD.—Berths and tickets at 212 Clark street and Union Passenger Station, Canal and Adams streets.
- BIG FOUR ROUTE.—Depots, Central Station, 12th street and Park Row and 22d and 39th streets. Ticket offices at 234 Clark street and Auditorium Hotel.
- BALTIMORE AND OHIO.—Depot, Grand Central Passenger Station, also Ogden avenue. City office, 193 Clark.
- CHICAGO, ROCK ISLAND & PAC. RY.—Passenger Station, Van Buren street, one block south Board of Trade. City Ticket office, 104 Clark street.
- CHICAGO & ALTON.—Union Passenger Station, Canal street, between Madison and Adams streets. Ticket office, 195 South Clark street.
- CHICAGO & EASTERN ILLINOIS.—Ticket offices, 230 Clark street, Auditorium Hotel, and Passenger Station, Dearborn and Polk streets.
- CHICAGO & NORTHWESTERN.—Ticket offices, 206 and 208 Clark street, Oakley avenue Station, and Depot corner Wells and Kinzie streets.
- CHICAGO, MILWAUKEE & ST. PAUL.—City Ticket office, 207 Clark street. Telephone No. 2190 Main. Union Passenger Station, Canal, Adams and Madison streets.
- CHICAGO AND WEST MICHIGAN.—Station, foot of Twelfth street. (Mich. Central.) City Ticket office, 67 Clark street. Com'l Agent, 193 Clark street.
- ERIE LINES (CHICAGO AND ERIE RAILROAD.)—Ticket offices, 242 Clark street, Grand Pacific Hotel, and Dearborn station, Polk street, corner Fourth avenue.
- GRAND TRUNK.—Dearborn station, foot of Dearborn street. Central Ticket office, 103 South Clark street.
- ILLINOIS CENTRAL.—All Through Trains from Central Station 12th Street and Park Row. Trains for the south can also be taken from 22d street, 39th street, Hyde Park, and World's Fair (60th street) Stations. City Ticket office, 194 Clark street.

THE LAKE SHORE ROUTE, NEW YORK CENTRAL AND HUDSON RIVER, BOSTON AND ALBANY RAILWAYS.—Depot, Van Buren street, opposite Board of Trade Block. Ticket offices, 66 Clark street, depot, and 22d street.

MONON ROUTE —Depot, Dearborn Station. Ticket offices, 232 Clark street and Auditorium Hotel.

MICHIGAN CENTRAL, NEW YORK CENTRAL, AND BOSTON AND ALBANY RAILROADS.—“The Niagara Falls Route.” Trains leave New Central Station on Lake Front, foot of Park Row, and at 22d street, 39th street, and Hyde Park. City Ticket office, 67 Clark street.

NICKEL PLATE.—The New York, Chicago and St. Louis R. R. Depot, 12th street viaduct, corner Clark street.

THE PENNSYLVANIA LINES—CHICAGO.—Union Passenger Station, Canal street, between Adams and Madison. Ticket offices at Station, and at 248 Clark street, corner Jackson.

ST. PAUL AND MINNEAPOLIS, DUBUQUE AND DES MOINES.—Chicago Great Western Ry. Co., Grand Central Station, Fifth avenue and Harrison street. City office, corner Clark and Jackson streets (Phenix Building.)

WABASH RAILROAD.—Trains leave from Dearborn Station, corner Polk and Dearborn streets. Ticket office 201 Clark street.

HOW TO REACH THE FAIR.

This is the first subject to which the visitor gives attention. There are four methods of going to the Fair Grounds from the city.

1. The Illinois Central R. R. Express trains leave foot of Van Buren street, near the lake, every ten minutes during the day. Fare, ten cents each way. Stop at Sixtieth and Sixty-third streets and Terminal Station. The last-

named landing is near the Administration Building, and is altogether the most convenient. The visitor is brought to within a short distance of all the Exposition Buildings. The public do not seem to generally understand that these trains arrive and depart from the Terminal Station. It is a convenience which would be more extensively enjoyed if the fact was thoroughly known. By remaining in the cars until Terminal Station is reached the long walk to the principal points of the grounds is entirely averted.

2. Lake steamers leave every fifteen minutes, pier foot of Van Buren street; fare fifteen cents each way, 25 cents round trip.

The magnificent new steamer Christopher Columbus, known as the "Whaleback," makes daily trips. The trip down the Lake or to the city after a day at the Fair is delightful and refreshing.

3. Elevated R. R. Trains depart from station on Congress street—one-half block from Auditorium Building. Land passengers within the grounds near Administration Building. Fare, five cents each way. Stations are located at Congress street, 12th, 18th, 22d, 26th, 29th, 31st, 33d, 35th, 39th, 40th streets and Indiana avenue; 43d street, 47th, 51st, 55th 58th, 61st streets; Cottage Grove avenue and 63d street; Lexington avenue and 63d street; Madison avenue and 63d street; Stoney Island avenue

and 63d street ; Jackson Park, within World's Fair Grounds.

4. Cottage Grove avenue cable cars. These run from Madison street to and beyond the Fair Grounds. Fare, 5 cents each way. Land Passengers at entrance to Midway Plaisance, or near the 57th street entrance to the Fair Grounds.

For the Midway Plaisance take cars marked "Oakwood—71st street." For the Fair Grounds take cars marked " Jackson Park."

How to See the Fair.

ITINERARIES FOR 1, 2, 3, 4, 5, 6, 7, 10 DAYS AND 2 WEEKS.

A visit to the Fair grounds is an occurrence replete with constant pleasure, but we would urgently suggest the value of a systematic inspection. The educational advantages of the Columbian Exposition cannot be overestimated, but this will be rendered restrictive by a haphazard method of visitation. The sightseer should be made familiar in advance with the location of the buildings and the principal exhibits.

The Exposition authorities entirely coincide in the opinion that a carefully prepared visit will be most satisfactory. In this way the visitor will not go twice over the same ground; will understand what is seen and know the relation of every part to the whole in a manner which could by no possibility be otherwise induced. The large amount of time which would be, perhaps unsuccessfully, consumed in locating exhibits desired to be seen can thus be entirely averted.

Of the Fair itself nothing but praiseworthy sentiments should be uttered. It is the most

stupendous tribute to modern advancement and civilization ever offered for the inspection of mankind. Magnificent in design, complete and wonderful in execution, it cannot fail to arouse the highest sense of patriotism and to impress indelibly upon all peoples a lofty idea of American enterprise. Dr. Talmage has styled the Art Department "A transported Louvre, Luxemborg and Vatican." His eloquence of praise might with equal force be applied to the entire exhibition. Whatever is of historical, commercial or industrial value in any land has been gathered here, and to see it in all of its manifold phases is an opportunity which, if systematically exercised, will be a source of constant revelation and enjoyment.

It may truthfully be said that every part and parcel of the Columbian Exposition will merit all the time and attention which visitors can afford to bestow.

The main idea, which the EAGLE would seek to constantly impress, is that the Fair must be seen systematically and that any other method would produce a conglomerate impression entirely bereft of any educational or artistic value.

Many volumes issued as guide books have served more to mislead and confuse the public than to benefit them, in imparting information as to the best plan of seeing the Fair in a thorough and expeditious manner. The visitor to the Exposition is not interested in laborious

statistics. There is, of course, some curiosity to know the cost of the various buildings, but beyond that the mass of figures which many of the so-called guide books contain, are not only bewildering but almost without value. It is the object of the EAGLE in the following pages to apprise its readers, in as concise a manner as possible, of the most convenient plan to pursue in viewing this wonderful Exposition. Facts based upon actual experience are what the people demand. Opinions loosely given without knowledge are of little moment.

Below will be found a series of itineraries of one, two, three, four, five, six, seven, ten days and two weeks. The endeavor will be, not to dwell at length upon the importance of special exhibits or the magnificence of certain portions of the grounds, but in a general manner to thoroughly acquaint the reader with the easiest and most practical method to be adopted in seeing the Fair, graduated according to the amount of time which the visitor may have at his or her disposal.

GENERAL INFORMATION.

The first view of the Fair is important; upon it depends the visitor's knowledge of the location of the buildings—the reason for the arrangement adopted—and a general idea of the whole situation. The most satisfactory way, undoubtedly, is to take the World Fair steamers at Van Buren street (which is not far from the

EAGLE's Chicago Bureau), to the Fair Grounds. These commodious boats run every fifteen minutes. The fare is twenty-five cents for the round trip or fifteen cents each way. A seven-mile ride down the lake on the beautiful waters of Lake Michigan brings the visitor in full sight of the "White City." As the approach is made, a bird's eye view of everything is obtained and the various points of interest will be readily noted, particularly the large buildings, and the Exhibition man-of-war, Illinois. The boat lands at a long pier, upon which is a sliding sidewalk leading direct to the grounds. This may or may not be patronized. It is a novelty, but not essential. The main entrance to the Exposition Grounds faces the water front. This is known as the Peristyle, of which so much has been written. It is a series of magnificent columns extending for a somewhat remarkable distance along the lake, and upon its summit have been placed numerous colossal figures and the Quadriga, all of which combine to command attention. Expressions of astonishment find involuntary utterance; the grandeur of the scene is overwhelming; a sense of mighty power is inspired, the achievement of America emphasized. No further evidence is required to convince the beholder that it is the most marvelous delineation of American progress ever presented. After passing through the Peristyle the visitor enters the Court of Honor, facing the Administration Building. Before him is the gilded statue of Liberty, the lagoon filled with gaily decorated

gondolas and launches, while all about are the greatest of modern architectural attainments. On the right are Music Hall, the building of Manufactures and Liberal Arts, the Electricity Building and that of Mines and Mining. To the left will be noticed the buildings of Agriculture and Machinery. This is the focal point of the Exposition. Here are gathered the greatest buildings and here is to be seen the most marvelous view. The visitor will be inclined to tarry, irrespective of the time at his disposal, admiring the manifold beauties of this situation. The McMonnies fountain in front of the Administration Building—the electric fountains on each side, an abundance of tropical plants artistically arranged—the perfect unity of the whole scene is almost beyond description. The visitor, however, remembering that Jackson Park contains over six hundred acres, should at once hasten upon the tour of sight-seeing. On the left side of the lagoon near the Agricultural Building will be found a station where the electric launches may be taken. These boats make the trip around the grounds in about forty-five minutes, and the journey should be enjoyed by the visitor before entering upon any specific examination of the exhibits or the buildings. The boats land at all the principal buildings within the grounds. They pass around the wooded island, and after the visitor has completed the trip it will be found that a thorough knowledge has been acquired of the location of the various exposition structures. The cost of

the trip is fifty cents. The guides in charge of these boats are attentive, communicative, thoughtful and well versed in the many points of interest. Conversations with them while passing the buildings will serve to make known many details which it would take some time to otherwise become familiar with.

Whichever itinerary may be adopted, this method of taking the lake steamers to the Fair and then the electric launches within the grounds is urgently recommended to all. In no other way can every thing be so thoroughly understood at the outset. It must be remembered that the entrances to the grounds located on Fifty-seventh, Fifty-ninth, Sixieth, Sixty-first, Sixty-second and Sixty-fourth streets are all rear entrances, and that the visitor who approaches the Fair in that manner fails to see it as those who built it intended. Another thing, those who enter from the rear, lose not only the harmony of the whole, but get confused ideas of things which it is difficult to eradicate. The EAGLE has in these pages heretofore emphasized the importance of system. Many will doubtless find it difficult to adhere to the plan here suggested. They will be located in hotels near the Fair Grounds, and will seek the easiest entrance. But those who can will better appreciate the Fair if they make the first approach to it by the lake steamers and the first inspection of the buildings by means of the electric launches.

There is such a diversity of requirement among people in sight-seeing that a difficulty is

at once experienced in presenting suggestions to be followed in viewing the exposition. Some will be interested in Machinery Hall; others would care nothing for it whatever. Some would find enjoyment in the wonders of the Electricity buildings; others would consider it tiresome. Some revel in the works of the great masters; others evince only a momentary interest. With this existing extreme variety of preferment it is impossible to prescribe a set method to be employed by all. In making the following suggestions, it is, therefore, anticipated that whatever is mentioned which fails to meet the desires of the sightseer will not be accepted, and that each will select from the suggestions given whatever may be of practical application and value to himself. In this way only will the itineraries given be found satisfactory. Where a hasty view of a certain building or exhibit is recommended, it may be that the sightseer, particularly interested in that line of work and development, will desire a longer inspection. This will of course be given and by abridging some other point of less moment to the particular individual, the whole scheme of the itinerary will not suffer, but its systematic suggestions will be emphasized and made more profitable.

ITINERARY FOR ONE DAY.

After having completed the ride in the electric launch, the visitor will be returned to the landing in the Court of Honor near the Adminis-

tration Building. This structure is, by popular approval, considered one of the most magnificent of the many architectural achievements within the grounds. It is the executive building of the Fair management. Within it are contained the offices of the President, Vice-President, Secretary, Board of Directors and the various bureaus of Publicity, Promotion, Foreign Affairs, etc. There are no exhibits whatever in this building. It is entirely devoted to the executive part of the Fair. Within it, however, will be found a splendid example of modern frescoing, and it is by all means well worth a visit. It is also one of the coolest places in the grounds, and on the hot, sultry days is resorted to by a large number of people. Having viewed the Administration building, the visitor will do well to turn to the right and go through Machinery Hall. As its name indicates, this building is almost entirely devoted to exhibits of mechanical appliances. It contains printing presses of all the various makes, together with a power plant which is said to be the largest in the world. Machines for wood-carving, box-nailing, weaving, carpet sewing, etc., are exhibited in endless variety. This building is of greater interest to those skilled in modern inventions than to the ordinary visitor. It can be hurriedly seen, and at the same time will be found most entertaining and instructive. Visitors seem to unite in the opinion that outside of the Administration building, Machinery Hall is the finest product of the architect within the

grounds. Its imposing appearance is constantly admired. Its cost was \$1,200,000.

Directly adjoining Machinery Hall in a northeasterly direction separated only by a narrow lagoon is the Agricultural building. It is surmounted by the figure of Diana, taken from Madison Square Garden, New York, which will serve to easily distinguish it. Almost all the sections of the globe have contributed to the vast treasures of wealth and progress contained within this building. It is devoted exclusively to a representation of the advancement in agriculture, and is, as a whole, one of the most interesting exhibits at the Exposition. That a week could be spent with profit in viewing the contents will be fully evident when the visitor enters. A casual inspection will have to suffice. One of the objects shown of special importance is a chocolate statue of Germania. Over 30,000 pounds of chocolate were used in its construction. The exhibits of the Cape of Good Hope, France, Canada, New Hampshire, New York and Washington should all be seen. Exhibits have also been placed in the gallery, and there is an annex filled with agricultural implements.

Passing from the end of the building which is nearest the lake the visitor will see before him the Monastery de la Rabida. Those familiar with history will remember that when Columbus was suffering for want of aid, the good monks of the Monastery de la Rabida came to his assistance in a timely and effective manner. The representation of the monastery here is reached by

crossing a small bridge near the right-hand side of the Agricultural Building. The monastery contains a great many curious relics of Columbus and his life-work. Among the most striking things to be noted are the many portraits of the great discoverer. It is quite apparent that either the artists differed in their point of view or their ability of execution, for hardly two faces are alike, although a great many portraits are presented. The historical value of this exhibit is important. The visitor should by all means give it as much of his time as possible. Its educational features are not surpassed by any other exhibit. The wills of Queen Isabella and Columbus, together with maps and original manuscripts, are displayed in great profusion.

An old Spanish map, upon which the Western portion of this country is declared to be the "Great American Desert," is constantly surrounded by eager observers.

The visitor should next take the Intramural railroad, a station of which will be found near Krupp's Gun Works, south of the monastery. The Intramural railroad is an exhibit and a wonderful one. It is an elevated road, and the system of using a third rail for conducting the electricity is employed. The trains run smoothly, and as observation cars are used a good view is obtained of the various portions of the grounds. The fare is 10 cents each way. At what is known as the Administration landing the visitor should alight and enter the structure devoted to Mines and Mining which is diagonally oppo-

site the Administration building. Here may be seen an elaborate exhibit of the mineral products of the country and examples of the different methods of mining with the appliances used. After viewing it, the building adjoining it, devoted to Electricity, is the next in order. Here the visitor could linger and probably will, much longer than his time will warrant. The power and commercial value of electricity were never before displayed in so forcible, attractive and popular a manner. There seems to be no limit to its usefulness, and when it is remembered that the contents of this building would have been an impossible exhibit at the Centennial in 1876, the rapid advancement in this almost unknown branch of science will be readily noted. The Manufactures and Liberal Arts building, covering an area of forty-four acres and representing an outlay of nearly \$2,000,000 in its construction, is the next to be inspected. A large aisle runs through the centre of the floor space which is divided into sections, as is also the gallery. These sections are occupied by the exhibits of the various foreign nations. The visitor should enter the building at the centre aisle, which is near the Lagoon and not far from the gilded statue of Liberty. The immensity of the structure is one of its most impressive characteristics. Better results will be obtained by taking one side of the centre aisle at a time. Starting on the left-hand side, the visitor will first inspect the Italian exhibit. In tile paintings, remarkable statuary, rich tapestries and beauti-

fully carved furniture this exhibit is unique. The next are the sections of Spain, Persia, Mexico and Siam; then Brazil, Holland, Netherlands, Switzerland and Denmark. The Danish exhibit shows quite strongly the esteem which the people of Denmark have for their illustrious men. The achievements of Thorvaldsen, Ibsen and Hans Christian Andersen are particularly emphasized. The collection of Thorvaldsen relics will be interesting to the visitor. Reproductions of many of the great masterpieces of the sculptor are shown, while of Hans Christian Andersen, the celebrated writer of fairy tales, the Danish reverence is also apparent. The visitor will pass on through many interesting sections to the centre of the building, where is located the mammoth tower and clock. Beyond this is the German section, which, with those of France and Russia, comprise altogether the most important of the exhibits in this building. Germany has taken a conspicuous part in the Columbian Exposition. In every department her work and development are given prominence. The section devoted to Germany is an artistic contribution, and ably illustrates German progress in manufactures. Austria and Japan complete this side of the central aisle. The visitor should now return to the starting point on the other side of the aisle. Here will be found the exhibits of France, Russia and Norway. The Norwegian exhibit is a revelation. It altogether dispels the popular illusion that Norway is but

a country of snow and ice, almost entirely bereft of educational or commercial advantages. It will be seen that Norway is in a state of advancement ; that its productions compare most favorably with those of other lands ; that its people are industrious, capable and thoughtful. In the manufacture of inlaid spoons and knives Norway takes a rank equal to, if not greater, than Russia. The display of eiderdown blankets, aluminum skates, skees and sleds is thoroughly novel. China and Belgium also have interesting displays, and the balance of this side of the centre aisle is occupied by illustrations of American productions. The rest of the building contains exhibits of commercial, educational, artistic and historical value. The visitor will have time but for a hurried inspection, and will pick out those portions from the official catalogue which have for him particular attraction. If the visitor only has time for an extremely hasty view, he should by all means see the French, German, Norwegian, Italian and Russian sections. After completing this building the visitor, using the exit at the north end, should pass to the United States Government Building. This contains a large collection of relics from the Smithsonian Institute at Washington, and a great many manuscript and other historical papers. All the departments of the government, including the Treasury, War, Justice, Interior, Post Office, Agriculture, State, together with the Patent Office and Geological Survey, are represented. The Government Building is worth a

thorough inspection, but limited time will necessitate that the visitor hurry to the Fisheries Building, which is directly opposite, in a northerly direction. The Fisheries Building is composed of three departments. The central section is devoted to realistic representations of the various kinds of fishing craft and appliances. The other two sections which are in each end of the building are mainly aquariums which can be seen in a rapid manner. Near the Fisheries building is a station of the Intramural railroad, which should now be taken to the landing near the Art Gallery. The loan collection here is especially important. There will not be sufficient time to see all of the various collections, but as much as possible should be seen of those of Great Britain, France and the United States. Directly in the rear of the Art Gallery is the New York State Building, which patriotic motives will prompt us to visit. After registering here, which is one thing New Yorkers seem to aim to do, the Intramural railroad should again be taken to the Sixty-second street station. This is near the Horticultural building. A walk through this in a northerly direction brings the visitor near the entrance to the Midway Plaisance. Two hours will be found a very limited time in which to see the many wonders of the Midway, but that will probably be as much if not more time than the visitor will have. The Libbey Glass Works, the Javanese village, German village, a Street of Cairo, the Street of Old Vienna, Dahomey

village and the Irish village should by all means be seen. The admission to these attractions ranges from 10 to 25 cents.

The walk through the Midway Plaisance leads to Cottage Grove avenue, where the cable cars may be taken for any point in the city.

This completes a One-day's Trip to the Fair Grounds. The visitor may think that more has been laid out here than it would be possible to accomplish, but much can be done by systematic method, if an early start is taken in the morning, and long delays over special exhibits avoided. It will be found that a good superficial idea of the Fair can be had in one day. That such a view can be only superficial must be at once evident. Jackson Park, the situation of the Exposition, contains ten departmental buildings, forty-eight State buildings, a score or more of foreign buildings, a large variety of special attractions, and when to this is added the different amusements in the Midway, it will be conceded that the task of seeing it all in one day is not only herculean, but absolutely impossible.

The itinerary recommended above does not contemplate a view of the State Buildings, the Foreign Buildings, the Transportation Building, the Women's Building, Music Hall, Festival Hall, the Wooded Island, the Leather, Forestry, Dairy, Ethnographical exhibits or the Stock Pavilion. The idea is to simply make known to the visitor a systematic way by which he can become acquainted with the principal

things of the Exposition. The entrances to the grounds open at eight o'clock in the morning, and if the visitor will start at as early an hour as possible and proceed at once to devote his time to the execution of this itinerary, it will prove capable of fulfillment. The buildings are open until ten o'clock at night and the grounds are open until 11 o'clock. The illuminations about the grand basin should be seen if possible. By many this sight is regarded as the crowning exhibit of the Exposition. On certain evenings in the week there are special illuminations and musical programmes.

TWO DAYS' ITINERARY.

Those who have two days to devote to the Exposition should, in addition to the outline hereinbefore given for the one day itinerary, pursue the following plan :

After leaving the Monastery de La Rabida, visit Krupp's Gun Works, Leather, Forestry and Dairy Exhibits. These are all located close together along the lake front south of the Monastery. A limited inspection will suffice. The Stock Pavilion can next be seen if desired, and the visitor should take the Intramural railroad to Administration landing, and after inspecting the buildings of Mines and Mining, Electricity, Manufactures, and Liberal Arts, together with the United States Government and Fisheries Buildings, turn to the right and proceed towards the Lake front to what is

known as the North Inlet. Here is stationed the Naval Exhibit in the brick man-of-war "Illinois." This boat in every respect resembles one of the White Squadron, and is replete with representations of naval life and martial appliances. It contains the United States Marine exhibit. Near this location are the State Buildings of Connecticut and Delaware, together with what is known as the Government Plaza, illustrating the United States Life Saving Service and the methods of the Signal Service and Weather Bureau.

It would be a good plan, at this point, to again take an electric launch for what is known as the "Half Way Round Trip," for 25 cents, and land at the Art Gallery. After inspecting this as thoroughly as time will permit, pass through the north exit to the situation of the various State buildings. Those of New York, Pennsylvania, Washington, Ohio, Florida and California are among the most interesting. These buildings have, of course, mainly a local interest, and visitors are always desirous of seeing the results of the appropriation of their own State. They should all be seen as far as possible, representing as they do the style of architecture of the various portions of the United States, and many of them likewise contain valuable exhibits.

Changing now to a southerly course towards the Lagoon, and passing the Indiana State Building, the visitor is brought to that constructed by the State of Illinois. This is an

Exhibition building and contains many features which should be inspected. Continuing in the same direction along a pleasant pathway, lined with tropical plants, the Women's Building is the next reached. At the outset of the Fair some attempted to disparage the work of women in connection with an International exhibition. The wisdom of the selection of a Board of Women Managers has been entirely exemplified. Their work for the Exposition has been constant, thorough and complete. To them is due in large measure the many artistic incidents which add so much to the symmetry of the whole. The Women's Building was designed by a woman, and its contents are the result of women's work. Brooklyn is particularly interested in this edifice, inasmuch as the library was gathered by a committee mainly composed of prominent Brooklyn women. There are also many excellent paintings to be seen here.

Horticultural Hall is the next in order and after that the Transportation building. A hurried examination of these two buildings will probably be sufficient. The visitor will be instructed in noting the development of steam power in the Transportation building. The modern limited train, with all the accessories of dining-car, parlor coaches, huge engines and luxurious service, presents a striking contrast to the first engine and train, which aroused the citizens of America to the possibilities of railroad travel not over 65 years ago.

A station of the Intramural railroad is in the

immediate vicinity, and should now be taken to the Midway Plaisance entrance, where the visitor may spend the remainder of his day.

In giving this itinerary, it is, of course, intended to amplify as much as possible upon that suggested for one day. It is anticipated that the visitor will be able to spend a longer time in the buildings of Manufactures and Liberal Arts, Agriculture, Fisheries and Art Gallery, and that in addition he will see many features not intended to be included in the One Day's tour.

Don't fail to remain in the grounds one night to view the illuminations.

THREE DAYS' ITINERARY.

This presents a greater opportunity for a pleasurable view of the Exposition. The lake ride to the Exposition, the trip around the grounds in the electric launch, and a casual view of the buildings of Machinery and Agriculture will consume the forenoon of the first day. If the visitor is not especially interested in machinery or agriculture, he will be enabled to also at the same time inspect the Monastery de la Rabida, Krupp's Gun Works and the Leather and Forestry exhibits. This will give a good start for the afternoon's sight-seeing which, after taking the Intramural railroad to Administration Landing, should commence with the Transportation Building and include those of Mines and Mining and Electricity.

The next day should be devoted to the Manufactures and Liberal Arts building and the Government, Fisheries and Marine exhibits and the illuminations in the evening.

The third day should be commenced at the Art Gallery. It is best reached from the 57th street entrance, and after seeing the State buildings desired, the Women's building, and that of Horticulture can be seen hurriedly in the same forenoon. The idea of this suggestion is to permit more time to be expended in the Art Gallery. A walk through the wooded island from the southern to the northern end will bring the visitor near the entrance to the Midway, where the balance of the afternoon can be well employed.

It is believed that this tour will be productive of decidedly profitable results. It gives the visitor a good deal of time in the Manufactures and Liberal Arts building and Art Gallery, and the Midway Plaisance, the three features of the Exposition which elicit the greatest popular attention.

FOUR DAYS' ITINERARY.

Those who have four days at their disposal will probably desire to add to the time suggested for the inspection of the Midway Plaisance, Manufactures and Liberal Arts building and the Art Gallery. In the Midway Plaisance, a day could very easily be spent. It provides a form of amusement which is novel. Indeed in an

ethnological aspect the whole exposition is important. Never before in this country was such an opportunity presented of seeing the inhabitants of different sections, living in houses of their own manufacture, surrounded by many of the incidents of their home life. The Midway Plaisance supplies to the Columbian Exposition just what was lacking to make the Centennial of 1876 fully complete. It is that part of the Fair which furnishes relaxation and change. It is recommended that the visitor follow the tour outlined for three days, amplifying as much as possible upon the time devoted, by giving at least three-quarters of a day to the Midway Plaisance.

When the Midway Plaisance was first projected, the idea was somewhat discouraged, but that it is by all means the most popular portion of the Fair, while not officially connected with it, has been fully demonstrated. At times the departmental buildings are almost empty. The Plaisance has never yet presented that appearance.

FIVE DAYS' ITINERARY.

The first morning, after the electric launch trip around the grounds, should be given to the Buildings of Machinery and Agriculture. In the afternoon the Monastery de La Rabida, Krupp's Gun Works, Leather, Dairy and Forestry exhibits and the Stock Pavilion can all be thoroughly inspected.

The next day enter at Sixty-third street and in the forenoon complete the buildings of Transportation, Mines and Mining, and Electricity. The afternoon can be given entirely to the Building of Manufactures and Liberal Arts.

On the morning of the third day enter the Midway Plaisance at Cottage Grove avenue. This can be done by means of the cable cars which run through the city convenient to the various hotels and directly in front of the entrance to the Plaisance. The forenoon and one-half of the afternoon can be devoted in the Midway to those amusements which the visitor may select. The end of the Midway towards the Fair grounds is near the Woman's building, and this building, together with Horticultural Hall and the landscape gardening of the wooded island, will consume the balance of the day.

On the morning of the fourth day enter the grounds by the Fifty-seventh street entrance. This can be done by means of the cable cars which run down Fifty-fifth street to within a short distance of the entrance or by the Illinois Central Suburban trains, alighting at South Park station. The first thing to see upon entering the grounds is the Esquimaux Village. An admission fee of 25 cents is charged. The visitor will now find that he is in that portion of the grounds devoted to the different state buildings and can select those which he may desire to see, and after lunch commence at the Art Gallery. Here spend the rest of the afternoon.

It will be observed that by this time every thing has been pretty thoroughly covered with the exception of the Foreign, Fisheries and United States Government buildings and the Marine exhibit. These can form the basis of the last day's sight-seeing.

SIX DAYS' ITINERARY.

After entering the grounds by way of the lake steamers, take an electric launch near the Agricultural Building to the Art Gallery. The fare for this trip is 25 cents. At this point spend the balance of the day in viewing the Art Gallery and the State Buildings, which are located at this end of the grounds.

On the second day enter the grounds at Fifty-seventh street, and after completing the Esquimaux Village and such of the State Buildings as were not seen the day before, take the Intramural Railroad to the station near the Art Gallery. In this locality are grouped the Foreign Buildings. These can be seen hurriedly, and the next point of interest is the Fisheries Building. After seeing this, cross the bridge to the United States Government Building, which, with the naval exhibit, should all be completed in the forenoon.

In the afternoon enter the north end of the Manufactures and Liberal Arts Building. The balance of the day can be well employed here.

On the third day enter the Midway Plaisance at Cottage Grove avenue. The entire day can

be given to the attractions of the Midway Plaisance.

On the fourth day enter at Sixtieth street, and in the forenoon view the Women's Building, Horticultural Building and the Wooded Island. In the afternoon start with the Transportation Building and complete that, together with those of Mines and Mining and Electricity.

On the fifth day enter at Sixty-fourth street and commence at once with Machinery Hall. This, together with the Agricultural Building, should be finished in the forenoon. The afternoon may be given to the Monastery de La Rabida, the Krupp Gun Works, Leather, Forestry, Dairy and Ethnological exhibits, together with the Stock Pavilion.

The visitor will now practically have completed an inspection of the grounds and exhibits, and has a day to devote to those portions which have enlisted his particular attention while engaged in a tour of systematic sight-seeing. Any of the buildings will repay a two days' inspection, and the contents of the Art Gallery are likewise of absorbing interest.

SEVEN DAYS' ITINERARY.

Inasmuch as the Fair has been closed on Sundays and as a great many people would not care to visit the Fair in any event upon that day, a seven-days' itinerary necessarily includes the whole of one week and one day of the next. The visitor who spends seven days at the Fair

conscientiously, systematically and earnestly, will reap a benefit and gain an inspiration totally beyond the most hopeful expectations.

The first day, after having completed the electric launch trip around the grounds, should be given to the Building of Manufactures and Liberal Arts. The next day to the United States Government and Fisheries Buildings, together with the Marine exhibit. The third day complete the Foreign Buildings and the State Buildings, together with the Art Gallery. This can easily be done, as many of the foreign and State buildings are only of passing interest, and the important ones can be seen in a hurried, but sufficient, manner. This plan should leave the best part of the day to the Art Gallery.

The fourth day can be now given to the Midway Plaisance, and on the fifth day the visitor should have the Women's Building, Horticulture, Wooded Island and Transportation Building fully completed.

The forenoon of the sixth day will be advantageously used in seeing the contents of the buildings devoted to Mines and Mining and Electricity. In the afternoon, Machinery Hall and the Agricultural Building can be inspected.

The seventh day is now left, in the forenoon of which the visitor can complete the Monastery de La Rabida, Krupp's Gun Works, Leather, Dairy, Forestry, and Ethnographical exhibits, and also the Stock Pavilion. The afternoon may be given to a revisitation to those parts not sufficiently seen upon the first tour.

TEN DAYS' ITINERARY.

This really seems, when compared with the short time at the disposal of a majority of people, a long period in which to see the Exposition. That it is really not over adequate will be fully understood when the visitor appreciates the immense size of the buildings and the bewildering variety and scope of the exhibits. Some will no doubt exclaim: "If the Fair cannot be seen in ten days, what benefit can those who can only devote one day to it possibly derive?" It must be reiterated that anything short of a two weeks' stay is not sufficient to thoroughly understand the great features of the Columbian Exposition. There are, however, many exhibits that can be passed over hurriedly, and much is shown that can be seen daily in the large retail stores of Brooklyn or New York. Take all this away, however, and there is still enough left to almost distract the intending sightseer. It is possible in one day for an observing beholder to gain a good idea of the arrangement of the buildings and of the general features, but in no time less than ten days can that benefit be obtained which would be desired by the scholar or those interested in scientific pursuits. Those who have seen the bulky nature of the official catalogue will fully appreciate and recognize the verity of this statement.

It is recommended that a day be spent in the following order, in each of the buildings named:

Manufactures and Liberal Arts, Agriculture, Machinery and the Art Gallery. A day should also be given to the Midway Plaisance. On the morning of the sixth day, view the Monastery de La Rabida, Krupp's Gun Works, Leather, Forestry, Dairy, Ethnographical and Agricultural Implement exhibits, together with the Stock Pavilion. In the afternoon, take the Intramural railroad to Administration landing and complete the building devoted to Mines and Mining.

On the seventh morning, after finishing the Electricity building, walk across the bridge to the wooded island, where will be found a hunter's camp and a rose garden of decided interest. Walk to the end of the wooded island and across to the Fisheries building, which, with the United States Government building, the Marine Signal Service and Weather Service Bureau should occupy the rest of the day.

On the morning of the eighth day enter the grounds at 57th street and devote the entire day to the State and Foreign buildings.

On the ninth day, the Women's building and that of Horticulture will occupy the forenoon. At 12 o'clock, noon, it will be a diversion to attend one of the grand concerts given in Festival Hall, which is located between the Transportation and Horticultural buildings.

The afternoon and the next day may be devoted to a revisitation of points of particular individual interest.

TWO WEEKS' ITINERARY.

Owing to the closing of the Fair on the Sabbath day, this contemplates a sight-seeing trip of twelve days. A day each should be given to the following order to these buildings: Machinery, Art Gallery, Transportation; two days to the Manufacture and Liberal Arts buildings, and two days to the Midway Plaisance. The buildings of Mines and Mining, Electricity, Agriculture and the Wooded Island will consume an entire day.

On the ninth day the visitor will be able to complete the Monastery de la Rabida, Krupp's Gun Works, Leather, Dairy, Forestry and Ethnographical exhibits and the Stock Pavilion.

On the tenth day it will be well to enter at 57th street and to complete the State and Foreign buildings.

The Fisheries building and United States Government building, Marine, Signal Service and Weather Bureau exhibits can be seen in another day, and the twelfth day will be left for the Women's building and Horticultural Hall.

ADMISSION TO THE FAIR AND SPECIAL ATTRACTIONS.

The price of admission to the Fair Grounds is 50 cents. This admits the visitor to all the Exposition Buildings and to every State and National exhibit proper and to all parts of

the Exposition grounds, including the Midway Plaisance.

The following are some of the special attractions to which an admission fee is charged :

ENGLISH MILITARY TOURNAMENT.—50 cents.

ESQUIMAUX VILLAGE, 25 cents.

MAMMOTH CRYSTAL CAVE.—10 cents.

ROOF VIEW TOP OF MANUFACTURES BUILDING.—25 cents.

WHALING BARK "PROGRESS."—25 cents.

MIDWAY PLAISANCE ATTRACTIONS.

AMERICAN INDIAN VILLAGE.—10 cents.

ALGERIAN VILLAGE.—25 cents.

CALIFORNIA OSTRICH FARM.—10 cents.

CONSTANTINOPLE STREET SCENE.—Turkish theatre (two performances daily), 50 cents ; Persian tent, 25 cents ; panorama, Syrian photos, 25 cents ; Turkish restaurant, native musical performances, tribe of Bedouins, 25 cents.

CAPTIVE BALLOON.—Elevation, 1,500 feet ; two trips per hour. Admission to enclosure, 25 cents ; trip in balloon, \$2.00.

CAIRO STREET.—Admission until 11 A. M., 25 cents, reserved seats, 25 cents ; after that hour free. Egyptian temple, 25 cents.

CHINESE VILLAGE. — Admission to Theatre and Joss House, 25 cents.

DUTCH EAST INDIA (JAVANESE) VILLAGE.—Two theatres, 25 cents.

DAHOMY VILLAGE.—25 cents.

FERRIS WHEEL.—50 cents.

GERMAN VILLAGE AND TOWN OF MEDIEVAL TIMES.—Restaurant, museum of curios, 25 cents.

HAGENBACH'S ZOOLOGICAL ARENA.—25 cents. Seats in amphitheatre, from 25 cents to \$1.00.

INTERNATIONAL DRESS AND COSTUME EXHIBIT.—25 cents.
ICE RAILWAY.—25 cents.
IRISH VILLAGE AND BLARNEY CASTLE.—25 cents.
LAPLAND VILLAGE.—25 cents.
MODEL EIFFEL TOWER.—25 cents.
MOORISH PALACE.—25 cents.
NEW ENGLAND LOG CABIN.—10 cents.
OLD VIENNA.—25 cents.
PANORAMAS.—25 cents.
PERSIAN BUILDING.—50 cents.
SOUTH SEA ISLANDERS.—25 cents.
TYPICAL IRISH VILLAGE.—25 cents.

BROOKLYN EXHIBITORS AND ARTISTS.

The following is a list of Brooklyn Exhibitors and Artists represented at the Fair Grounds, together with the location of their exhibits and paintings as taken from the official catalogue :

AGRICULTURAL BUILDING.

Henry Humbert & Co., Dept. A, Group 6, Exhibit No. 96.

S. Liebmann Sons' Brewing Co., Dept. A, Group 12, No. 271.

Wm. P. Miller Co., Dept. A. Group 18, Exhibit No. 550.

Francis R. Parret, Dept. A, Group 18, Exhibit No. 555.

HORTICULTURE BUILDING.

Mrs. Melvina James, Dept. B, Group 21, Exhibit No. 182.

W. C. Krick, Group 22, Floriculture Exhibit 332.

FISHERIES BUILDING.

Julius Von Hofe, Dept. D, Group 39, Exhibit No. 51.

Zohrap Theodorian, Dept. D, Group 40, No. 73.

MINING BUILDING.

Chrome Steel Works, Dept. E, Group 49, Exhibit No. 75.

A. K. Eaton, Dept. E, Group 54, Exhibit No. 119.

MACHINERY BUILDING.

Conrad Carlson, Dept. F, Group 69, No. 36.

Clonbrock Steam Boiler Works, Dept. F, Group 69, No. 47.

M. T. Davidson, Dept. F, Group 69, Exhibit No. 54.

National Meter Company, Dept. F, Group 69, Exhibit No. 126.

E. W. Bliss, Dept. F, Group 71, Exhibit No. 236.

Merrill Bros., Dept. F, Group 71, No. 271.

Stiles & Parker Press Company, Dept. F, Group 71, No. 290.

J. H. Williams & Co., Dept. F, Group 71, Exhibit No. 297.

William S. Doig, Dept. F, Group 73, No. 384.

John McAdams & Sons, Dept. F, Group 74, No. 447.

Schaffer & Budenburg, Dept. F, Group 77, No. 523.

TRANSPORTATION BUILDING.

Jull Manufacturing Company, Dept. G, Group 80, No. 116.

John Curley, Dept. G, Group 83, No. 364.

John McAdams & Son, Dept. G, Group 85, No. 636.

MANUFACTURERS' AND LIBERAL ARTS BUILDING.

Robert Low's Son, Dept. H, Section Q, Block 1, North, Group 87, No. 22.

Thompson & Norris Co., Dept. H, Section N, Block 3, and Gallery F, No. 127.

American Loop Fabric Company, Dept. H, Section P, Block 1, Group 103, No. 481.

Brooklyn Shield Company, Dept. H, Gallery, Group 104, Section G, Block 1, No. 606.

Charles F. Lehman, Dept. H, Group 104, Gallery, Section G, No. 664.

National Meter Company, Dept. H, Group 112, Section Q, Block 1, No. 851.

Thomson Meter Company, Dept. H, Group 112, Section Q, Block 1, No. 854.

Wilson Bohman, Dept. H, Group 119, Section P, Blocks 3-4, No. 1,014.

Lorenz Bommer, Dept. H, Group 119, Section P, Blocks 3-4, No. 1,015.

John C. Gardner, Dept. H, Group 104, No. 32.

Polytechnic Institute, Dept. L, Group 149, No. 209.

Pratt Institute, Dept. L, Group 149, Exhibit 211.

Bruno Scholl, Dept. L, Group 150, No. 342.

Louis Alexander, Dept. L, Group 151, No. 359.

Geo. M. Eddy & Co., Group 151, No. 385.

Brooklyn Orphan Asylum Society, Dept. L, Division C, 44.

German Evangelical Home, Dept. L, Div. D, No. 95.

Brooklyn Diocese, Dept. L, No. 1 of Diocesan Exhibits.

ELECTRICAL BUILDING.

Empire China Works, Group 126, No. 122.

Merrill Bros., Dept. J, Group 128, No. 245; and 138, No. 466.

FINE ART BUILDING.

Joseph H. Boston, Dept. K, Group 140, No. 196.

Elizabeth R. Coffin, Dept. K, Group 140, No. 272.

C. A. Green, Dept. K, Group 140, No. 494.

Warren Sheppard, Dept. K, Group 140, No. 908.

Thomas W. Shields, Dept. K, Group 140, No. 909.

J. Francis Smith, Dept. K, Group 140, Nos. 928-929.

John R. Strickler, Dept. K, Group 140, No. 946.

W. Hamilton Gibson, Dept. K, Group 141, No. 1,219.

Mary A. Harrison, Dept. K, Group 141, No. 1,238.

Walter M. Aikman, Dept. K, Group 143, Nos. 1,695 to 1,703.

Samuel P. Davis, Dept. K, Group 143, Nos. 1,800-1-2.

John W. Evans, Dept. K, Group 143, Nos. 1,809 to 1,813.

R. A. Muller, Dept. K, Group 143, Nos. 1,906 to 1,912.

F. A. Pettit, Dept. K, Group 143, Nos. 1,913 to 1,916.

C. Schwarzburger, Dept. K, Group 143, Nos. 1,938 to 1,939.

John Tinkey, Dept. K, Group 143, Nos. 1,950 to 1,954.

Hamilton W. Gibson, Dept. K, Group 144, Nos. 2,239
to 2,252.

WOMEN'S BUILDING.

Mrs. E. A. Birdsall, Group 106, No. 200.

Irene H. Ovington, Group 147, No. 678.

J. H. Hollis, Group 106, No. 270.

Alice C. Morse, Dept. K, Group 150, No. 714.

Alumnæ Association, Pratt Institute, Group 149,
No. 684.

Mrs. Anna Biknell, Dept. H, Group, 91, No. 4.

Miss Marie Drivdahl, Dept. H, Group 106, No. 33.

Mrs. R. W. Preston, Dept. H, Group 106, No. 42.

Miss Emma Schroeder, Dept. H, Group 106, No. 45.

Miss Zella Milham, Dept. K, Group 144, No. 60.

Edith Atwater, Dept. L, Group 149, No. 67.

E. Adele Furgeson, Dept. L, Group 149, No. 74.

Lillian V. Joyce, Dept. L, Group 149, No. 78.

Miss Alice Morse, Dept. L, Group 150, No. 88.

Miss Clara Beyer, Kappell's Collection, No. 112.



EAGLE BUREAU, CHICAGO



0 019 929 121 A

Important, Brooklynites.



YOU CAN MAKE
ALL PRELIMINARY .
ARRANGEMENTS . .
FOR YOUR STAY AT
CHICAGO, THROUGH .
THE EAGLE'S
CHICAGO BUREAU. .

HAVE YOUR . .
LETTERS,
TELEGRAMS AND . .
EXPRESS PACKAGES
SENT CARE



CHICAGO BUREAU,
Brooklyn Daily Eagle,

AUDITORIUM BUILDING,

CHICAGO, ILL.

This Office is Chicago Headquarters for
Brooklyn and Long Island.

Conservation Resources

Lig-Free® Type I

Ph. 2.5. D. 2. 1

LIBRARY OF CONGRESS



0 019 929 121 A