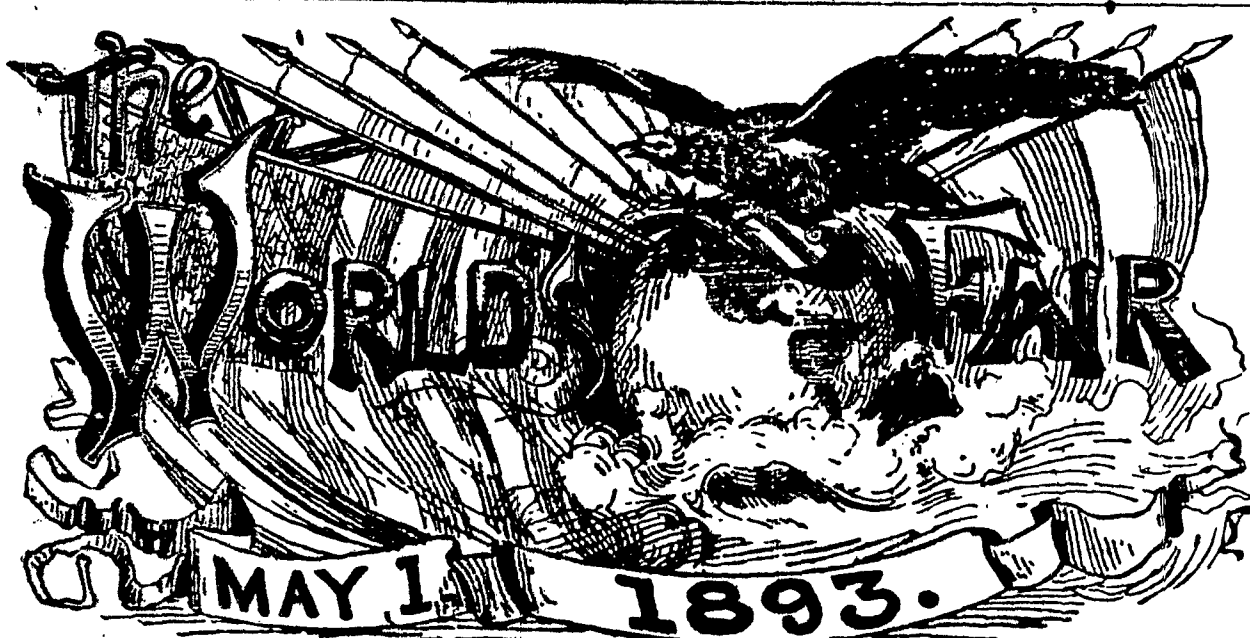


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## THE OPENING DAY.

Ceremonies in Front of the Administration Building.

Monday, May 1, at 10 o'clock a. m. President Cleveland will touch an electric button, setting in motion the wheels of the World's Columbian exposition. After long contention between two factions of the local directors, one of which desired to have the ceremonies held in the small hall in the presence of about 2,000 invited guests, the board of control suddenly concluded that it had something to say concerning the opening programme and determined that the exercises, shall be held in the open air. This decision is due to the board and lofty public spirit of President Palmer of the national commission and Director General Davis, both of whom have from the first advocated open-air ceremonies. These gentlemen concluded that the best place for the ceremonies would be on the plaza in front of the Administration building, and opposition to this plan fell away after the board of control officially declared in its favor.

The Administration building stands at the head of the grand basin, which



SIR HENRY TRUEMAN WOOD.  
[British World's Fair Commissioner.]

is 300 feet wide. Between the basin and the building is a big square, which, it is estimated, will accommodate 100,000 people. North of the basin, and running to the lake, is another broad walk, fronting the Mines and Mining, Electricity and Manufactures buildings. On the south side of the basin is another walk extending along Machinery hall and the Agricultural building to the lake. This is the central portion of the world's fair grounds, and the one on which the most expenditure has been lavished. Looking eastward from the Administration building the eye sweeps over the broad basin to the Peristyle, between the lofty columns of which may be seen the lake. For these reasons it was deemed fitting to let the people gather in the choicest portion of the grounds to see the ceremonies. To increase the accommodations for the crowds the steam barges and electric launches which are to ply the lagoons will be massed in the basin and filled with people. On the bridges more people will gather. On the Peristyle and in the balconies and hundreds of windows of the surrounding buildings will be still others, and altogether the scene will be an inspiring one for President Cleveland.

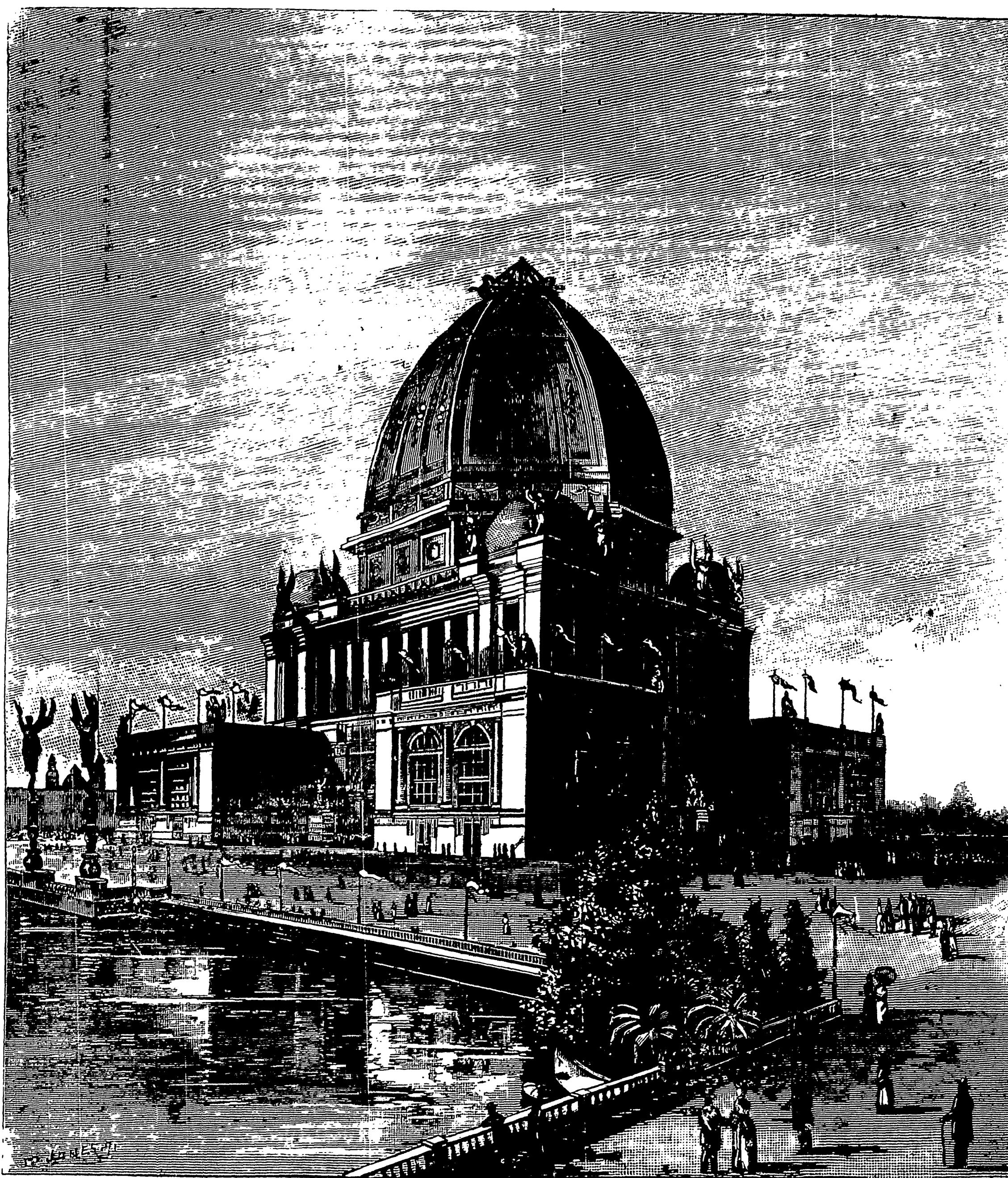
The speakers' stand will be erected along the east front of the Administration building, and seats to the number of at least 3,000 will be provided. The distinguished guests will be members of the cabinet, diplomatic corps, judges of the supreme court, members of congress, governors of states, national commissioners, world's fair directors, members of the board of lady managers, Chicago city council, members of the board of education, park commissioners and a select list of dignitaries, social, collegiate and official.

The programme arranged is simple, the reading of an ode having been dispensed with owing to lack of time. The exercises will begin promptly at 10 o'clock and the following features will be presented:

Music—"Columbian Hymn and March"..... John R. Payne.  
Prayer.  
Presentation of chiefs of departments and foreign commissioners by the director general.  
Music—"In Praise of God"..... Beethoven.  
Address and opening of the exposition by President Cleveland.  
Starting of machinery, during which time the chorus will sing the "Hallelujah" chorus from Handel's "Messiah."

President Cleveland has not yet made known his plans to the committee on ceremonies, but it is expected that he will reach Chicago on Sunday, April 30, and will be the guest of President Higginbotham, during his brief stay in the city. If this plan is not satisfactory to the president, he can occupy the rooms secured by the ceremonies committee at the Auditorium. But it was thought fitting that the president of the nation should be the

## ADMINISTRATION BUILDING.



guest of the president of the exposition, and it is more than likely that the magnificent home of Mr. Higginbotham, Twenty-ninth street and Michigan avenue, will be the abiding place of Grover Cleveland while in Chicago. It is not likely that the president will remain in the city long, as he has informed the ceremonies committee that he must return to Washington with as little delay as possible. Mrs. Cleveland will not be present. On the same day, immediately after the opening ceremonies, the Woman's building will be dedicated, the programme consisting of an address by Mrs. Potter Palmer, president of the board of lady managers, and music by the chorus of women's voices. The event will be one of extreme simplicity, and will be of interest to visitors of both sexes.

## TRANSPORTATION.

How Visitors Can Reach the Exposition Grounds.

Visitors who witnessed the dedication exercises at Jackson park last October have reason to remember the lack of adequate transportation facilities. Thousands of persons did not reach the city until late at night, and other thousands walked the entire seven miles to the center of the town, rather than wait for hours in the cold park. But there will be no such complaints heard this summer. The various transportation lines are prepared to handle 120,000 persons per hour, each way, and without delay at the terminal stations. The cable lines, have increased their equipment, power, and terminal loops. The alley, "L" road, has a station on the roof of the Transportation building annex, landing passengers directly inside the grounds. Passengers on this line can purchase

world's fair tickets at any station and avoid delay at the gates on the Transportation building. The fare to the park on the elevated line is but 5 cents. Trains of five cars will be run at two minutes' headway and a total of 115,000 passengers per hour can be safely and conveniently handled.

The Wabash avenue cable line expects to carry 15,000 passengers per hour. This number can be increased to 20,000 during the rush hours morning and evening. The State street cable line will carry the same number of passengers, connecting with the park by means of electric roads on Sixty-first and Sixty-third streets. The fare on the cable roads is five cents, trains being run one minute apart.

The Illinois Central road has eight

20,000 passengers each hour. After long contentions in the courts the world's fair directors were permitted to build a huge pier at the foot of Van Buren street, and they made a contract with a company known as the Henry syndicate to build boats with a capacity of at least 15,000 passengers per hour, to handle exclusively the water traffic to and from Jackson park. The Henry syndicate has complied with the requirements of the contract, and will land passengers on the pier which extends 1,800 feet into the lake from the main water entrance to the park. Rival steamship lines have established a claim to world's fair traffic, and will handle at least 5,000 passengers per hour, making a landing at the Fifty-Seventh street pier, two blocks

from the Cornell avenue entrance to the grounds. The round-trip fare from Van Buren street and return, good on any boat, is but 25 cents. The total passenger service each way per hour may thus be summed up:

Scientific temperance instruction is now given in all the public schools in Sweden.

tour of the grounds is but 10 cents. The trains consist of 5 cars, the forward car carrying the motor, which receives the electric current from wires between the rails. Each car will seat 50 passengers, the seats being arranged crosswise. So powerful is the motor of each train that full speed can be attained in a distance of 60 feet. The cars are all light, traction being obtained by means of the road. The greater the number of passengers the quicker full speed can be attained. The machinery for this line was especially constructed, the engines and dynamos being the largest ever built for the purpose.

Water transportation on the lagoons and canals within the park will be one of the pleasantest features of a trip to the world's fair. Electric launches, steam barges, Venetian gondolas and other queer craft will ply the waters of the grand basin and its various branches day and night. Each class of craft will have its regular route, so that there will be no danger of collision. The electric launches will hold 30 persons each, while the steam barges are intended to accommodate parties double that size. From the Agricultural building to the Art palace is a long, dusty walk, especially if the crowd in attendance be large. But the trip can be made safely and in less than 10 minutes by one of the electric launches for the modest sum of a nickel. If the first launch is crowded another will touch at the landing in one minute. Boatmen with hooks secure each launch as it approaches a landing, the steps being so built that a tie-up is unnecessary. The rules governing the sailing of these small craft are quite as strict as those laid down for larger vessels in the outer harbor. Even the gondolas, lounging along lazily amid the swift-moving steam and electric craft, may not depart from a certain route. The scene at night, when these hundreds of gayly-lighted vessels are darting across the canal and lagoons, already ablaze with

the reflection of thousands of electric lamps, will be forever remembered by the visitor.

## THE PARK AT NIGHT.

Scenes Whose Splendor Has Never Been Equaled.

There is no doubt that the exposition will be open to visitors every night, except Sunday, throughout the entire season. Indeed, the exposition company expects to derive a large portion of its income from night visitors, and has gone to great expense to furnish attractions that will draw the crowds. Jackson park lighted up by thousands of arc lamps will be worth going miles to see. The lighting plant is the largest ever constructed, and represents the expenditure of many hundred thousand dollars. Ten thousand lamp dynamos are as common in Jackson park as are one hundred lamp dynamos in the city. Electroliers containing one hundred lamps will be as common as tallow dips in a backwoods meeting house. Ornamental posts, each supporting three lamps, are placed at intervals of sixty feet all over the grounds and Midway Plaisance. Hundreds of lamps ornament the Administration building, making its outline in a blaze of electric lights. All the buildings surrounding the grand basin, including the Administration building, are studded with arc lights on every column and cornice. The walls inclosing the canal are a mass of incandescent lamps of all colors. At the head of the canal two electric fountains, each costing \$100,000, will play nightly. From the top of the great Manufactures building a mammoth search light of 30,000,000 candle power will throw its piercing rays far out into the lake, disclosing to view vessels ten miles distant. Surely man never devised nor human eyes witnessed more beautiful sights.

## FOOD FOR MILLIONS.

Restaurants Controlled by the Exposition Authorities.

Being assured that he can reach the park and return to the city with comfort and dispatch, and learning of the methods of transportation within the grounds, the visitor next wishes to know something about the restaurants. Know, then, that 60,000 persons can be seated at the same time at the different restaurants in Jackson park and Midway Plaisance. At all except a very few the prices are very reasonable, and there is as great variety as there are nations under the sun. French, Chinese, Viennese, Turkish, Mexican, Japanese—all these and scores of others offer distinctive bills of fare, with viands fraught with mystery to the American palate. New England dinners, lunches, table d'hôte service, a la carte restaurants and every known type of what westerners call "eating houses," are provided. Prices range but little higher than those of down-town restaurants of the better class. Meals can be had for 35 cents, but 50 cents will be about the average price for a substantial lunch. Wines, liquors and beer will be served at all restaurants. Cigars can be had at hundreds of stands, but in certain places only is smoking allowed. Exortion need not be feared. The exposition company is interested in the welfare of every enterprise in the grounds, and is anxious to have each person attend the exposition as often as possible. To secure this attendance the visitor must be protected from overcharges, and this it can be assured will be done.

## IN THE FAIR GROUNDS.

Novel Methods of Transportation Never Before Exhibited.

When it is remembered that Jackson park is nearly two miles long and nearly a mile wide at its southern end; that the exposition is scattered over 700 acres, and that there are more than 40 miles of walks about the grounds, the visitor, it will be seen, is confronted with a tiresome task if he expects to see all of the buildings in a single week. It is more than a mile from the end of the long pier to the Administration building, and nearly one-half a mile from the steamboat landing to the nearest exhibition building. This walk on a broiling hot day is not pleasant to contemplate, and it was to accommodate visitors arriving at the pier that the movable sidewalk was built. But like many other accommodations a ride on the movable sidewalk costs money. Only a nickel, but the visitor will part with so many nickels that he will reckon the expense of his trip by dollars if he utilize every accommodation provided for public use. This sidewalk is built in two sections, the outer traveling at a slow speed. The visitor can safely step upon it, and then step on the inner section which travels at a higher speed. This sidewalk, which is under an awning, affording protection from sun and rain, is endless and runs upon an elliptical track.

The intramural elevated railway is said to be the most perfect electrical line ever built. Certain it is that it will be a great accommodation, traveling as it does the most remote portions of the park, and passing each of the principal exhibition structures. It is a two-track road, with frequent station platforms with broad stairways leading to the ground. The fare for a

## TRAVEL MADE SAFE.

Safeguards Adopted for the Handling of the Crowds.

It is interesting to note the safeguards that have been adopted to handle the crowds. The Illinois Central line elevated its tracks the entire front of Jackson park, the exposition company contributing \$100,000 to secure this necessary improvement. A system of block signals has been adopted so that no two trains occupy the same section of track at the same time. By these provisions the desired element of speed is obtained, with absolute immunity from dangers of collision. The same system of block signals and safety switches is used on the Baltimore & Ohio and Northern Pacific trains. The elevated road has also provided a signal system, and as it is a double track road there is no danger of head-on or rear-end collisions. The cable lines, however, have nothing new to offer in the way of safety appliances. The United States government has contributed \$50,000 to insure danger from collisions on the lake, the routes from the Van Buren street pier to Jackson park having been surveyed and marked out by systems of bell-buoys and electric buoys. These latter, which will be used at night, will be operated by power from the exposition plant. The