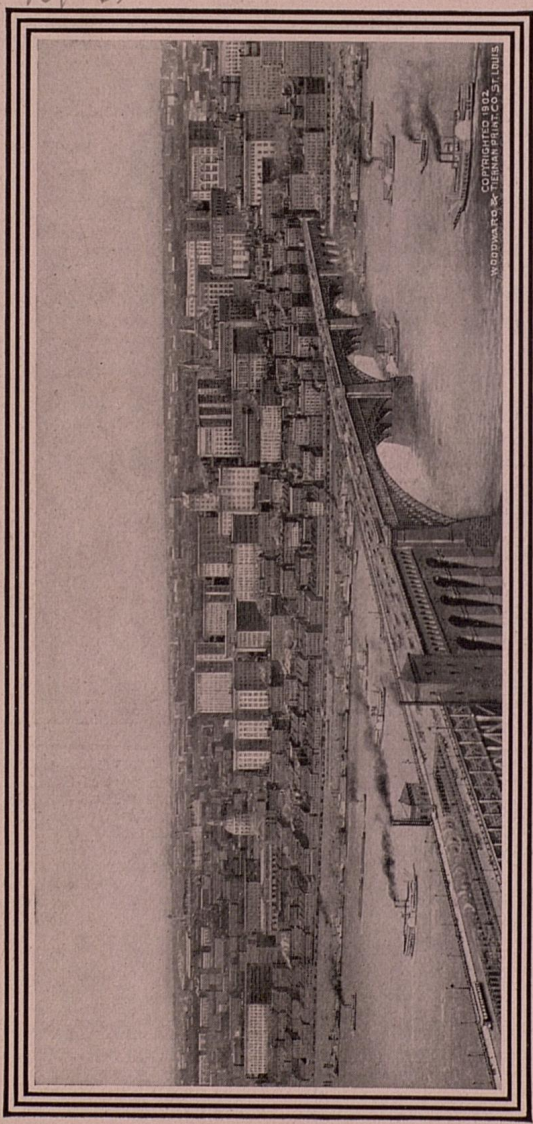


47-M-61



BIRDSEYE VIEW OF THE BUSINESS SECTION OF ST. LOUIS, FROM THE ILLINOIS BANK OF THE MISSISSIPPI RIVER.
EADS BRIDGE IN THE FOREGROUND.

LOUISIANA PURCHASE EXPOSITION, ST. LOUIS, U. S. A., 1903.

TO CELEBRATE THE CENTENNIAL
OF THE PURCHASE OF THE GREAT
LOUISIANA TERRITORY BY THE
UNITED STATES FROM FRANCE.

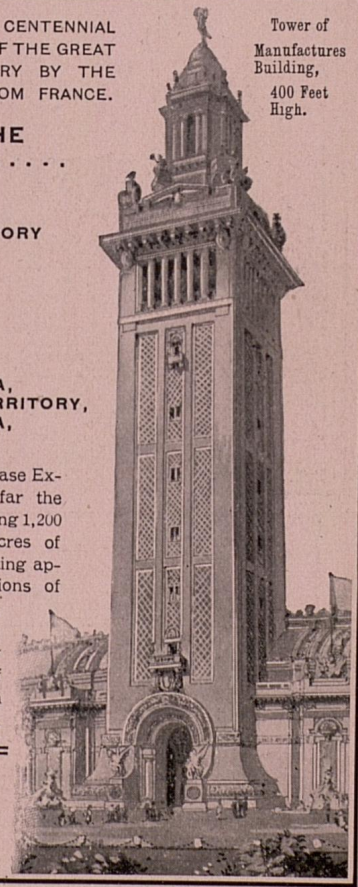
STATES OF THE PURCHASE

- ARKANSAS,
- COLORADO,
- INDIAN TERRITORY
- IOWA,
- KANSAS,
- LOUISIANA,
- MINNESOTA
- MISSOURI,
- MONTANA,
- NEBRASKA,
- NORTH DAKOTA,
- OKLAHOMA TERRITORY,
- SOUTH DAKOTA,
- WYOMING.

The Louisiana Purchase Ex-
position will be by far the
greatest ever held, having 1,200
acres of land, 200 acres of
exhibit space, and costing ap-
proximately forty millions of
dollars; all nations,
States and provinces to
participate, and show
the achievements of
modern civilization in
all arts and industries.

F. J. V. SKIFF,
DIRECTOR OF EXHIBITS.
J. A. OCKERSON,
CHIEF, DEPARTMENT OF
LIBERAL ARTS.

Tower of
Manufactures
Building,
400 Feet
High.



VARIED INDUSTRIES BUILDING.

ONE OF THE MAIN GROUP OF
SPLENDID EXHIBIT PALACES.

DIMENSIONS, 525x1200 FEET, COVERING 14 ACRES.
COST, \$604,000.



THIS IS ONE OF
MORE THAN FIF-
TEEN LARGE AND
MAGNIFICENT EX-
HIBIT BUILDINGS,
STANDING AMID
SURROUNDINGS
THE MOST BEAU-
TIFUL THE LAND-
SCAPE ARCHITECT
CAN DEVISE.

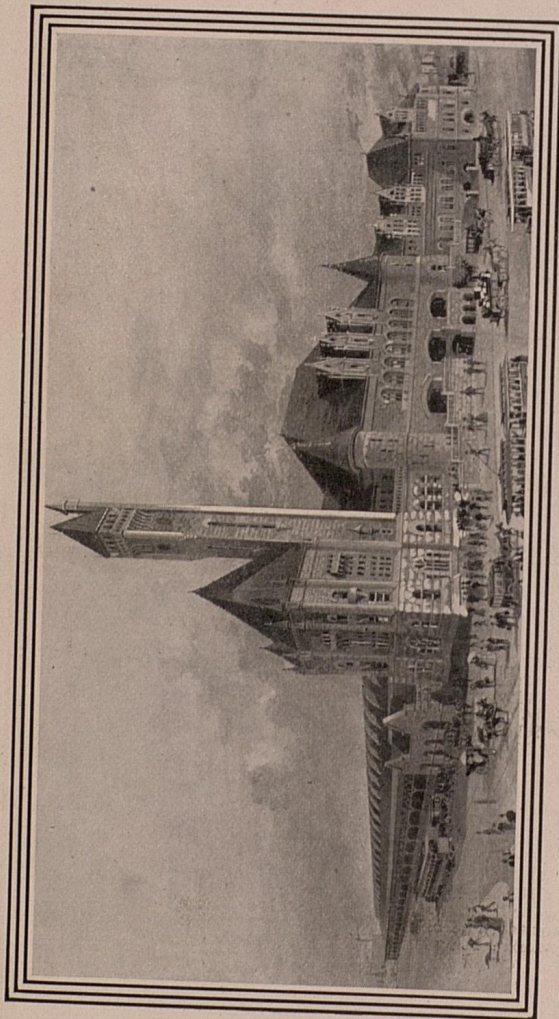
THE LOUISIANA PURCHASE EXPOSITION will show the progress of the nations of the world in their varied employments, their home surroundings and their pastimes. It will be a replica of the world's activity reduced to comprehensive space. It will show manufacturing processes and the finest products of thousands of arts. It will be an exposition of the life and achievements of the many participating peoples. The exhibits are classified in fifteen departments, as follows: Education, Art, Liberal Arts, Manufactures, Machinery, Electricity, Transportation, Agriculture, Horticulture, Forestry, Mining and Metallurgy, Fish and Game, Anthropology, Social Economy, Physical Culture. Important sections are Live Stock, Textiles, Dairy Test, Ordnance, Music. Special features will include an Air Ship Tournament for which \$200,000 has been appropriated, a series of International Congresses of lawyers, theologians, philosophers, architects, engineers, scientific and professional men and women generally.

The site of the Exposition is in the western part of St. Louis, and embraces 1200 acres. The buildings will afford more than 200 acres of floor space. In short, this World's Fair will be twice as large as any exposition ever held in any country.

St. Louis, the city of the Exposition, is the fourth city of the United States, containing 575,238 population, by the census of 1900, exclusive of suburbs. It is the fourth manufacturing city of the world, containing 7000 factories of all kinds. It is the metropolis of the vast Mississippi Valley, the principal gateway for an enormous commerce between the northeastern and southwestern part of the United States. Twenty-four railroads centre here, all using one magnificent Union Station. The city is on the west side of the Mississippi River, in the State of Missouri, and contains 63 square miles.

For further information concerning the World's Fair, address the Department of Publicity.

47-11-64



UNION STATION, ST. LOUIS.
COVERS ELEVEN ACRES; CONTAINS THIRTY-TWO TRACKS; 400 TRAINS DAILY.



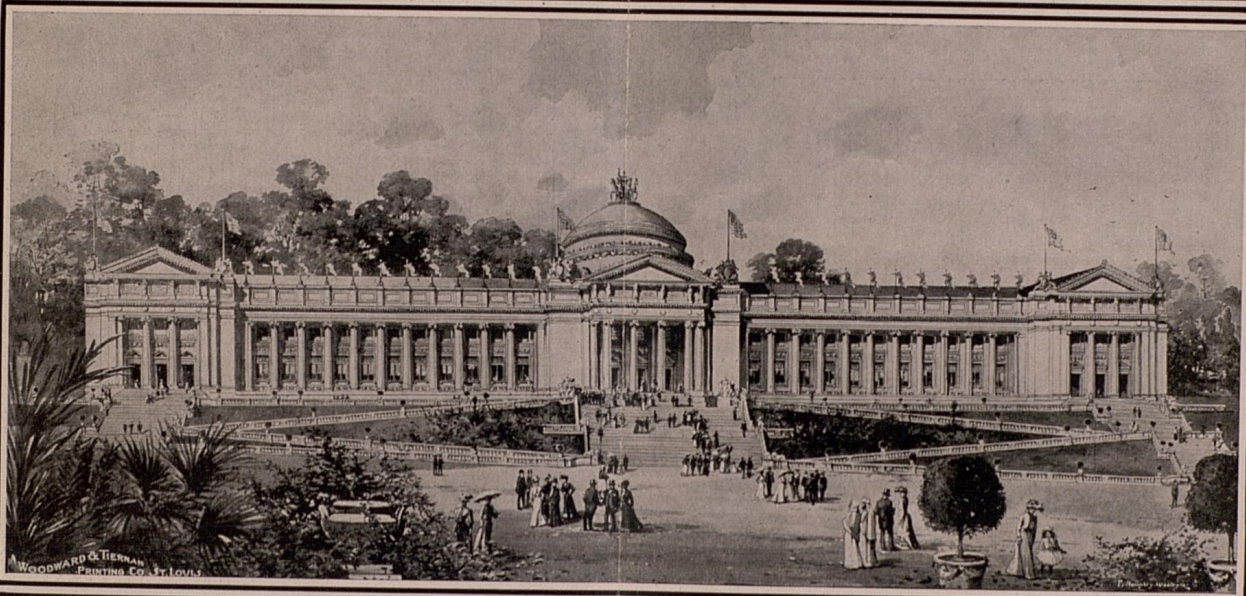
ENTRANCE TO LIBERAL ARTS BUILDINGS.

LOUISIANA PURCHASE EXPOSITION,

ST. LOUIS, U. S. A., APRIL 30TH TO DECEMBER 1ST, 1903.

DAVID R. FRANCIS, PRES'T. WM. H. THOMPSON, TREAS.
WALTER B. STEVENS, SEC'Y.
FREDERICK J. V. SKIFF, DIRECTOR OF EXHIBITS.
ISAAC S. TAYLOR, DIRECTOR OF WORKS.

Convention of fourteen States and Territories of Louisiana Purchase, Jan. 10th, 1899, selected St. Louis as place for Exposition. Exposition Company organized May 2d, 1901.
Site for the Exposition chosen May 16th, 1901.
First ceremonial stake driven September 3d, 1901.
Ground broken for first building December 20th, 1901.
First contract let, for enclosure, November 19th, 1901.
Contract for drainage channel let December 28th, 1901.
Contract for sewer system let January 4th, 1902.
First building contract, Varied Industries, let February 4th, 1902.
Contract for Textiles Building let February 18th, 1902.
Contract for Electricity Building awarded March 8th, 1902.



Approximate cost of the Exposition, \$40,000,000.
 Amount raised by citizens of St. Louis, \$5,000,000.
 Proceeds from St. Louis city bonds, \$5,000,000.
 Appropriated by United States Government, \$5,000,000.
 Appropriated by the State of Missouri, \$1,000,000.
 Still to be appropriated for U. S. Government exhibit, \$800,000.
 Appropriation for the Philippine exhibit, \$250,000.
 Leading Governments of the world to participate.
 All States and Territories of the United States to take part.
 Exhibits arranged in fifteen great departments.
 Education and Social Economy Building, 400x600 feet.
 Art Building (permanent) to cost \$1,000,000.
 Liberal Arts Building, 525x750 feet; cost, \$460,000.
 Manufactures Building covers fourteen acres; cost, \$845,000.
 Varied Industries Building, fourteen acres; cost, \$320,000.
 Machinery Building covers twelve acres; cost, \$600,000.
 Electricity Building covers seven acres; cost, \$400,000.
 Transportation Building covers fourteen acres; cost, \$700,000.
 Agricultural Building covers twenty acres; cost, \$800,000.
 Twenty-five acres devoted to Live Stock exhibits.
 Horticultural Building, 300x1000 feet; cost, \$200,000.
 Extensive out-door horticultural display.
 Forestry and Fisheries Building, 400x600 feet.
 Mining and Metallurgy Building, 525x750 feet; cost, \$500,000.
 Government Building, 850x200 feet; to cost \$450,000.
 Special Buildings for Anthropology and Ethnology.
 Building and Athletic grounds for Physical Culture.

Acreage World's Fair site, 1,200; value, \$15,000,000.
 Washington University buildings used by World's Fair cost \$1,500,000.
 Exposition will show processes as well as products.
 Missouri Building (permanent); cost, \$300,000.
 Fraternal Orders Building, eighty rooms; cost, \$200,000.
 Magnificent landscape effects are planned.
 Beautiful fountains, flowers, shrubs and trees.
 Hundreds of groups of costly original statuary.
 Wonderful electrical effects on grounds and buildings.
 Over 20,000 horse power for Exposition uses.
 Tournament of Airships; prizes amount to \$200,000.
 Intramural Railway to all parts of the grounds.
 Louisiana Purchase consummated April 30th, 1803.
 United States acquired from France 1,000,000 square miles between
 Mississippi River and Rocky Mountains, now represented by
 fourteen States and Territories.
 Original payment to Napoleon Bonaparte, \$15,000,000.
 ST. LOUIS is situated on the west bank of the Mississippi River,
 near the Missouri. It is midway between New York and San
 Francisco, the Gulf of Mexico and the great lakes. It has 600,000
 population, being the fourth city in size in the United States. It
 has an area of 62½ square miles and twenty miles of river front-
 age; contains 7,000 factories, being the fourth manufacturing
 city of the world. Twenty-four railroads center here.
 Citizens preparing to entertain in their homes millions of visitors
 in the World's Fair year.

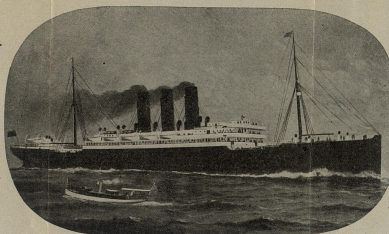
Address BUREAU OF PUBLICITY for detailed information.

ANCHOR LINE TWIN SCREW STEAMER S. S. "COLUMBIA"

GENERAL OFFICE.
ANCHOR LINE (Henderson Brothers) Ltd.

Glasgow
Liverpool
London
Dundee
Manchester
Londonderry

Henderson Brothers
New York
Chicago



Sailing Dates
S.S. "COLUMBIA"

From New York:

Saturday, May 3rd.
 Saturday, May 31st.
 Saturday, June 28th.
 Saturday, July 26th.
 Saturday, Aug. 23rd.

From Glasgow:

Saturday, Apr. 19th.
Saturday, May 17th.
Saturday, June 14th.
Saturday, July 12th.
Saturday, Aug. 9th.
Saturday, Sept. 6th.
Thursday, Oct. 9th.

Columbia, the Gem of the Ocean.

The Anchor Line Steamship Company, who have for so many years carried on with much success a regular line of pas-

Yenger steamers between Glasgow and New York, which have secured a steadily increasing amount of patronage from the traveling public, have recently added to their already large fleet, a new steel twin screw passenger steamer, of the highest class, called the "COLUMBIA," which, while not quite approaching the dimensions of the Liverpool Leviathans, which would be out of place on the Clyde, is by far the largest and finest vessel ever built for the Glasgow and New York trade and in that respect therefore is quite a new departure in every way.

saug, the rich velvet pile wilton carpets give an air of luxury unusual on board ships, while they do not entirely conceal the snowy deck of best selected Kauri pine. Altogether the saloon is an ideal ocean dining room.

Immediately above the main saloon, on the bridge deck, and easy of access by the grand staircase, is the library, a spacious and well appointed room, 36x36 feet, fitted with bookcases containing a judiciously chosen assortment of books to suit all readers, elegant and completely equipped.

writing and other tables, comfortable settees and cosy corners, where we are sure passengers will find the time pass only too rapidly. The walls are lined with polished oak varied with satin wood panels divided by polished oak pillars. The floor is covered with a rich carpet of the latest

On the promenade deck there is a spacious and well appointed smoking room with everything at hand that the most ardent smoker could desire.

In the first and second class accommodations the stairways, corridors, saloon entrances and other places where there is most traffic, are floored with patent rubber tiles, which render it impossible to slip even in the roughest weather and which do much to conduce to quiet and comfort.

As regards such modern luxuries as music, electric light, electric bells, etc., the ship is admirably provided. Games, chess, draughts, ping pong, sea quoits, etc. and other means of enjoyment will be provided for each class of passengers.

six double ended boilers 15' 6" diameter by 18' 6" long and one single ended boiler 15' 6" by 11'; all of the best selected Siemens Martin steel, with 3 Morrison's patent withdrawable furnaces giving a heating surface of nearly 30,000 square feet. The steam steering gear is of special design with angled barrels and gear wheels of annealed cast steel, while a patent liquid controlling brake has been fitted to avoid jarring and straining in heavy weather.

The "Columbia" is not only a passenger vessel, but will be able to carry a large cargo as well, so she is provided with specially large hatches, which are

required owing to the bulky electrical and other machinery, rails, ironwork, etc., which is now being exported from America to Britain. The cargo will be loaded and discharged by means of ten

The "Columbia" being the largest vessel ever built to regularly traverse the somewhat tortuous channel of the upper Clyde, the owners have been careful to supply all the telegraphs, speaking tubes and other facilities experience suggests to enable the captain from his position on the upper bridge to communicate immediately whenever required, with the engine rooms, with the officer of the lookout forward, with the wheelhouse aft and with the officer on the poop.

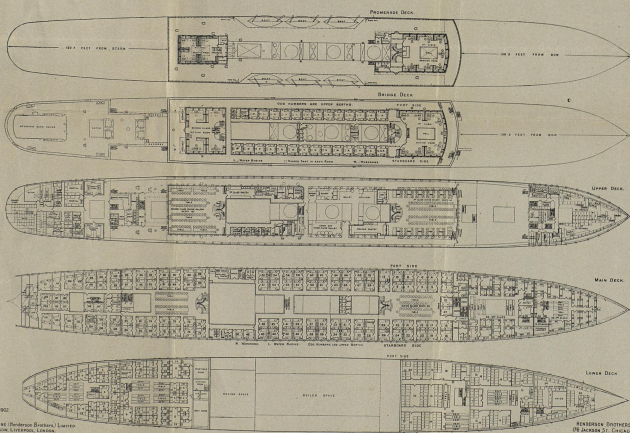
The "Columbia" is intended to sail from Glasgow every four weeks, a plan which has been found to answer exceedingly well in the case of the popular "City of Rome". Anyone wanting a short holiday can thus secure it and be only three weeks away from home, nearly one week of which can be spent in

It is now some fifty years since the old "City of Glasgow" sailed on her maiden voyage from the Clyde and a comparison of the dimensions and tonnages of the two steamers is a fair indication of the growth and development of our Transatlantic trade since 1850.

	"CITY OF GLASGOW"	"COLUMBIA"
Length	220 feet	503 feet
Breadth	32 feet	56 feet
Depth	21 feet	36 feet
Tonnage	1600 tons	8400 tons
Engines, Description	Overhead Beam Jiffy condensing	Twin screw Triple expansion

It is to be hoped that this expansion of trade may continue to increase from year to year so that the owners will feel warranted in making further demands upon the capabilities of the shipbuilders at the Clyde to produce other vessels at least equal to, if they cannot surpass the new **ASPHOK LINER "COLUMBIA"**.

DECK PLANS OF S. S. "COLUMBIA"



ANCHOR LINE (Henderson Brothers) Limited
GLASGOW, LIVERPOOL, LONDON

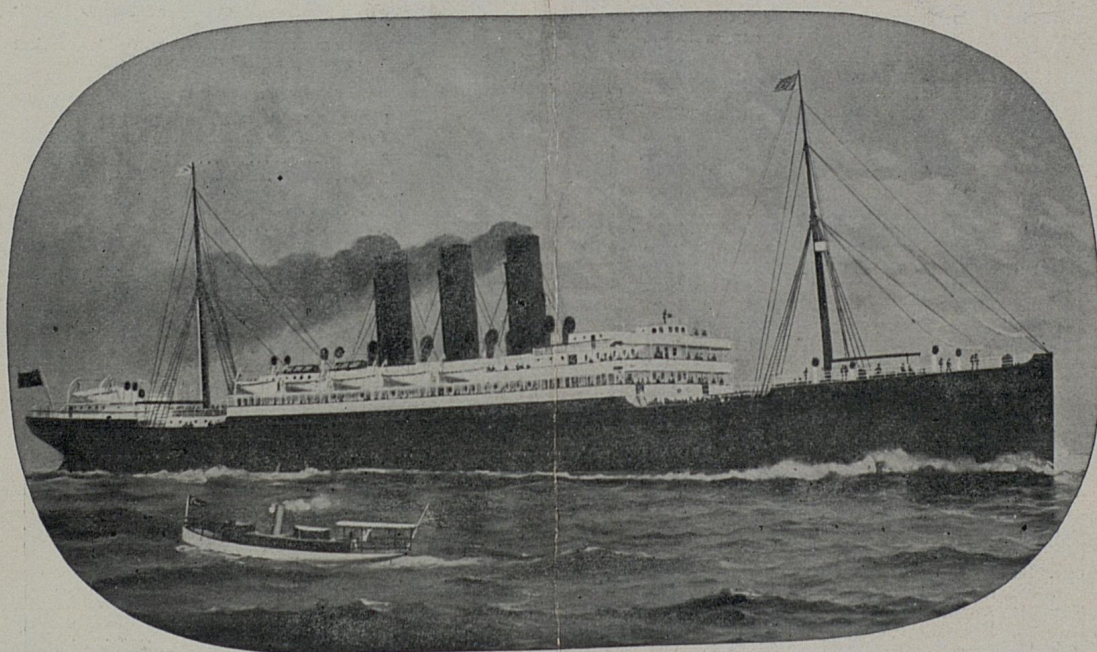
HENDERSON BROTHERS,
OF JACKSON ST. CHICAGO

THE ROUTE OF

The Anchor Line United States Mail Steamers

Between New York and Glasgow, along the rugged Northern Coast of Ireland calling at Loch Foyle to land the Irish mail and passengers at Londonderry, thence past the Giant's Causeway, Mull of Kantyre, into the Firth of Clyde, past the islands of Arran and Bute on the left and the land of Burns on the right, by general repute

IS THE PICTURESQUE ROUTE TO EUROPE.



Twin Screw S. S. "COLUMBIA" 8500 Tons.

**PASSENGERS FOR NORWAY, SWEDEN, DENMARK OR THE CONTINENT
WILL SERVE THEIR OWN INTERESTS BEST BY TAKING THE ANCHOR LINE**

As the thoroughly established arrangements made by the Company, with all the important Lines of Steamers sailing from Grangemouth, Granton, Leith, Newcastle, Hull and Grimsby, offer most excellent opportunity for expeditiously reaching all Scandinavian and Continental Ports.

47-11-64 ISSUE No. 3. March 5th, 1902.

ANCHOR LINE.

NEW YORK, GLASGOW AND LONDONDERRY,
Carrying the U. S. Mail.

PROPOSED SAILINGS.

FROM NEW YORK	SUBJECT TO CHANGE.	FROM GLASGOW.
Saturday, Mar. 15,	Noon, Anchoria,	Saturday, Feb. 22
Saturday, Mar. 29,	Noon, Furnessia,	Saturday, Mar. 8
Saturday, Apr. 12,	Noon, Astoria,	Saturday, Mar. 22
Saturday, Apr. 19,	Noon, Anchoria,	Thursday, Apr. 3
Saturday, Apr. 26,	Noon, Furnessia,	Saturday, Apr. 12
Saturday, May 3,	Noon, COLUMBIA,	Saturday, Apr. 19
Saturday, May 10,	Noon, Ethiopia,	Thursday, Apr. 24
Saturday, May 17,	Noon, Astoria,	Thursday, May 1
Saturday, May 24,	Noon, Anchoria,	Thursday, May 8
Saturday, May 31,	Noon, COLUMBIA,	Saturday, May 17
Saturday, June 7,	Noon, Furnessia,	Thursday, May 22
Saturday, June 14,	Noon, Ethiopia,	Thursday, May 29
Saturday, June 21,	Noon, Astoria,	Thursday, June 5
Saturday, June 28,	Noon, COLUMBIA,	Saturday, June 14
Saturday, July 5,	Noon, Furnessia,	Saturday, June 21
Saturday, July 12,	Noon, Anchoria,	Thursday, June 26
Saturday, July 19,	Noon, Ethiopia,	Thursday, July 3
Saturday, July 26,	Noon, COLUMBIA,	Saturday, July 12
Saturday, Aug. 2,	Noon, Astoria,	Thursday, July 17
Saturday, Aug. 9,	Noon, Furnessia,	Thursday, July 24
Saturday, Aug. 16,	Noon, Anchoria,	Thursday, July 31
Saturday, Aug. 23,	Noon, COLUMBIA,	Saturday, Aug. 9
Saturday, Aug. 30,	Noon, Ethiopia,	Thursday, Aug. 14
Saturday, Sept. 6,	Noon, Astoria,	Thursday, Aug. 21
Saturday, Sept. 13,	Noon, Furnessia,	Thursday, Aug. 28
Saturday, Sept. 20,	Noon, COLUMBIA,	Saturday, Sept. 6
Saturday, Sept. 27,	Noon, Anchoria,	Thursday, Sept. 11
Saturday, Oct. 4,	Noon, Ethiopia,	Thursday, Sept. 18
Saturday, Oct. 11,	Noon, Astoria,	Thursday, Sept. 25
Saturday, Oct. 18,	Noon, Furnessia,	Thursday, Oct. 2
Saturday, Oct. 25,	Noon, COLUMBIA,	Thursday, Oct. 9
Saturday, Nov. 1,	Noon, Anchoria,	Thursday, Oct. 16
Saturday, Nov. 8,	Noon, Ethiopia,	Thursday, Oct. 23
Saturday, Nov. 15,	Noon, Astoria,	Thursday, Oct. 30

From Pier 54, North River, Foot of West 24th St., New York.

Through Rates from Chicago, St. Paul, St. Louis, Kansas City, Omaha, Denver, etc., quoted on application.

For further information apply to this Agency or to

HENDERSON BROTHERS,

GENERAL WESTERN AGENTS,

176 JACKSON BOULEVARD. - - CHICAGO ILL.

RATES OF PASSAGE

TO OR FROM

New York, Glasgow or Londonderry

Subject to advance for any sailing.

SALOON

From New York, June 1 to July 15	From Glasgow, Aug. 1 to Sept. 30	Other Seasons of the year.
COLUMBIA	\$60.00 to 100.00	\$60.00 to 90.00
FURNESSIA	55.00 to 85.00	50.00 to 70.00
ASTORIA	55.00 to 85.00	50.00 to 75.00
ANCHORIA	50.00 to 65.00	50.00 to 60.00
ETHIOPIA	50.00 to 65.00	50.00 to 60.00

Children, 1 year and under 12 years, Half Fare.

One Child, under 1 year, Free.

Ten per cent reduction on round trip tickets

with a minimum rate of \$100.00

SECOND SALOON.

From New York, June 1 to July 15	From Glasgow, Aug. 1 to Sept. 30	Other Seasons.
COLUMBIA	\$40.00	\$37.50
FURNESSIA	37.50	35.00
ASTORIA	35.00	32.50
ANCHORIA	35.00	32.50
ETHIOPIA	35.00	32.50

Children over 1 and under 12, Half Fare. One Infant Free.

Five per cent reduction on Round Trip Tickets.

THIRD CLASS

Outward from New York.	Including Bedding and Eating Utensils	Prepaid to New York.
Columbia	Furnessia	All other Steamers
\$28.00	\$27.00	\$26.00
28.00	27.00	26.00
28.00	27.00	26.00
29.00	28.00	27.00
29.00	28.00	27.00
29.80	28.80	27.80
33.50	32.50	31.50
33.25	32.25	31.25
29.00	29.00	29.00
31.00	31.00	31.00
29.00	29.00	29.00
30.00	30.00	30.00
30.00	30.00	30.00
34.60	34.60	34.60
34.70	34.70	34.70
33.00	32.00	31.00
36.00	35.00	34.00
36.00	35.00	34.00
38.75	37.75	36.75
39.50	38.50	37.50

Outward.	Half Fare.	Children between 1 and 12 years	Prepaid.	Half Fare.
Free.	Infants under 1 year,	British ports	3.00	
3.00	"	1 "Scandinavian ports	3.00	
2.00	"	1 "Continental ports	2.00	

47-11-64

HENDERSON BROTHERS
General Western Agents
OF THE
FRANK C. CLARK'S EUROPEAN TOURS
176 Jackson Boulevard
CHICAGO.

TO THE TRAVELLING PUBLIC:

Permit us to call attention to Mr. Frank C. Clark's attractive European Tours offering a choice selection for the Historian, the Antiquarian, the Artist, the Theologian, the Clergyman, the Teacher, the Pleasure Seeker or those in need of recreation and so arranged in a manner to economically secure the greatest satisfaction.

The following Excursions have already been arranged and others will be added as the season advances:

High Class Excursions.

May 3rd, S. S. "Kaiserin Maria Theresia"
New York to Gibraltar, Naples, Pompeii, Sorrento, Capri, (Marvelous Blue Grotto,) Rome, Florence, Bologna, Venice, The Semmering Pass, Vienna, Prague, Dresden, Berlin, Potsdam, Cologne, The Rhine, Mayence, Heidelberg, Baden Baden, The Black Forest, Bale, Lucerne, Lake of the Four Cantons, Paris, Versailles, Brighton, spending coronation week in London, Southampton and return to New York, first class throughout, 63 days.....\$550.00
Same as above but omitting Austria and Germany, going from Venice direct to Milan, Como, St. Gothard and Lucerne and there rejoins main party, first class throughout, 63 days.....480.00
Same as either of the above including a delightful trip through Scotland, 67 days.....additional 45.00

May 17th, S. S. "Trave"
TOUR "C." Spending Coronation Week in London.
June 14th, S. S. "Lahn"
TOUR "D." New York to Gibraltar, Naples, Pompeii, Rome, Florence, Venice, Verona, Milan, Como, The St. Gothard to Lucerne, first class throughout, 31 days.....240.00
Same as above but continuing from Lucerne to Bale, through the Black Forest to Heidelberg, Mayence, The Rhine, Cologne, Brussels, Paris, London, (Windsor, Oxford, Leamington,) Stratford-on-Avon, a coaching trip to Anne Hathaway's Cottage and Warwick Castle, Chester, Liverpool and New York, first class throughout, 54 days.....450.00

Grand Summer Vacation Excursions.

June 6th, S. S. "Celtic"
TOUR "A." New York via Queenstown, to Liverpool, London, Ostend, Brussels, Paris, Versailles, Calais, Dover, London, The Royal Shakespeare Route, visiting Stratford-on-Avon, Chester, Melrose, Abbotsford, Edinburgh, Glasgow and return to New York, 39 days.....300.00
TOUR "B." Same as above adding Cologne, Mayence, Heidelberg, Baden Baden, The Rhine Falls and Lucerne, 46 days.....370.00
TOUR "C." Same as Tour "A" and "B" adding Milan, Venice, Florence, Pisa, Genoa, Turin, (Grand International Exhibition,) Geneva and Chamounix, 60 days.....480.00
June 28th, S. S. "Columbia" (New, 8,500 tons.)
TOUR "A." New York via Tivoli to Glasgow, Edinburgh, Melrose, Durham, York, the Cathedral Route to London, Brussels, Paris, return to London via Calais and Dover, Royal Shakespeare Route, visiting Stratford-on-Avon, through the English Lake District to Glasgow and return to New York, 38 days.....260.00
TOUR "B." Same as Tour "A" adding Cologne, Mayence, Heidelberg, Baden Baden, Rhine Falls, Zurich, Rigi, Lucerne, 48 days.....330.00
TOUR "C." Same as Tour "A" and "B" adding Milan, Venice, Florence, and Chamounix, 59 days.....440.00
To any of these Excursions may be added one week extra divided between Scotland, London and Paris.....additional 20.00
July 3rd, "Koenigin Louise"
TOUR "A." Main Trip from New York to Bremen, Berlin, Dresden, Prague, Vienna, Venice, Florence, Rome, Pisa, Genoa, Milan, Heidelberg, Mayence, Down the Rhine to Cologne, The Hague, Antwerp, Brussels, Paris, London, Edinburgh, Glasgow, per new Steamer "Columbia" returning to New York, 60 days.....500.00
TOUR "B." Bremen, Paris, London, Stratford-on-Avon, Melrose Abbey, Abbotsford, Glasgow and return to New York, 40 days.....275.00
TOUR "C." Cherbourg, Paris, Brussels, Antwerp, The Hague, Amsterdam, Berlin, Hamburg, Copenhagen, Gothenburg, Stockholm, Christiania, Christiansand, Hull, York, Peterborough, London and return to New York, 56 days.....450.00

July 4th, S. S. "Celtic" Same Programme as Excursion June 6. See above.
Grand Round the World Excursion.
Oct. 15th, S. S. "Korea" (New, 11,300 tons.) Sailing from San Francisco. Starting at New York, Chicago or San Francisco, around the world to point of departure, 169 days.....1,600.00

8 June 1902

Long experience and an intimate knowledge of nearly every part of the world has enabled Mr. Clark to make a special study of the organization of select parties of individuals, who do not wish to work out a tour under difficulties, but desire a round of travel embracing all the sights at the most important points of interest and economizing time so as not to have a needlessly lengthened stay at one place and insufficient at another, for the least amount of money and free from all kinds of petty annoying embarrassments which an independent traveler is apt to encounter, and to determine in advance the exact cost of the tour which under other conditions of travel would prove impracticable. This, in a word, is the Science of Travel offered by Mr. Clark, to those who wish to thoroughly enjoy a profitable holiday.

The published rates include first class ocean and rail transportation and hotel accommodation with all High Class Excursions, and first class ocean and hotel accommodation and third class railway in Great Britain and second class railway on the Continent (which is the accommodation ninety per cent. of European tourists patronize,) with Grand Summer Vacation Excursions, carriage drives in large cities, a hearty meat breakfast and table d'hôte dinner, admission fees, etc., in fact all practicable expenses are covered except a mid-day lunch (which can always be had cheaply at a convenient restaurant instead of returning to the hotel), laundry bills, private wines and other extras, and the stewards fees on Atlantic steamers.

Those who contemplate joining Mr. Clark's parties are not obliged to decide at the time upon more than the Main Tour, as the privilege is given of adding thereto from a select choice of annex trips, offering a rare opportunity for visiting other parts of Europe, at a very moderate additional cost. The final decision, however, must be declared when making last payment. Upon the homeward journey those who wish to prolong their visit can leave the Excursion at Paris or London, and return at leisure, embarking any time within one year, or accompanying one of Mr. Clark's succeeding Conductors, leaving Paris or London every week during July or August following the original itinerary.

Berths are secured strictly according to priority of registration and upon deposit of \$25.00, for which a receipt and plan of steamer will be returned showing the assignment of the best vacant berth at time of application. The balance of the Excursion money must be paid one month before sailing date. If passengers wish to withdraw at any time their deposits will be returned as soon as berth is sold, less a nominal booking fee of \$5.00.

We shall be glad to mail an itinerary or give any further information necessary to those who contemplate joining any one of Mr. Clark's select Excursions.

If you find you cannot avail of the opportunity of joining one of Clark's Tours yourself, will you kindly give this circular letter to one of your friends who may. We shall also much appreciate the favor if you will give us the names of any of your friends contemplating a trip to Europe, to whom we may write and send advertising matter. Thanking you in advance, we are,

Yours respectfully,

Henderson Brothers

47-11-64

HENDERSON BROTHERS,
176 JACKSON BOULEVARD, CHICAGO,
AGENTS.

Anchor Line Mail Steamers,
New York, Londonderry and Glasgow,
New York and Mediterranean Ports.

Leyland Line Steamers,
Boston and Liverpool direct. Boston and London direct.
New York and Liverpool direct.

Donaldson Line Steamers,
Montreal and Glasgow direct.

Italian Royal Mail Steamship Co.,
New York, Naples and Genoa.

Frank C. Clark's Celebrated European Tours.

To Our Patrons, the Traveling Public:

The steady progress which this broad land of ours has made within the last decade toward rapidly acquiring the first rank among the Nations of the world is manifestly the outcome of its unlimited resources, developed by the indomitable energy of its citizens. Those who have wrought this enviable result, by overcoming keen competition with close application to business, require periodical relaxation as a preparation for greater and more responsible attainments.

What then is more appealing in this respect to the merchant, banker, lawyer, engineer, clergymen or physician than to suggest a Trip to Europe with its invigorating and restful sea voyage, absolute change of air and scene, its absorbing interest and educational advantages.

It is our province, therefore, to put before you the opportunities and assistance we can offer to those who aim to secure the greatest pleasure with the acme of comfort out of the most profitable holiday for the least expense, to wit:

ANCHOR LINE STEAMERS
Carrying the United States Mail.

Weekly sailings from New York via the North of Ireland calling in at Loch Foyle to land the Irish Mail and passengers at Londonderry, thence up the picturesque Clyde to Glasgow, which is reputed to be the finest route to Europe. First, second or third class, single or round trip tickets, issued at moderate rates.

ANCHOR LINE STEAMERS
Mediterranean Service.

Regular sailings from New York via Gibraltar to Naples or Marseilles, first class single or round trip tickets issued; the latter available to return from Naples, Gibraltar, Glasgow or Londonderry, any time within one year.

A CHOICE SELECTION OF STATEROOMS AND BERTHS

Have been reserved by us, on all Anchor Line Steamers for Western Travelers.

ITALIAN ROYAL MAIL STEAMSHIP COMPANY
Navigazione Generale Italiana.

Weekly sailings from New York (with privilege of calling at the Azore Islands) direct to Naples and Genoa, first or second class, single or round trip tickets, issued good to return from either port.

LEYLAND LINE

Large and Powerful New Steamers.

Regular sailings from Boston to Liverpool, Boston to London and New York to Liverpool direct. Only first class passengers carried at moderate single or round trip rates, the latter good to return by either service of the Line.

DONALDSON LINE
Freight Steamers.

Weekly sailings from Montreal to Glasgow direct, carrying a limited number of first class passengers at low rates, single or round trip.

CLARK'S ATTRACTIVE CONDUCTED TOURS
From New York.

Offering a choice of high class and Vacation Excursions by the best Atlantic steamers and following a carefully prepared itinerary covering the most interesting points enroute, for a stated sum including ocean and rail transportation, hotel accommodation, carriage drives, admission fees and all necessary expenses from the time of leaving until return to New York. Thus the traveler can determine exactly the cost of his trip. We confidently recommend one of Mr. Clark's Tours, especially to those making a first trip to Europe, as a time and money saver.

INSURANCE CERTIFICATES

Covering Traveler's Personal Effects.

From the time of leaving until return home against loss by fire, collision and derailment on railroads; all risks of navigation on steamers; fire while in hotels, dwellings, railway stations, etc.; or theft of an entire package if checked and in charge of a common carrier. Such valuables are insured by the prudent owner at home—why not when traveling, as same can be done for a trifling expense.

ADAMS CABLE CODEX

Especially Compiled for Travelers.

Containing ten thousand phrases on business and social matters for cheaply communicating by cable with friends at home. The possession of such a code adds materially to the comfort and peace of mind of travelers abroad and of those at home, and the saving in the cost of one cable will more than cover the cost of two copies of the code.

We cannot too strongly urge the necessity of formulating definite plans for the Summer's Vacation as early as possible and securing accommodation on board ship as soon as date of sailing from this side or departure from abroad can be determined, as a better selection of berths can be secured now than is possible to obtain later on. The necessity of this can be appreciated when we state that some of the steamers sailing during the height of Summer Season have already booked their full complement of passengers.

We shall be glad to give further information as to rates of passage, reservation of berths, Clark's Tours or anything else of interest to travelers going abroad.

Appreciating your patronage, we are,

Yours truly,

Henderson Brothers

Jan. 1902

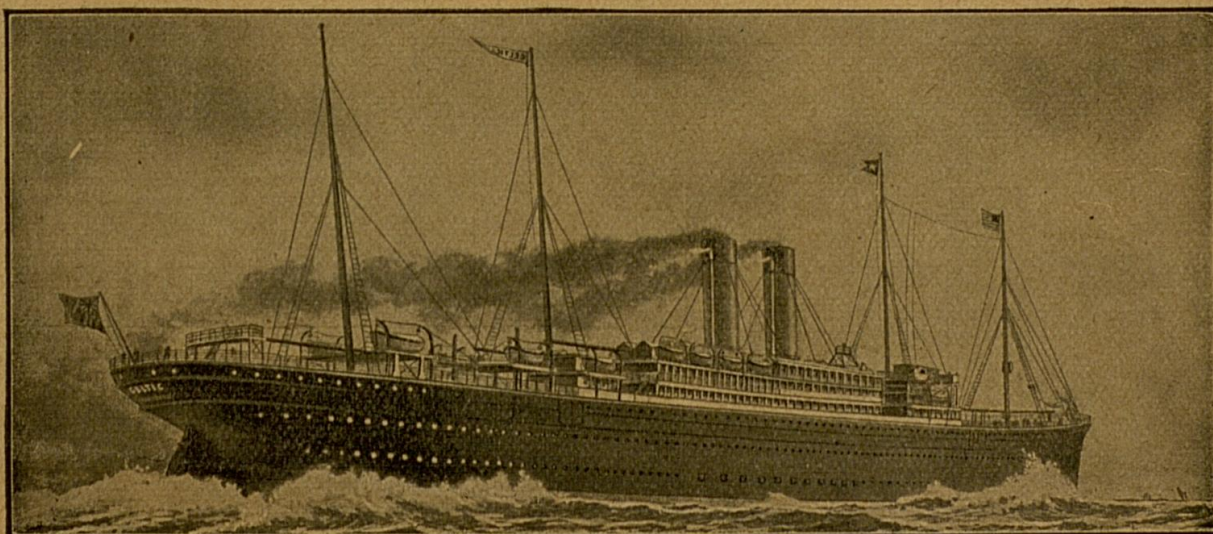
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CLARK'S CRUISE of the "CELTIC,"

The Largest Steamship in the World,

February 8 to April 22, 1902.

And a similar Cruise will leave Feb. 7th, 1903.



The magnificent White Star new twin-screw steamer "CELTIC" (20,880 tons), specially chartered for the occasion, and for 74 days subject to the orders of the Director of the Party.

To the **Mediterranean and the Orient** OCCUPYING 74 Days

Spending 18 Days in Egypt and Palestine, Hotel Accommodation Included.

Visiting Madeira, Gibraltar, Northern Africa, Malta, Egypt, The Holy Land, Turkey, Greece, Italy, the Riviera, England and Ireland.

WITH ATTRACTIVE (OPTIONAL) SIDE TRIPS ACROSS EUROPE.

Tickets good to stop over in Europe on homeward voyage and to return by the White Star steamers "Oceanic" (17,274 tons), "Majestic," "Teutonic," etc.

Cost of Trip, First-class (From New York back to New York), - **\$400**

and upwards, according to Stateroom accommodation,

Including Shore Excursions, Hotels, Fees, Guides, Drives and all Necessary Expenses.

SPECIAL FEATURES.—Madeira, Algiers, Malta, 18 days in EGYPT and the HOLY LAND, Constantinople, Athens, Rome, the Riviera, etc. A course of eight Lectures. 83 single rooms at \$450 and up. No overcrowding. The largest and steadiest ship in the world. Nile Side Trips by specially chartered steamers "Puritan" and "Victoria," of the Anglo-American Line, the newest, fastest and finest on the Nile, at cheapest rates ever offered.

Under the management of **FRANK C. CLARK**, of New York, Cairo, etc., ex-U. S. Vice-Consul at Jerusalem, a thorough linguist and a resident of Palestine for twenty years, who organized the famous and successful "Friesland," "Aller" and "New England" Cruises in February and March, 1895, 1898 and 1900, also the Knights Templar Pilgrimage to Europe in 1891, by specially chartered steamer "Berlin."

CLARK'S VACATION EXCURSION TO EUROPE,

Leaving New York Friday, July 4th, 1902,

By the magnificent White Star Line new, twin-screw steamer "CELTIC" (20,880 tons),
the largest and steadiest steamer in the world.

A Delightful Tour, embracing Journeys by Water, Rail, Carriage and Coach.

VISITING:—Queenstown, Liverpool, London, Dover, Ostend, Brussels, Paris, Versailles, Calais, Dover, Canterbury, London, Windsor, Oxford, Stratford-on-Avon; Coaching trip through the loveliest part of England to Anne Hathaway's Cottage and Warwick Castle, Chester, Glasgow (English Lakes, Dublin, Belfast, Giant's Causeway and Londonderry).

COST OF 39 DAYS' TRIP, - - - - - **\$300**

With an Annex Trip of 7 days to the Rhine and Switzerland, at \$70; a second Annex Trip of 14 days through Italy at \$110 additional.

TICKETS TO RETURN GOOD FOR ONE YEAR.

Crossing the English Channel by best service in both directions (outward via Dover and Ostend and homeward via Dover and Calais), the most popular Short Sea Route, with finest Channel steamers.

CLARK'S HIGH-CLASS MAY PARTY TO EUROPE,

Spending Coronation Week in London.

VISITING:—Gibraltar, Naples, Mt. Vesuvius, Pompeii, Sorrento, Capri, the Marvelous Blue Grotto, Rome, Florence, Bologna, Venice, the Semmering Pass, Vienna, Prague, Dresden, Berlin, Potsdam, Cologne, the Rhine, Mayence, Heidelberg, Baden-Baden, the Black Forest, Bale, Lucerne, Lake of the Four Cantons, Paris, Versailles, Brighton, London, Southampton, and American Line twin-screw steamer back to New York. The party will be accompanied by one of our very best Directors.

Leaving New York Saturday, May 3d, 1902,

By North German Lloyd twin-screw express steamer "Kaiserin Maria Theresia" (8,286 tons),
one of the fastest, most popular and comfortable steamers on the Atlantic.

Cost of 63 Days' Trip, first-class throughout, - - - - - **\$550**

Cost of 67 Days, including Scotland and returning by White Star Line, - - - - - **595**

Cost of 63 Days, omitting Austria and Germany, going from Venice direct to Milan, Como, St. Gothard and Lucerne (we paying hotel bill) and there wait and rejoin the party, - - - - - **480**

Clark's High-Class "C" and "D" Parties to Europe

May 17 and June 14, 1902,

By North German Lloyd steamers "Trave" and "Lahn," direct to Gibraltar and Naples, returning
by White Star Line from Liverpool.

The "C" Party being in London Coronation Week.

VISITING:—Gibraltar, Naples, Pompeii, Rome, Florence, Venice, Verona, Milan, Como, the St. Gothard, Lucerne, Bale, through the Black Forest to Heidelberg, Mayence, the Rhine, Cologne, Brussels, Paris, London (Windsor, Oxford, Leamington), Stratford-on-Avon, a lovely coaching trip to Anne Hathaway's Cottage and Warwick Castle, Chester, Liverpool and new White Star Line steamers "Oceanic," "Majestic" or "Teutonic," via Queenstown to New York.

Cost of 54 Days' Trip, first-class throughout, - - - - - **\$450**

Cost of 31 Days, from New York to Lucerne departure, first-class throughout, - - - - - **240**

ALSO A HIGH-CLASS PARTY PER S.S. "CELTIC" JUNE 6th TO EUROPE.

For particulars and programmes of any of the above trips, apply to

HENDERSON BROS., 176 Jackson Boulevard, Chicago, Ill.

SIGNATURE { _____
AND _____
ADDRESS _____

RULES AND REGULATIONS.

WORLD'S COLUMBIAN EXPOSITION.

RULE 1. Exhibitors will not be charged for space. A limited amount of power will be supplied gratuitously. This amount will be settled definitely at the time space is allotted. Power in excess of that allowed will be furnished by the Exposition at a fixed price. Demands for such excess must be made before the allotment of space.

RULE 2. Any single piece, or section, of any exhibit of greater weight than 30,000 pounds will not be accepted if machinery is required for its installation.

RULE 3. Exhibitors must provide, at their own expense, all show-cases, cabinets, shelving, counters, fittings, etc., which they may require, and all countershafts, pulleys, belting, etc., for the transmission of power from the main shafts.

RULE 4. Exhibitors will be confined to such exhibits as are specified in their application. When the allotment of space is definitely made, exhibitors will be notified of their allotment of space and its location, and will be furnished with a permit to occupy such space, subject to the general rules and regulations adopted for the government of the Exposition and the special rules governing the Department in which their exhibit will be made. Permits for space will not be transferable.

RULE 5. Special rules will be issued governing each Department and the sale of articles within the buildings or on the grounds, but no articles shall be sold for removal previous to the close of the Exposition unless a concession or privilege for the same has been granted by the Committee on Ways and Means. "Privileges" refer to the sale of such goods as are manufactured in order to illustrate a machine or process exhibited. "Concessions" refer to the sale of all goods and operation of attractions from which the securing of revenue is the sole object of the lessees. The removal of exhibits will not be permitted prior to the close of the Exposition.

RULE 6. Decorations, signs, dimensions of cabinets, shelving, counters, etc., and the arrangement of exhibits must conform to the general plan.

RULE 7. Reasonable precautions will be taken for the preservation of exhibits, but the World's Columbian Exposition will not be responsible for any damage to, or for the loss or destruction of, an exhibit, resulting from any cause.

RULE 8. All packages containing exhibits intended for the several Departments must be addressed to the "Director-General, World's Columbian Exposition, Chicago, Illinois, U. S. A." In addition, the following information must be written on the outside of each package:

- (a.) Department in which exhibit is to be installed.
- (b.) The State and Territory from which the package comes.
- (c.) The name and address of the exhibitor.
- (d.) The number of the permit for space.
- (e.) Total number of packages sent by the same exhibitor. The serial number must be marked on each package and a list of the contents enclosed in each package. Freight must be prepaid.

RULE 9. Favorable terms will be arranged by which exhibitors may insure their own goods. Exhibitors may employ watchmen of their own choice to guard their goods during the hours the Exposition is open to the public. Such watchmen will be subject to the rules and regulations governing employes of the Exposition, but no exhibitors will be permitted to employ attendants or assistants for service in any building except upon written consent of the Chief of the Department.

RULE 10. The expense of transporting, receiving, unpacking and arranging exhibits, as well as their removal at the close of the Exposition, shall be paid by the exhibitor.

RULE 11. If no authorized person is at hand to take charge of exhibits within a reasonable time after arrival at the Exposition buildings, they will be removed and stored at the cost and risk of whomsoever it may concern.

RULE 12. The installation of heavy articles requiring foundations should, by special arrangement with the Chief of Construction, begin as soon as the progress of the work on the buildings will permit. The general reception of articles at the Exposition buildings will commence November 1st, 1892, and no article will be admitted after April 10th, 1893. Space not taken possession of April 1st, 1893, will revert to the Director-General for re-assignment.

RULE 13. If exhibits are intended for competition it must be so stated by the exhibitor, or they will be excluded from examination for award.

RULE 14. The Chief of each Department will provide cards of uniform size and character, which may be affixed to exhibits, and on which will be stated only the exhibitor's name and address, the name of the object or article exhibited, and its catalogue number.

RULE 15. Articles that are in any way dangerous or offensive, also patent medicines, nostrums and empirical preparations whose ingredients are concealed, will not be admitted to the Exposition.

RULE 16. Exhibitors' business cards and brief descriptive circulars only may be placed within such exhibitors' space for distribution. The right is reserved by the Director-General to restrict or discontinue this privilege whenever it is carried to excess or becomes an annoyance to visitors.

RULE 17. The Chief of each Department, with the approval of the Director-General, has the power to order the removal of any article he may consider dangerous, detrimental to, or incompatible with the object or decorum of the Exposition, or the comfort and safety of the public.

RULE 18. Exhibitors will be held responsible for the cleanliness of their exhibits and the space surrounding the same. All exhibits must be in complete order each day at least thirty minutes before the hour of opening. No work of this character will be permitted during the hours the building is open to the public. In case of failure on the part of any exhibitor to observe this rule, the Chief of the Department may adopt such means to enforce the same as circumstances may suggest.

RULE 19. Sketches, drawings, photographs, or other reproductions of articles exhibited, will only be allowed upon the joint assent of the exhibitor and the Director-General; but general views of portions of the interiors of the buildings may be made by the approval of the Director-General.

RULE 20. Immediately after the close of the Exposition exhibitors must remove their effects, and complete such removal before January 1st, 1894. Goods then remaining will be removed and disposed of under the direction of the World's Columbian Exposition.

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RULE 22. Each person who becomes an exhibitor thereby agrees to conform strictly to the Rules and Regulations established for the government of the Exposition.

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RULE 24. The management reserves the right to construe, amend, or add to, all Rules and Regulations, whenever it may be deemed necessary for the interest of the Exposition.

(SIGNED)

GEORGE R. DAVIS, *Director-General.*

SIGNATURE
AND
ADDRESS.

APPLICATION FOR SPACE—DOMESTIC

RULES AND REGULATIONS. WORLD'S COLUMBIAN EXPOSITION.

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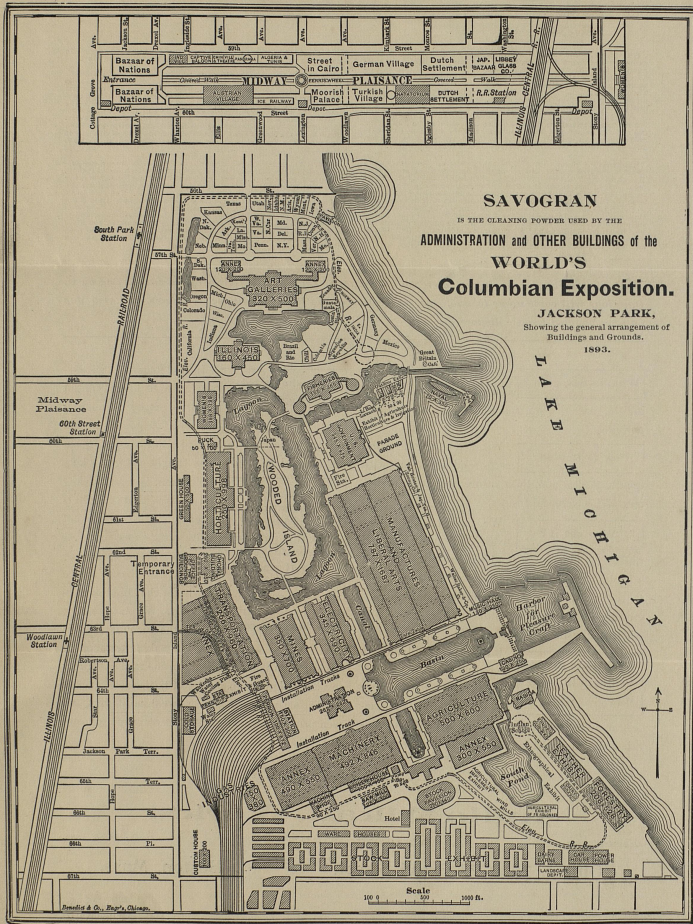
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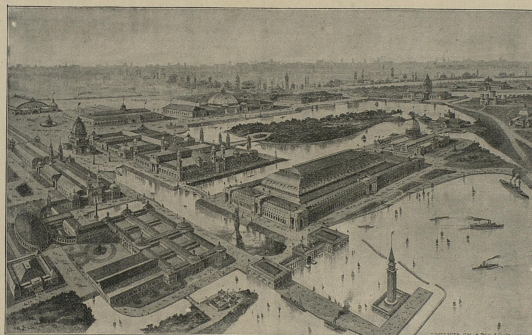
(SIGNED)

GEORGE R. DAVIS, *Director-General.*

477-M-64



THE WORLD'S COLUMBIAN EXPOSITION,
Jackson Park, Chicago.
OPENED MAY 1, CLOSES OCT. 31, 1893.



SAVOGRAN is the Cleaning Powder used by the ADMINISTRATION and Other Buildings at the WORLD'S COLUMBIAN EXPOSITION.

Compliments of the
INDIA ALKALI WORKS, BOSTON,
MANUFACTURERS
SAVOGRAN.

FACTS AND SOME FIGURES

ABOUT THE BUILDINGS AT

THE WORLD'S COLUMBIAN EXPOSITION.

This Exposition at Chicago is the greatest Fair, either National or International, that the world has ever known, surpassing in the extent of ground, the size and architecture of the buildings, the variety and completeness of exhibits and the pleasures and attractions offered to visitors, the great expositions that have made this century famous.

The World's Columbian Exposition was given the official recognition of the United States Government, and foreign nations were invited to participate; the Government having given them every assurance of protection, having covered duties from goods that are to be placed on exhibition. The idea of holding a World's Fair at some point in the United States, in celebration of the four hundredth anniversary of the discovery of America, was first seriously considered in the summer of 1880, and soon met with popular approval. As soon as it became probable that the Fair would be held, several of the chief cities, notably New York, Chicago, St. Louis and Washington, entered into a spirited rivalry to be designated as the place of its location, and urged their respective claims before Congress. From the first it became apparent that the selection would lie either with New York or Chicago, and Chicago, with the energy that is characteristic of it, soon had an organization effected and by this means raised more than \$5,000,000 to be expended in the Fair. When the final ballot was taken the city was captured, Chicago having received 127 votes, New York 10, St. Louis 5, and Washington 18. An act of Congress, approved by President Harrison April 26, 1890, gave the selection of the Congress of the United States in these words: "Be it enacted by the Senate and House of Representatives of the United States of America, in Congress Assembled, that an exhibition of arts, industries, manufactures, and products of the soil, mine and sea, shall be inaugurated in the year 1893, in the City of Chicago, in the State of Illinois, as hereafter provided.

It provided for a national supervisory body known as the World's Columbian Commission, appointed by the President, composed of two commissioners and two alternates from each State and Territory of the United States, and eight commissioners and eight alternates at large, the commissioners and alternates from the States and Territories being appointed upon nomination by their respective governors. The selection of Chicago as the site for the World's Fair was most appropriate and opportune. This city is the product of the nineteenth century, and aside from being the greatest exponent of American pluck and energy, has qualifications for its selection that are of high order.

Buildings and Grounds.—The area under cover of the great Exposition extends that of Paris in 1889, Philadelphia in 1876, and Vienna in 1873 combined.

Buildings.	Dimensions.	Area in acres.
Manufactures and Liberal Arts	787x187	29.5
Administration	302x92	1.6
Mines	302x70	5.6
Electricity	302x60	5.5
Transportation	302x60	5.5
Transportation Annex	425x60	8.4
Woman's	190x88	1.8
Art Galleries	320x60	3.7
Art Gallery Annexes (2)	120x30	1.1
Fisheries	160x40	1.4
Fisheries Annexes (2)	120x30	1.1
Horticulture	200x88	5.7
Horticulture Greenhouses (6)	24x10	0.5
Machinery	402x88	9.0
Machinery Annex	402x60	6.2
Machinery Power House	402x40	2.1
Machinery Pumping Works	72x44	2.1
Machinery Machine Shop	160x50	9.2
Agriculture	302x60	2.4
Agriculture Annex	120x60	1.2
Agriculture Assembly Hall, etc.	302x28	2.5
Swallow	120x30	5.8
Dairy	160x30	2.9
Live Stock (2)	60x30	2.9
Live Stock Pavilion	280x49	2.9
Live Stock Sheds	120x20	40.0
Casino	120x20	7.7
Music Hall	240x45	3.3
United States Government	602x48	1.7
United States Government Imitation Battleship	302x40	1.7
Illinois State	302x40	1.7
Illinois State Wings (2)	302x40	1.7

129.3

The Administration Building is by far the gem and crown of the exposition palaces. Cost \$320,000.

The Machinery Hall is second only in the magnificence of its appearance. This building and power house cost \$1,000,000.

The Woman's Building adjoins the Horticultural Building on the north. Cost \$125,000.

The Manufactures and Liberal Arts Building is the largest exhibition building ever erected or contemplated. Its rectangular in form, its central hall being surrounded by a nave and two galleries, the two galleries being connected by twenty-eight bridges, fifty feet wide and 60 long. In Section Q on the main floor is the next exhibit of Savogran by the India Alkali Works of Boston. The building occupies its most conspicuous place in the grounds. It faces the lake with only lawns and promenades between. The building cost \$1,000,000.

The Art Palace is separated from the lagoon by beautiful terraces, ornamented with balustrades, with an immense flight of steps leading down from the main portal to the lagoon, where there is a landing for boats. The immediate neighborhood of the building is ornamented with groups of statues, repoussé ornaments of classic art, such as the Chios monument and the "Cave of the Winds," and other beautiful examples of Grecian Art. The building cost \$670,000.

The Horticultural Building exhibits all the varieties of flowers, plants, trees, seeds, horticultural implements, etc. The cost is \$250,000.

The Dairy Building, by reason of the exceptionally novel and interesting exhibits it contains, is quite sure to be regaled with great favor by World's Fair visitors in general. It is two stories high, and cost \$30,000.

The Fisheries Building.—One of the most artists of the exposition palaces. The exterior of the building cannot fail to be exceedingly interesting, for the architect exerted all his ingenuity in arranging innumerable forms of capitals, modillions, brackets, cornices and other ornamental details, using only fish and other sea forms for his motif of design. The roof of the building is of old Spanish tile and the side walls of pebbled color. The cost is \$224,500.

The Forestry Building is in appearance the most unique structure. Its architecture is of a rustic order. On all four sides of the building is a veranda, supporting the roof. There is a colonnade consisting of a series of columns composed of three tree trunks, each twenty-five feet in length; these trunks with bark undisturbed are contributed by the States and Territories each furnishing specimens of its most characteristic trees. The building cost \$60,250.

The Electrical Building is the seat of the most novel and brilliant exhibit in the whole exposition. Cost \$412,500.

The Agricultural Building is one of the most magnificent structures. The style of architecture is classic renaissance. The building grandly shows the agricultural and allied interests and cost \$601,200.

The Hall of Mines and Mining.—Principal fronts display enormous model excavations, richly embellished with sculptural decorations, emblematic of mining and its allied industries. It cost \$262,000.

The Government Building is classic in style, and bears a striking resemblance to the National Museum and other government buildings at Washington. It cost \$400,000.

The Transportation Building exhibits naturally include everything of whatever name or character devoted to the purpose of transportation. The building cost \$200,000.

The Casino and Pier.—The Casino is a composite structure embracing nine pavilions. The pier is eighty feet wide and extends 1,200 feet out into Lake Michigan, both cost \$100,000.

Midway Plaisance has located upon it special features, such as the Bazaar of All Nations, Street of Cairo, the Turkish Village, Japanese Village, and German Village.

The Naval Exhibit is a faithful, full-sized model of one of the new coast line battle ships now being built at a cost of about \$3,000,000 and has all the details that belong to the actual ship, together with all the appliances for working the same. Officers, seamen, messes and marines are detailed by the navy department during the Exposition, and the discipline and mode of life on our naval vessels are completely shown. The cost of this curious and original structure is about \$100,000.

Annexes.—The annexes are most imposing and architecturally beautiful. These of the machine department, comprising the power houses, pumping works, elevators, etc., are exhibits of themselves. The live stock sheds are models of completeness. A notable feature is the reproduction of the Spanish convent, La Rabida, in which a wonderfully complete collection of Columbus relics are gathered.

Exhibits.—The exhibits are in greater number and of a more extensive and magnificent character than has ever before been attempted, and the whole affair parades of that air of international glory that makes all mankind rejoice. The manners and customs of ancient and modern times are offered in comparison, and Africa, Egypt, Persia, India, China and Japan have sent their historic and traditional lore illustrated in rare exhibits, to show their wonderful progress in this nineteenth century.

The Music Hall is situated on the lake shore at the foot of the hall; it is 140,200 feet in dimensions, and the audience hall seats 2,200 people. An orchestra, and chorus of 500 has been provided for, and the building is beautifully designed and in every way a gem.

Statuary.—Scattered throughout the grounds and buildings there are 48 sculptured groups, and 100 distinct figures, all of heroic size. The statue of "Franklin," which is by Roli Smith, and stands 16 feet high, having cost \$2,000, is placed in the main entrance of the Electricity Building. The statue of the Republic, by Daniel C. French, will be in the bath at the entrance from Lake Michigan. This statue is 60 feet high and stands on a pedestal 40 feet high. The working model alone cost \$3,000, and the complete statue cost \$2,000. The other figures are placed as follows: Horticultural Building, 10 figures; Transportation Building, 16 figures and 8 groups; Administration Building, 16 figures and 8 groups; Machinery Hall, 10 figures; Agricultural Building, 6 groups; Manufactures Building, 16 sculptured Eagles, each 16

feet high and 21 feet across the wings. There are two cattle groups in a colonnade between the Agricultural and the Machinery Building.

The Peristyle.—Is the structure which connects the Music Hall and the Casino, at the foot of the hall. Its dimensions are 160x60 feet, with 100 feet and 99 feet. There is a grand arcade at its center, which forms a portal from Lake Michigan to the Grand Central Court. This portal is dedicated to Columbus, and upon it the names of the world's great explorers are inscribed. It is crowned with a group of statuary, emblematic of the world's progress. The Peristyle bears 46 columns representing the States and Territories. Each column bears the coat of arms and an emblematic statue of the State it represents. The Peristyle together with the Casino and Music Hall, cost \$200,000.

Staff.—Which has entered largely into the composition of the materials used in the buildings, is a material that is lighter than wood, is fire-proof, water-proof, and if kept painted will last for a great many years. The architects and other designs covering the buildings are used as a covering, it then acts in these respects, the composition being of plaster, cement and fiber. This material has been used for a long time in other parts of the world as a covering for buildings, and is very popular. All of the Exposition buildings and many of the State buildings will be covered with this material, and the amount used would be equal to the covering of a building four stories high and ten miles long.

Keep this circular for future reference, no matter if there is a little Savogran advertising on it. Questions will come up as to size, cost, or location of the Fair Buildings; the Facts, and also Map on next page will settle disputes.

What is Savogran? In few words, Savogran is a pure, dry powder taking the place of soap, and adapted for all cleaning purposes.

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What are the advantages in using it? It dissolves readily, leaves no sediment, has no greasy or soapy odor, gives better results, is perfectly harmless, more convenient to use, and is most economical. It is also a good deodorizer, keeps the air sweet.

In what sized packages is it shipped? In trial kegs of 120 lbs.—this gives us lowest freight rate (we prepay all freight); to send 20 pounds would cost as much, and to forward a fair sample by express would be double the freight charge on keg.

You might say:—“The quantity is too much to make trial, for if it is not satisfactory we have most of it left upon our hands, and this is hardly a good business proceeding: how do you arrange this?”

Shipment is made of keg on 30 days' trial; freight is prepaid. If results are not fully satisfactory and economical, you can return keg to us and no charge will be made for that used in making test. We place no limit upon the amount that is used in making test, simply relying upon your conscience in the trial as we rely on your judgment in results of trial. These terms are distinctly in your favor, as we take all risks, and even print agreement on the accompanying postal card.

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[Apr. 15, 1885]

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The October number of SHAKESPEARIANA, completing the first Volume, having been delayed for the Index, the new Volume will begin with the January number, to be issued December 20th, 1884, in a new and more convenient form of 48 pages. All paid subscriptions will be extended two months in lieu of November and December issues.

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47-M-64

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IN HOUSE

REGULAR SESSION, 1906.

House Bill No. 112.

TUESDAY, JANUARY 9, 1906.

Mr. R. W. Miller introduced the following bill, which was ordered to be printed and referred to the Committee on Education No. 1, viz:

AN ACT to establish a system of State Normal Schools in Kentucky; to divide the Commonwealth into three Normal School Districts; to create a Board of Regents for the general management of each school, and to create a Normal Executive Council which shall determine the requirements for admission and graduation and the course of study for all Normal Schools.

Be it enacted by the General Assembly of the Commonwealth of Kentucky:

§ 1. There shall be established and maintained, as hereinafter provided, three State Normal Schools in this State as follows: "The Western Kentucky State Normal School" to be located in Normal School District number one; "The Central Kentucky State Normal School" to be located in Normal School District number two; and "The Eastern Kentucky State Normal School" to be located in Normal School District number three.

§ 2. The State is hereby divided into three Normal School Districts, as follows: The counties of Fulton, Hickman, Carlisle, Ballard, McCracken, Graves, Calloway, Marshall, Livingston, Crittenden, Lyon, Cladwell, Christian, Hopkins, Webster, Trigg, Union, Henderson, Daviess, McLean, Muhlenburg, Todd, Logan, Butler, Ohio, Hancock, Breckehridge, Grayson, Edmonson, Warren, Simpson, Allen, Barren, Hart, Hardin, Meade, Metcalfe and Monroe shall constitute Normal School District number one; the counties of Bullitt, Nelson, Washington, Marion, Wayne, Pulaski, Lincoln, Boyle, Mercer, Garrard, Jessamine, Anderson, Spencer, Jefferson, Oldham, Trimble, Carroll, Henry, Shelby, Franklin, Woodford, Taylor, Adair, Russell, Clinton, Casey, Owen, Boone, Kenton, Gallatin, Grant, Larue, Green and Cumberland shall constitute Normal School District number two; and the counties of Bath, Bell, Bourbon, Boyd, Bracken, Breathitt, Campbell, Carter, Clark, Clay, Elliott, Estill, Fayette, Fleming, Floyd, Greenup, Harlan, Harrison, Jackson, Johnson, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lewis, Madison, Magoffin, Martin, Mason, Menefee, Montgomery, Morgan, Nicholas, Owsley, Pendleton, Perry, Pike, Powell, Robertson, Rockcastle, Rowan, Scott, Whitley and Wolfe shall constitute Normal School District number three.

§ 3. The objects of said State Normal Schools shall be to more

9 penses; *Provided*, That the latter appropriation shall not become
10 effective for any school until the buildings have been erected and
11 equipped and the school regularly opened.