

fered, and battered into the finest dust the strongest positions of the prosecution. With a memory singularly retentive, great quickness in perceiving and taking an advantage, and with an immense fertility of resources, he moved steadily upon the intrenchments of the Attorney-General, and the abandon of a convivial man, never absolutely sober, only seemed to bring his faculties more under his control, and to mass his forces for overwhelming victory. His final speech occupied fourteen hours, in which he traversed the whole line of testimony adduced by the prosecution, and showed that no treasonable act of any weight

whatever had been established against the prisoner.

Randolph concluded the debate on the 29th of August. After Luther Martin's torrent of bitter sarcasm and storm of fiery eloquence it was the mere pattering of a summer's shower. Judge Marshall summed up in a decision which required three hours to read, the point of which was that no overt act of treason had been shown against Aaron Burr, and that, accordingly, the jury must acquit him. In accordance with this decision the jury, on the morning of August 30, 1807, returned their verdict of not guilty, and the prisoner was released.

OUR EXPOSITION AT CHICAGO.

BY JULIAN RALPH.

IF it were sought to express in one phrase the expectations of those who are planning the Columbian Exposition of 1893 in Chicago, it could best be done by calling it a Venetian spectacle. In all that governs its best effects, as it will burst upon the vision of the multitude, it will suggest Venice. Especially at night will it call to mind what the poetic comprehension conceives that Venice might appear if she were in gala attire, and her beauties, seen under a flood of electric light, were effectively concentrated along two miles of the Adriatic shore.

This is written while nature, still gaudy in autumn raiment, hesitates at the edge of the approaching winter of 1891. Chicago has been visited, the site of the projected Columbian Exposition has been examined, and the men and women who have undertaken to arrange the major details of the great fair have willingly offered their forecasts of the finished work. The labor of preparation is, in point of time, still a year from that appointed stage of completion when, in October, 1892, the Columbian anniversary is to be celebrated with several days of pageantry and festivity. After that seven months will be consumed in storing the buildings with exhibits; and then, in May, 1893, the great fair will be opened to the inspection of the world.

Even in New York, where there has been keen disappointment over the failure to secure the fair, it is at this writing evident that the shrewdest business men

have come to regard the projected exposition as likely to prove a complete triumph of American enterprise and skill. Not all who feel compelled to sink an already weakening local prejudice beneath national pride are even now willing to predict artistic and material success for Chicago's undertaking. But it is in Wall Street that is heard the first note of confidence in the success of the undertaking, and it is scarcely necessary to say that in Wall Street the finer and more delicate aspects of the case are not likely to receive recognition, particularly in those bulletins in which financiers seek to convince their correspondents that we are on the eve of three years of prosperity. The basis and reasoning in these bulletins are that the movement and sale of our enormous food products will bring about the first year's prosperity; that next will occur a year distinguished by great railroad extension, to be paid for out of the first year's transportation earnings; and that there will then follow a year given over to the profitable task of entertaining the foreign visitors to the World's Fair.

Following this hopeful financial view, there is a growing belief that the exposition will not fail from an artistic point of view. The broad and liberal spirit which led its projectors to seek the aid of the most distinguished architects of the country is reassuring to those who have doubted whether our fair would vindicate American taste at the same time that it would display our wealth and progress.

The manner in which the architects are encouraged to work for the fair is quite as remarkable, and quite as potent in destroying borrowed concern. After ten men of admitted excellence have been selected from all over the country, to each has been paid an honorarium of ten thousand dollars. It is truly a royal way to insure hearty co-operation and the best work of the best men. All have been treated alike, and all are enabled to fortify themselves by special study here and abroad for the work they are undertaking. The note thus sounded in the most influential circles outside of the business world is in harmony with the chord that has been struck in Wall Street. There will not long remain among well-informed persons a trace of the former belief that Chicago will too strongly impress her individuality upon the fair, or of the dying doubt that it will be fully and grandly national in its aims and accomplishments.

Once again the peculiar manner in which American affairs are influenced by public opinion is in this matter made evident. Amid the clamor attending the competition among large cities which wished to possess the fair many angry and rude aspersions have been cast upon Chicago's fitness for the honor to which she aspired. It is now evident that in a considerable degree the triumphs of the managers of the exhibition are due to the rancor that preceded and even followed the selection of Chicago as the exposition city. These shrewd officials may be in some measure unconscious of the fact, yet, in many remarks and arguments, they make it evident to me that in taking hold of the gigantic enterprise they bind themselves to disappoint their rivals. They are resolved to prove false the prediction that Chicago would belittle her opportunity by seeking to make only local capital, and would shock the cultivated taste of the nation by producing a crude and clumsy fair, lacking those elegances and luxurious attributes of ornament and finish which rendered the last Paris Exposition the wonder of the civilized world. I am not likely to be contradicted if I assert that the unkindly comparisons into which the Paris Fair of 1889 was constantly forced resulted in the establishment of the Parisian standard as the model that Chicago was to surpass at all hazards. To say this is

to ascribe to Chicago qualities of which any city might be proud, for in her conduct she has shown that true and wholesome pride which is never found apart from modesty, and with these traits she has exhibited a clear consciousness of her strength to repress every weakness with which she has been unfairly credited.

At the moment when this is being prepared for the press, the greater part of the fair tract in Jackson Park is one-third enclosed by the waters of Lake Michigan and two-thirds by a tall fence six miles in length. Within that enclosure is to be witnessed a scene of extraordinary activity. Close at hand, as one approaches the site from the city, the second story of the Woman's Building already rises above the greenery, and as far as the eye can comprehend the scene the view is dotted with other white forests and thickets of new timber, marking the foundations and framework of the great buildings that the Commissioners are to erect as the nucleus and glory of the fair. Even through the disorder of such a field, wherein thousands of laborers and carpenters are at work, and where the surface of the ground is receiving no care, it is apparent that the site is well chosen, and that the grounds are capable of conversion into the unique and really extraordinary park of palaces which the managers have planned.

It was a marsh when work upon it was begun, a sopping combination of low lands, water, and hummocks; but the once uncertain beach is already a beautiful slope of neatly ordered stonework edged with sand, and capped by a broad and elegant esplanade of white concrete, forming as noble a water-side way as can be pictured by the mind. Beyond this costly promenade the field is divided into promontories and islands, among which have been led beautiful sheets of water, in the form of lagoons, canals, basins, and straits. It is the water of the Great Lakes, and has the translucent quality of pure crystal.

This, it must be remembered, is the character of the site for the ten or eleven principal buildings to be erected by the Commission in what is now the distant part of Jackson Park. But adjoining this is the older portion of the park, long ago in use as a finished part of the superb park system of Chicago. A large pond embellishes this section, and upon

the undulating ground around the pool are meadows, groves, and winding roads. This land is to form the site of the buildings of those foreign governments that are to participate in the exposition. Mexico has already selected the foremost plat close against the new domain upon which the exposition builders are now busy. The two sections are to be thrown together, the great pond is to be connected with the lagoon system of the fair ground, and the finished site will include both grounds.

Standing upon the broad, trim, artificial beach beside the blue and green expanse of Lake Michigan, I found it difficult to free what I saw from what, after a week's study of the official plans, I knew must soon take the place of the disorder around me. After such a study, and with some of the officials of the exposition discussing the future in my hearing, it was easy to enjoy a prophetic view of the great park as it would appear after the exposition opened—almost as easy to comprehend and far more interesting than the actual scene. Already the unfinished model of a modern cruiser lay before me at the edge of Lake Michigan, and afar off the foundations of the almost fairy-like Casino Pier fretted the surface of the great lake. I fancied myself on a barge approaching the gaudy wharf, with its red-roofed refreshment houses and its graceful tower above them. The mind's eye showed the pier joining the long expanse of artificial beach at a point in front of a beautiful emerald lagoon that lay between the palace of agriculture and the almost inconceivably vast building for Manufactures and Liberal Arts. Rising from the lagoon was the colossal yet graceful figure of Columbia, seen through the spaces in an impressive line of separate granite columns, whose capitals will bear figures displaying the arms of the States.

The great building showed a general tone of darkened ivory or slightly smoked meerschaum, an effect produced by the "staff" or stucco composition with which the exterior walls are to be covered. All the exterior walls of all the buildings will be of this material, and the buildings themselves will therefore be rather architectural models than durable structures. Wherever great arches support heavy roofs or span wide openings between walls, the trusses will be of iron, but in

most cases the walls or frames will be of timber.

But though the general tone in this prophetic view of the buildings is that of enriched ivory, each view of every structure presents a more or less brilliant array of colors, the differing hues being seen wherever the walls are broken, as in the arcades, porticos, corridors, pavilions, and galleries, which relieve and ornament most of the edifices. For instance, while still looking down the lagoon that is ornamented by the St. Gaudens *chef-d'œuvre* of statues and columns, the eye is taken captive by the brilliant golden dome of the Administration Building. Statuary, banners, gorgeous panels, medallions, and colonnades, all harmoniously blended, make this the most striking and one of the most admired of the works of the architects. Robert M. Hunt, of New York, is its designer.

The beautiful waters of the system of lagoons pass every one of the main buildings, and all but surround some of them. On their surfaces all the palaces will be reflected, and at night the water will duplicate the full brilliancy of this, the second of the world's expositions which electricity has rendered viewable after dark. The water itself, by-the-way, will be shot with brilliant light by scores of electric lamps placed in its depths. A hundred gondolas brought from Venice will loaf luxuriously along these liquid avenues, to be distanced contemptuously by a myriad of swift launches. Their motions on the water's surface will but weakly imitate the fast-gliding artificial denizens of the deep which skilled electricians plan to send hither and thither by means of delicate machinery urged by power stored in the bodies of the toys. At night, when the eyes of these submarine monsters and beauties are lighted by electricity, they will add a strange feature to the general spectacle.

Beside the gorgeous Administration Building, on the one hand, is the Machinery Hall, designed by Messrs. Peabody and Stearns, of Boston. It is a beautiful and imposing palace, and is connected artistically with the building for agriculture by means of a colonnade surrounding one end of a great canal. Messrs. McKim, Mead, and White, of New York, designed the Agricultural Building. These two great houses for agriculture and machinery are each above 800 feet long, and

the Machinery Building has an annex 550 feet in length, so that the roofs of these two buildings and their connections cover an unbroken length of 2400 feet. The Machinery Building will be constructed as if three great railway depots or train sheds were placed side by side, and it is the purpose of the Columbian Corporation to sell these parts for such uses after the fair closes. The managers expect to realize a salvage of at least three million dollars on the material used in the various structures, and they boast that they have already saved a million dollars on what was considered a careful preliminary estimate of the cost of the buildings.

But to return to the view. Down the canal that half divides these buildings, the Electricity and Mining houses are reached. The Electrical Building (designed by Van Brunt and Howe, of Kansas City) is most unique, and besides being decorated by many towers, has a grand entrance that rises a story higher than the rest of the building, and that, when illuminated at night, will seem ablaze with light as if it were a colossal lantern. Beyond this building is the principal lagoon, from whose surface rises what is known as the Wooded Island. This island is many acres in extent, and is designed to remain bare of everything except flowers, trees, and paths, in order that it may furnish throughout the exposition a cool and alluring retreat for tired visitors.

Behind this great lagoon are the Transportation, Horticultural, and Woman's buildings, at the further end is the Illinois Building, and on the side between the lagoon and Lake Michigan are the Fisheries and United States Government buildings, all costly, extensive, and elaborate examples of the skill of the most gifted American architects. One building that has not yet been mentioned receives, perhaps, the highest praise. It is the Art Building, and will stand beyond the lake that is now in the old part of Jackson Park. Its designer is Mr. Atwood, of New York.

Beyond the Art Building, in the older part of Jackson Park, and gathered amid its groves and around its picturesque lake, are to be the seats of the foreign governments that participate in the fair. The domes and the towers of these still undetermined buildings will doubtless reach

far down what is called Midway Plaisance, a parkway connecting Washington and Jackson parks. Down this plaisance, now a broad bowery boulevard, will also be gathered many of the lesser attractions of the fair, not all of them wholly disconnected with private enterprise or the showman's profession.

Thus has been arranged the greatest of world's expositions. The field laid out embraces 640 acres, and 400 acres adjoining this are available if needed. The floor space already provided for is equal to 400 acres, or more, it is said, than the entire ground utilized in any other exposition. The park is seven miles from the Chicago City Hall, but it is to be connected with the city by all of the great steam railroads that enter Chicago, by the cable-car lines and stages, by the lake boats, and by an elevated railway now nearly constructed. Within the exposition ground connection between all the points of interest may be had both by land and water—by donkey-back, jinrikisha, 'bus, gondola, launch or skiff, and, perhaps, by a marvellous overhead travelling sidewalk. A trial bit of this is now undergoing construction by its sponsor in order to demonstrate its feasibility.

Apparently the entire distribution of leadership and command has been characterized by as liberal a spirit as that which led Mr. D. H. Burnham, of Chicago, the Chief of the Bureau of Construction, to cluster the architectural genius of the country around him as he did. The architects in question are: Robert M. Hunt, of New York; W. L. B. Jenny, of Chicago; McKim, Mead, and White, of New York; Adler and Sullivan, of Chicago; George B. Post, of New York; Henry Ives Cobb, of Chicago; Burling and Whitehouse, of Chicago; Peabody and Stearns, of Boston; S. S. Beman, of Chicago; and Van Brunt and Howe, of Kansas City.

In the same spirit and toward the same end of conducting a thoroughly national enterprise, Director-General George R. Davis has divided his work into fifteen branches, constituted each branch a department, and then sought men of national fame and acknowledged ability to take charge of these divisions. The Bureau of Agriculture has been put in the hands of Mr. W. I. Buchanan, a remarkable organizer and student of the interests of the agricultural class, and hero of the famous

Sioux City Corn Palace Exhibition. His plans for the agricultural exhibit are exceedingly broad, and are perfected to the minutest detail, so that the Western men at least feel certain that his will be as complete a display as can possibly be made.

The Department of Ethnology is in charge of Professor F. W. Putnam, of Harvard, who has sent to South America naval and military officers, many of whom are specialists outside of their professions, and whose business it will be to scour South America to secure a representative exhibit. The past and present methods of living in every South American country are to be illustrated realistically by models provided by the gentlemen who have selected the objects after consulting well-informed persons from those countries. The representation of lake dwellings from Venezuela is spoken of as likely to be more marvellous than the examples of the same study that will be sent here from Europe. The results from Patagonia, Alaska, Greenland, Finland, and Iceland will all be notable. The bureau has in Africa an officer of the navy who is in correspondence with Tippu-Tib for fifteen pygmies.

The Department of Fish and Fisheries is in charge of Captain J. W. Collins, of the United States Commission. He will exhibit an aquarium stocked with both salt and fresh water fish, and will present casts of all the known species of fish, together with a valuable presentation of the fauna and flora of the ocean. He will also exhibit the different modes of and appliances for fishing, both ancient and modern. Either here or elsewhere in the fair will be given graphic expositions of the work at the seal-fisheries of Alaska.

The Department of Mines and Mining is in charge of Mr. F. J. V. Skiff, of Colorado, a man thoroughly familiar with the mining business, who proposes to have the department illustrated by working-mines if possible. This is the first international exhibition in which a separate building has been provided for this industry.

The Department of Liberal Arts, comprehending a greater variety of exhibits than any other department, is in charge of Professor S. H. Peabody. It was offered to Professor John Gilman, of Johns Hopkins University, but he was unable to accept the trust. The Department of

Machinery is in charge of Mr. L. W. Robinson, who was first assistant in charge of the Machinery Hall at the Philadelphia Exposition. The Columbian Fair will gain distinction from having at its service steam of the power of twenty-four thousand horses. It is said that the greatest of the engines which will be shown will dwarf the great Corliss machine exhibited in Philadelphia in 1876.

The Department of Publicity and Promotion is under the chieftainship of Major Moses P. Handy, of Virginia. There was never such a department in any other exposition. There have been press bureaus, but the press work of this exposition is simply a branch of the work of promotion which is carried on both at home and abroad, and, as elaborated by Major Handy, is so formidable that his mailing department alone ranks by the bulk of its business with some of the most important second-class post-offices of the country.

The Department of Fine Arts is in charge of Mr. Halsey C. Ives, of Missouri, who built up the great art school in St. Louis. He is now abroad, visiting every country in Europe, talking with artists, inspecting famed galleries, and arranging for the exhibition of pictures by loan and otherwise. While in Paris Major Handy met M. Prust, who had charge of the art department of the Paris Exposition, and who gave his word that France, which can contribute so much toward a successful art display, will do its best for this one. Sir Philip Cunliffe-Owen and Sir Henry Wood, Secretary of the Royal Society of Art, assured Major Handy that England does not propose to be eclipsed. The English artists now realize, that which the French years ago discovered, that America has become the greatest and most profitable field for the disposal of the best products of the Old World studios.

In addition to the half-million-dollar Art Building on the fair grounds, it is proposed, aside from the exposition entirely, to build in Chicago a noble and permanent art palace. The money has been raised, and those concerned in the project hope to secure for the new museum many of the finest works exhibited at the exposition.

Mr. James W. Allison, of Ohio, is in charge of the Department of Manufactures. He is noted for having conducted in Cincinnati the most successful local exposition in this country. His depart-

ment and the departments of Ethnology and the Liberal Arts will exhibit in the huge Palace of Manufactures.

In view of the extraordinary competition among the great electrical combinations, it was a delicate and difficult task to secure for chief of the Electrical Department a person not connected with any interest, yet acceptable to all. Professor J. P. Barrett, of Nevada, was selected, and the highest hopes are based on the exhibition he will arrange. Mr. Thomas A. Edison is greatly interested in this department, and will aid the work in it in other ways than by contributing to it his newest marvel, upon the completion of which he is engaged. It is promised that the electrical theatre and ballet in Vienna will form part of our exposition. That is a marvellous showing of the service that can be rendered to the theatrical profession by electricity, especially in the production of scenic and spectacular effects.

The Department of Horticulture is in charge of Professor J. M. Samuels, of Kentucky; and that of Floriculture is headed by Mr. John Thorpe, of New York. Already the growth of plants for the great exhibition is under way in a house on the Midway Plaisance. Ten acres on Wooded Island will be planted with flowers, and the entire out-door display will include wild and aquatic flowers as well as the cultivated varieties. The government exhibits will be uncommonly fine, and are to be in charge of officers appointed by the President. The naval display, aboard a brick model of a cruiser, will be exceptionally fine—the exhibition being shown in the space which on a real ship would be given up to machinery and arms. The Post-office Department exhibit will show the progress of the postal system, especially in the methods of transporting and distributing mail. It will include an illustrated history of our postage-stamps. England will send illustrations of her postal department in connection with the working of the postal telegraph system. Mr. Willard A. Smith, Chief of the Bureau of Transportation, will make a collection demonstrating the development of the methods of traffic and travel from the use of the goat-cart and the dugout to that of the hotel car and transatlantic flyers of to-day. Mr. Walker Fearn, of Louisiana, head of the Department of For-

eign Affairs, was our Minister to Greece under President Cleveland. His bureau will grow more and more useful and busy as it follows and directs the plans of the foreign governments that will join in the display.

Uncommon interest has from the beginning of the work been attracted to the Woman's Department, the most notable feature of the great fair. It was fortunately placed under the charge of Mrs. Potter Palmer. She is a society leader in Chicago, where it is proudly boasted that she would grace any court. She is the possessor of great wealth, and was wholly unacquainted with public affairs before she undertook this charge, and yet she has taken hold of the Woman's Department as of something by the conduct of which she may crown her life, and in doing so has shown the most marked executive ability. In choosing a plan for its building, the Woman's Department has copied one of the most admirable designs made for the exposition. The architect who drew the design is Miss Sophia G. Hayden, of Boston. Mrs. Palmer has planned a treasury of objects illustrative of woman's work. The exhibit will embrace a model kitchen, a modern crèche, a kindergarten and hospital with trained nurses, a notable exhibition of books written by women, periodicals edited and published by women, and, most interesting of all, the mechanical inventions by women. It is curious to read in Western papers that Mrs. Palmer is of Southern birth and the wife of a Democrat. The reason for so unexpected a reference to a lady lies in the fact that originally it had been charged that the Columbian Exposition was to be a partisan Republican institution. It is unnecessary to further the discussion here. The chiefs of the two governing bodies—the National and State directories—are men of both parties, and the work of planning and perfecting the exposition has avowedly and apparently been apportioned to men chosen for their experience and ability, regardless of their political faith. The long list of officials composing both the national committee and the Illinois organization has been printed many times. The president of the government commission is Senator Thomas W. Palmer, of Michigan; the secretary is Mr. John T. Dickinson, of Texas; and the Director-General, by far the most active man on either board, is General George

R. Davis, of Illinois. The president of the local or Illinois delegation is Mr. William T. Baker, who is also president of the Chicago Board of Trade; Mr. Thomas B. Bryan is vice-president of the Illinois organization, for which the Hon. Benjamin Butterworth is solicitor-general and secretary; the treasurer is Anthony F. Seeberger; and the auditor is William K. Ackerman.

Over in what has long been an important part of Jackson Park, on the lake front, but nearer to the city than where the greater buildings are to be located, is the ground set apart for the headquarters of foreign countries. Exposition officials are in the habit of calculating that the other countries of the globe will add about three millions of dollars to the amount expended at the fair. If the foreigners spend three millions, and the various States of the Union lay out five millions, as they are expected to do, the total expenditure for the fair will amount to about twenty-six millions of dollars.

It is evident that there will be massed together in the foreign quarter a very gaudy, impressive, and unfamiliar jumble of picturesque and peculiar structures, contrasting strangely with the stately group of huge palaces on the main grounds. We know that with part of Mexico's three-fourths of a million of dollars she will erect a fac-simile of an Aztec palace; Guatemala will put up, out of her \$120,000, a model of a palace that distinguishes her ruined city of Antigua; Colombia, which has appropriated \$100,000, will reproduce her splendid capitol; Ecuador, which has allotted \$125,000 for all her expenses, will again show, as she did in Paris, a copy of her Temple of the Sun; Brazil will make a magnificent contribution, at a cost of at least half a million of dollars. Around the beautiful palace which she will erect will be gathered lesser buildings illustrative of the habits and industries of her people—huts with native inhabitants, a sugar-mill, and coffee planter's outfit. Glimpses of the rubber industry will be among the additional exhibits. Brazil's most famous band will be sent here also, perhaps to compete with the band of the Coldstream Guards of England, and certainly to blend its melody with that of the great orchestra which Theodore Thomas is to lead, and with the music of the thousands of choral singers to be trained by Professor

Tomlins. Almost all the South American countries, even the smallest, and even the colonial islands off the Atlantic coast, have signified their intention to present themselves at the fair.

At this date, a year from the celebration of the Columbus festival, it is becoming more and more apparent that what seemed to be an unwarranted liberality in the projected extent of the fair grounds will still leave the Commission hampered for room. The battle will be to economize space, and already skirmishes to protect the necessary beauty spots, like Wooded Island, are of daily occurrence. The Europeans, who never held an exposition covering half the area of this one, are insisting upon allotments that would have been out of the question at Paris or Vienna. England and Germany, for instance, will not be satisfied with less than 120,000 square feet of ground. It is the enthusiasm of their commissioners which leads to this demand, and they assert that the same hearty interest in our fair will result in the grandest exhibitions their countries have ever made. It is perfectly apparent that France will not ask a jot less than these neighbors. England's main building will be a reproduction of some notable manor-house, like Hatfield (Lord Salisbury's country place), or Sandringham perhaps. The idea will be to illustrate typical English architecture. A model English garden will be attached to the great house, and a fine feature of the building will be a spacious hall filled with armor and hung with pictures, and to be used for receptions and ceremonial purposes. England will appropriate £27,000 for her use at the exposition. Herr Wermuth, the German commissioner, who came to Chicago in September last with Sir Henry Wood of England, was less explicit with regard to Germany's intentions. He said he thought his nation would select for its headquarters some typical ancient German building; and he added, after speaking enthusiastically of the exposition grounds and buildings, that ours would be the grandest fair ever held, and that Germany would do its share toward the achievement of that degree of success.

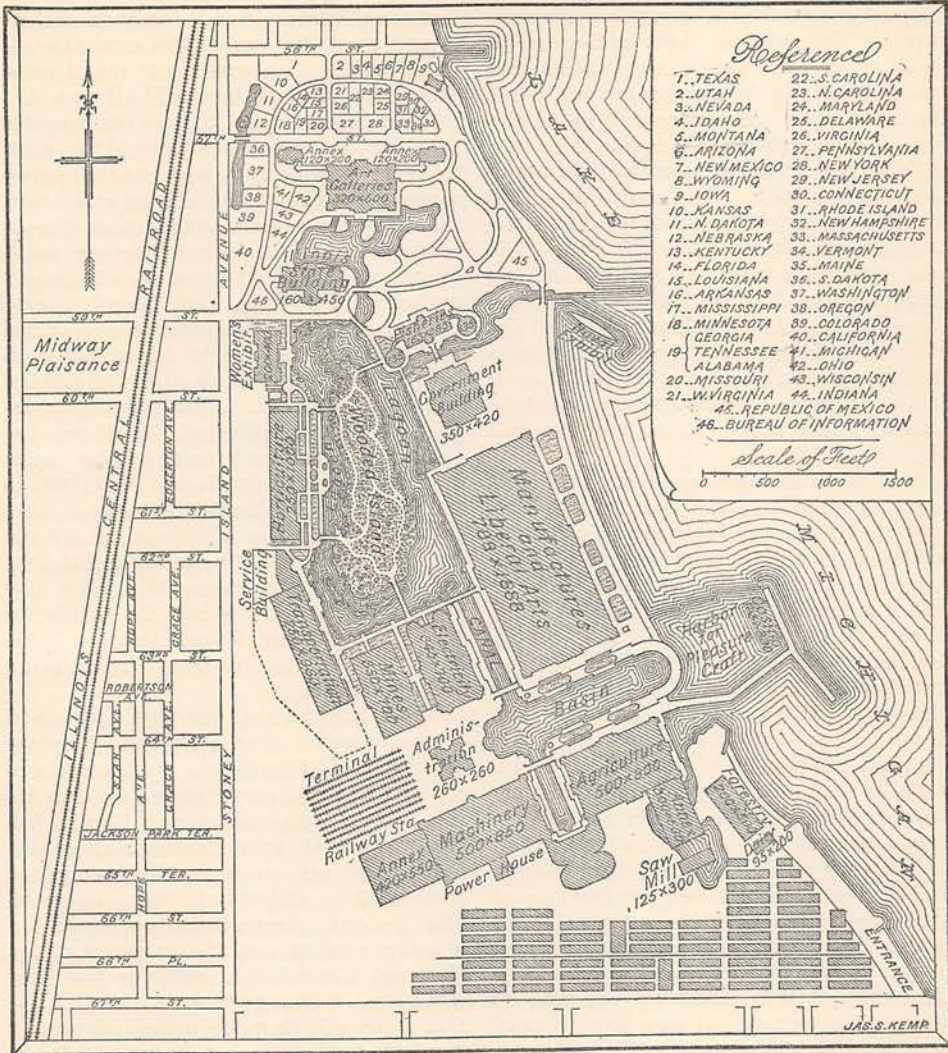
It is too early to discuss more fully the part that the foreign governments will take in the exposition. This is peculiarly disappointing, because there seems no doubt that many great countries will

surpass all their former efforts at international exhibitions. Major Moses P. Handy, one of the commissioners who went abroad last winter, says that their errand proved most wise and fruitful. It was thought advisable for some of the officials of the fair to put themselves in evidence in the old countries to answer questions, and to induce the more tardy governments to move toward participation in the display. In most cases it was only necessary to see the heads of such governments, but in Switzerland the rule was reversed, and there popular sympathy with the project needed to be aroused by public meetings. Switzerland was nearer to having done nothing than any other country, but owing to the formal visit of the commissioners the ancient republic is now earnestly interested in making a praiseworthy appearance at Chicago. In the other cases the rule was to see the chiefs of each government, and to urge that a more than perfunctory interest be taken in the project. In Sweden and Denmark the kings were seen, but in the majority of the countries visited our ministers presented the visitors to the foreign ministers of each court, and by these statesmen the Americans were introduced to those cabinet officials in whose departments the matter came. The leading statesmen of England, France, Germany, Switzerland, Holland, Belgium, Austria, Norway, Sweden, Denmark, and Russia were thus induced to interest themselves in our fair. In each country great success attended the visit of the commissioners.

It is known that there will be sent from India all that is needed to picture life in an East Indian village. Turkey, reluctant to bear the expense herself, has authorized private individuals to construct a realistic reproduction of a Turkish street, probably of shops, and showing not only the wares peculiar to the country, but her mechanics, artisans, and professional entertainers. Egypt will show a more complete and picturesque reflex of the life of her people than that which was demonstrated by the famous Rue de Caire in the Paris Exposition. This exhibit will also take the form of a street. It will be four hundred feet long, and lined with shops, cafés, dwellings, and amusement halls. It will be peopled with donkey-drivers, Egyptian serving-maids, dancing-girls, jugglers, merchants, women, and children. Japan

will spend half a million dollars in reproducing what is most picturesque and effective in her architecture and in scenes from her home life; while China, exhibiting with governmental sanction for the first time, will add a notable feature of the fair. Persia also promises what will prove a glistening drop in the colossal bucket. It is whispered that from many of these foreign countries royalty itself will come in numbers and consequence greater than ever distinguished any universal exhibition since the last effort of imperial France. A dozen kingly and princely visitors are talked of as our possible guests. All and more—or none at all—may come. No one can speak one whit more positively upon the subject. It is even possible that some of the things that are here set down as fixed and certain attractions of the exposition will be changed or omitted. It is certain that a host of inviting features not yet known even to the managers will be added to those here set forth. Allowance should be made by the reader for the uncertainties of so long a look ahead.

Our Territories are nerved to make the most of their opportunity by uniting in a combined exhibit under one roof, though perhaps Utah may make a separate exhibition. The most important Territorial contributions will be in the line of mining and mineralogy, but this may not be the most generally interesting. The Territorial delegates will meet this exposition of wonders at the wonder capital in the spirit that is to produce its most amazing results. Mr. Richard Mansfield White, who is a son of the late Richard Grant White, told me when he was in Chicago as commissioner from New Mexico that his Territory will endeavor to emphasize the fact that its capital, Santa Fe, and not San Augustine, Florida, is the oldest city in the country. He says that "when the conquistadores entered New Mexico they found in Santa Fe a city already existent, and already so ancient as to have been for hundreds of years a town of the Aztecs, or Toltecs, or whatever people we like to call those who had a civilization of their own centuries before Europeans touched their soil." The so-called palace of Santa Fe is the work of this misty past, and Mr. White hopes to bring part of it to Chicago and the exposition. Mr. White himself is an ideal exponent of the manhood which domi-



PLAN OF THE EXPOSITION GROUNDS AND BUILDINGS.

nates the regions that have not yet reached the dignity of Statehood. He was revelling in the luxury of full evening dress in the palatial Auditorium Hotel, and might easily have been mistaken for a pampered child of the stagnant East, but five minutes' conversation with him brought out the fact that, though born in New York, he had been for twelve years in the Apache country, fifty miles from a railroad, a pioneer at first, and now a leader among the white men there. He calls himself a Western man, and acknowledges stronger ties in the robust West than those by which birth binds him to the metropolis.

An astonishing feature of the Columbian Exposition will be one of the palaces grouped in the heart of the fair grounds. It is the Manufactures Building, designed by Mr. George Post, of New York. It will bear the same relation to this exposition as the Eiffel Tower did to that of Paris in 1889; and, indeed, its possible use as a vantage-point from which to see the fair grounds has terminated in the negative the discussion for and against the construction in Chicago of a rival to the great tower of Paris. This greatest of all the exposition buildings, and of the buildings of the world, will present to Lake Michigan a façade of such a length as to

suggest the wall of a city, yet it is so admirably designed, so light and graceful in its effect upon the vision, that its true extent can only be comprehended when its dimensions are expressed in figures and by comparisons. It is one-third of a mile long, and to compass it round about is to walk a mile. The roof of it is 1688 by 788 feet, and the span of the dome, the largest ever attempted, is 388 feet. The roof is 230 feet from the ground, and the building has 40 acres of ground-floor. Two of the vast machinery halls of the Paris Exposition could be wheeled through it, and the Auditorium, the building of which Chicago is most proud, could be pushed under this great roof, tower and all.

But, without any question, the most amazing exhibit at the Fair will be Chicago itself. It will interest every class of visitors. It will offer a tonic and exhilarant to the frivolous, and a subject for profound study to the thoughtful. Let those who go there like it or not, there it will be found—a vast, throbbing, roaring combination of humanity, machinery, and masonry. It is so new that a tree which figured in an Indian massacre, at a border fort that marked the city's beginning, is still standing—a far from ancient-looking object—in the smoke-burdened atmosphere of myriad factories, in the presence of 1,200,000 inhabitants, and in the shadow of an aggregation of buildings taller than the average European ever conceived the Tower of Babel to be. Admire Chicago or criticize it as they may, it will stand to awe and to confuse the men of our own as well as of foreign cities. Young it will be found, but not infantile, for it will display the most palpable monuments of a consummate civilization. It will show a magnificent park system not anywhere excelled, mile upon mile and line upon line of boulevards, magnificent in themselves, and bordered by homes which only vast wealth widely distributed can maintain. It will display splendid public schools, libraries, hospitals, storehouses, galleries, and theatres; hotels unequalled elsewhere on the globe; factories whose workmen could populate towns, and whose products are as familiar in Europe and Canada as in Illinois. But it suffices those who love Chicago best to think that in the preparation she has made for the exposition in 1893 she has recognized the

fact that Chicago is to be only one exhibit, and that the aim of the exposition is to reveal the progress of the United States first, and of the world afterward.

Chicago's financial part in the preparation for the exposition should be clear to every one, as it is a matter of public record; but the people of that city assert that they are misunderstood and misrepresented. All the citizens appear to be agreed upon one explanation of the situation, and it is a very simple story. At the outset 28,000 persons subscribed \$6,000,000. This was to be collected in instalments, and more than \$3,000,000 has been collected. Conditionally upon \$3,000,000 being collected, the Illinois Legislature authorized the city to issue bonds for a farther contribution of \$5,000,000 to the enterprise. The \$6,000,000 that were subscribed and the additional \$5,000,000 from the municipality constitute \$11,000,000, or \$1,000,000 more than the city agreed to put up. When the bonds for the \$5,000,000 are issued, there will be \$3,000,000 of the citizens' subscription fund to collect.

Now as to the national participation in the enterprise. The government appropriation of \$1,500,000 has not been touched by the local corporation. It has no more to do with this money than it has with whatever sum Connecticut or Indiana may set apart for defraying the cost of their individual State exhibits. The Federal government appropriation is being used to meet the expenses of the National Commission and for the construction of the government buildings. But there will be made upon Congress a demand for a loan of \$5,000,000, to be secured to the nation out of the gate receipts of the exposition. It is asserted that the necessity for this sum was brought about by the National Commission, which so enlarged the classification lists of exhibits as to greatly widen the projected scope of the exposition, and to make \$10,000,000 inadequate for the purpose. This National Commission is a supervisory body, representing all the States and the country at large, and placed over the local corporation in authority. The National Commission has recognized its responsibility, and has promised to co-operate with the local corporation in asking for this loan. The request, therefore, will come to the government from its own representatives.

CHICAGO—THE MAIN EXHIBIT.

BY JULIAN RALPH.

CHICAGO will be the main exhibit at the Columbian Exposition of 1893. No matter what the aggregation of wonders there, no matter what the Eiffel-Tower-like chief exhibit may be, the city itself will make the most surprising presentation. Those who go to study the world's progress will find no other result of human force so wonderful, extravagant, or peculiar. Those who carry with them the prejudices begotten out of political rivalry or commercial envy will discover that, however well founded some of the criticism has been—especially as to the spirit of the Chicagoans—the development of the place has not followed the logical deductions. Those who go clear-minded, expecting to see a great city, will find one different from that which any precedent has led them to look for.

While investigating the management and prospects of the Columbian Exposition, I was a resident of Chicago for more than a fortnight. A born New-Yorker, the energy, roar, and bustle of the place were yet sufficient to first astonish and then to fatigue me. I was led to examine the city, and to cross-examine some of its leading men. I came away compelled to acknowledge its possession of certain forceful qualities which I never saw exhibited in the same degree anywhere else. I got a satisfactory explanation of its growth and achievements, as well as proof that it must continue to expand in population and commercial influence. Moreover, without losing a particle of pride or faith in New York—without perceiving that New York was affected by the consideration—I acquired a respect for Chicago such as it is most likely that any American who makes a similar investigation must share with me.

The city has been thought intolerant of criticism. The amount of truth there is in this is found in its supervoluminous civicism. The bravado and bunkum of the Chicago newspapers reflect this quality, but do it clumsily, because it proceeds from a sense of business policy with the editors, who laugh at it themselves. But underlying the behavior of the most able and enterprising men in the city is this motto, which they constantly quoted to me, all using the

same words, "We are for Chicago first, last, and all the time." To define that sentence is, in a great measure, to account for Chicago. It explains the possession of a million inhabitants by a city that practically dates its beginning after the war of the rebellion. Its adoption by half a million men as their watch-word means the forcing of trade and manufactures and wealth; the getting of the World's Fair, if you please. In order to comprehend Chicago, it is best never to lose sight of the motto of its citizens.

I have spoken of the roar and bustle and energy of Chicago. This is most noticeable in the business part of the town, where the greater number of the men are crowded together. It seems there as if the men would run over the horses if the drivers were not careful. Everybody is in such a hurry and going at such a pace that if a stranger asks his way, he is apt to have to trot along with his neighbor to gain the information, for the average Chicagoan cannot stop to talk. The whole business of life is carried on at high pressure, and the pithy part of Chicago is like three hundred acres of New York Stock Exchange when trading is active. European visitors have written that there are no such crowds anywhere as gather on Broadway, and this is true most of the time; but there is one hour on every week-day when certain streets in Chicago are so packed with people as to make Broadway look desolate and solitudinous by comparison. That is the hour between half past five and half past six o'clock, when the famous tall buildings of the city vomit their inhabitants upon the pavements. Photographs of the principal corners and crossings, taken at the height of the human torrent, suggest the thought that the camera must have been turned on some little-known painting by Doré. Nobody but Doré ever conceived such pictures. To those who are in the crowds, even Chicago seems small and cramped; even her street cars, running in breakneck trains, prove far too few; even her streets that connect horizon with horizon seem each night to roar at the city officials for further annexation in the morning.

We shall see these crowds simply and

satisfactorily accounted for presently; but they exhibit only one phase of the high-pressure existence; they form only one feature among the many that distinguish the town. In the tall buildings are the most modern and rapid elevators, machines that fly up through the towers like glass balls from a trap at a shooting contest. The slow-going stranger, who is conscious of having been "kneaded" along the streets, like a lump of dough among a million bakers, feels himself loaded into one of those frail-looking baskets of steel netting, and the next instant the elevator-boy touches the trigger, and up goes the whole load as a feather is caught up by a gale. The descent is more simple. Something lets go, and you fall from ten to twenty stories as it happens. There is sometimes a jolt, which makes the passenger seem to feel his stomach pass into his shoes, but, as a rule, the mechanism and management both work marvellously toward ease and gentleness. These elevators are too slow for Chicago, and the managers of certain tall buildings now arrange them so that some run "express" to the seventh story without stopping, while what may be called accommodation cars halt at the lower floors, pursuing a course that may be likened to the emptying of the chambers of a revolver in the hands of a person who is "quick on the trigger." It is the same everywhere in the business district. Along Clark Street are some gorgeous underground restaurants, all marble and plated metal. Whoever is eating at one of the tables in them will see the ushers standing about like statues until a customer enters the door, when they dart forward as if the building were falling. It is only done in order to seat the visitor promptly. Being of a sympathetic and impressionable nature, I bolted along the streets all the time I was there as if some one on the next block had picked my pocket.

In the Auditorium Hotel the guests communicate with the clerk by electricity, and may flash word of their thirst to the bar-tender as lightning dances from the top to the bottom of a steeple. A sort of annunciator is used, and by turning an arrow and pressing a button, a man may in half a minute order a cocktail, towels, ice-water, stationery, dinner, a bootblack, and the evening newspapers. Our horse-cars in New York

move at the rate of about six miles an hour. The cable-cars of Chicago make more than nine miles an hour in town, and more than thirteen miles an hour where the population is less dense. They go in trains of two cars each, and with such a racket of gong-ringing and such a grinding and whirl of grip-wheels as to make a modern vestibuled train seem a waste of the opportunities for noise. But these street cars distribute the people grandly, and while they occasionally run over a stray citizen, they far more frequently clear their way by lifting wagons and trucks bodily to one side as they whirl along. It is a rapid and a business-like city. The speed with which cattle are killed and pigs are turned into slabs of salt pork has amazed the world, but it is only the ignorant portion thereof that does not know that the celerity at the stock-yards is merely an effort of the butchers to keep up with the rest of the town. The only slow things in Chicago are the steam railway trains. Farther on we will discover why they are so.

I do not know how many very tall buildings Chicago contains, but they must number nearly two dozen. Some of them are artistically designed, and hide their height in well-balanced proportions. A few are mere boxes punctured with window-holes, and stand above their neighbors like great hitching-posts. The best of them are very elegantly and completely appointed, and the communities of men inside them might almost live their lives within their walls, so multifarious are the occupations and services of the tenants. The best New York office buildings are not injured by comparison with these towering structures, except that they are not so tall as the Chicago buildings, but there is not in New York any office structure that can be compared with Chicago's so-called Chamber of Commerce office building, so far as are concerned the advantages of light and air and openness and roominess which its tenants enjoy. In these respects there is only one finer building in America, and that is in Minneapolis. It is a great mistake to think that we in New York possess all the elegant, rich, and ornamental outgrowths of taste, or that we know better than the West what are the luxuries and comforts of the age. With their floors of deftly laid mosaic-work, their walls of marble and onyx, their balustrades of copper worked into

arabesquerie, their artistic lanterns, elegant electric fixtures, their costly and luxurious public rooms, these Chicago office buildings force an exclamation of praise, however unwillingly it comes.

They have adopted what they call "the Chicago method" in putting up these steepling hives. This plan is to construct the actual edifice of steel framework, to which are added thin outer walls of brick or stone masonry, and the necessary partitions of fire-brick, and plaster laid on iron lathing. The buildings are therefore like enclosed bird-cages, and it is said that, like bird-cages, they cannot shake or tumble down. The exterior walls are mere envelopes. They are so treated that the buildings look like heaps of masonry, but that is homage paid to custom more than it is a material element of strength. These walls are to a building what an envelope is to a letter, or a postage-stamp is to that part of an envelope which it covers. The Chicago method is expeditious, economical, and in many ways advantageous. The manner in which the great weight of houses so tall as to include between sixteen and twenty-four stories is distributed upon the ground beneath them is ingenious. Wherever one of the principal upright pillars is to be set up, the builders lay a pad of steel and cement of such extent that the pads for all the pillars cover all the site. These pads are slightly pyramidal in shape, and are made by laying alternate courses of steel beams crosswise, one upon another. Each pair of courses of steel is filled in and solidified with cement, and then the next two courses are added and similarly treated. At last each pad is eighteen inches thick, and perhaps eighteen feet square; but the size is governed by the desire to distribute the weight of the building at about the average of a ton to the square foot.

This peculiar process is necessitated by the character of the land underneath Chicago. Speaking widely, the rule is to find from seven to fourteen feet of sand superimposed upon a layer of clay between ten and forty feet in depth. It has not paid to puncture this clay with piling. The piles sink into a soft and yielding substance, and the clay is not tenacious enough to hold them. Thus the Chicago Post-office was built, and it not only settles continuously, but it settles unevenly. On the other hand, the famous Rookery

Building, set up on these steel and cement pads, did not sink quite an inch, though the architect's calculation was that, by squeezing the water out of the clay underneath, it would settle seven inches. Very queer and differing results have followed the construction of Chicago's biggest buildings, and without going too deep into details, it has been noticed that while some have pulled neighboring houses down a few inches, others have lifted adjoining houses, and still others have raised buildings that were at a distance from themselves. The bed of clay underneath Chicago acts when under pressure like a pan of dough, or like a blanket tautened at the edges and held clear of underneath support. Chicago's great office buildings have basements, but no cellars.

I have referred to the number of these stupendous structures. Let it be known next that they are all in a very small district, that narrow area which composes Chicago's office region, which lies between Lake Michigan and all the principal railroad districts, and at the edges of which one-twenty-fifth of all the railroad mileage of the world is said to terminate, though the district is but little more than half a mile square or 300 acres in extent. One of these buildings—and not the largest—has a population of 4000 persons. It was visited and its elevators were used on three days, when a count was kept, by 19,000, 18,000, and 20,000 persons. Last October there were 7000 offices in the tall buildings of Chicago, and 7000 more were under way in buildings then undergoing construction. The reader now understands why in the heart of Chicago every work-day evening the crowds convey the idea that our Broadway is a deserted thoroughfare as compared with, say, the corner of Clark and Jackson streets.

These tall buildings are mainly built on land obtained on 99 year leasehold. Long leases rather than outright purchases of land have long been a favorite preliminary to building in Chicago, where, for one thing, the men who owned the land have not been those with the money for building. Where very great and costly buildings are concerned, the long leases often go to corporations or syndicates, who put up the houses. It seems to many strangers who visit Chicago that it is reasonable to prophesy a speedy end to the feverish impulse to swell the number of

these giant piles, either through legislative ordinance or by the fever running its course. Many prophesy that it must soon end. This idea is bred of several reasons. In the first place, the tall buildings darken the streets, and transform the lower stories of opposite houses into so many cellars or damp and dark basements. In the next place, the great number of tall and splendid office houses is depreciating the value of the humbler property in their neighborhoods. Four-story and five-story houses that once were attractive are no longer so, because their owners cannot afford the conveniences which distinguish the greater edifices, wherein light and heat are often provided free, fire-proof safes are at the service of every tenant, janitors officer a host of servants, and there are barber shops, restaurants, cigar and news stands, elevators, and a half-dozen other conveniences not found in smaller houses. It would seem, also, that since not all the people of Chicago spend their time in offices, there must soon come an end of the demand for these chambers. So it seems, but not to a thoroughbred Chicagoan. One of the foremost business men in the city asserts that he can perceive no reason why the entire business heart of the town—that square half-mile of which I have spoken—should not soon be all builded up of cloud-capped towers. There will be a need for them, he says, and the money to defray the cost of them will accompany the demand. The only trouble he foresees will be in the solution of the problem what to do with the people who will then crowd the streets as never streets were clogged before.

This prophecy relates to a little block in the city, but the city itself contains 181½ square miles. It has been said of the many annexations by which her present size was attained that Chicago reached out and took to herself farms, prairie land, and villages, and that of such material the great city now in part consists. This is true. In suburban trips, such as those I took to Fort Sheridan and Fernwood, for instance, I passed great cabbage farms, groves, houseless but plotted tracts, and long reaches of the former prairie. Even yet Hyde Park is a separated settlement, and a dozen or more villages stand out as distinctly by themselves as ever they did. If it were true, as her rivals insist, that Chicago added all this tract

merely to get a high rank in the census reports of population, the folly of the action would be either ludicrous or pitiful, according to the stand-point from which it was viewed. But the true reason for her enormous extension of municipal jurisdiction is quite as peculiar. The enlargement was urged and accomplished in order to anticipate the growth and needs of the city. It was a consequence of extraordinary foresight, which recognized the necessity for a uniform system of boulevards, parks, drainage, and water provision when the city should reach limits that it was even then seen must soon bound a compact aggregation of stores, offices, factories, and dwellings. To us of the East this is surprising. It might seem incredible were there not many other evidences of the same spirit and sagacity not only in Chicago, but in the other cities of the West, especially of the Northwest. What Minneapolis, St. Paul, and Duluth are doing toward a future park system reveals the same enterprise and habit of looking far ahead. And Chicago, in her park system, makes evident her intentions. In all these cities and in a hundred ways the observant traveller notes the same forehandedness, and prepares himself to understand the temper in which the greatest of the Western capitals leaned forth and absorbed the prairie. Chicago expects to become the largest city in America—a city which, in fifty years, shall be larger than the consolidated cities that may form New York at that time.

Now on what substance does Chicago feed that she should foresee herself so great? What manner of men are those of Chicago? What are the whys and the wherefores of her growth?

It seems to have ever been, as it is now, a city of young men. One Chicagoan accounts for its low death rate on the ground that not even its leading men are yet old enough to die. The young men who drifted there from the Eastern States after the close of the war all agree that the thing which most astonished them was the youthfulness of the most active business men. Marshall Field, Potter Palmer, and the rest, heading very large mercantile establishments, were young fellows. Those who came to Chicago from England fancied, as it is said that Englishmen do, that a man may not be trusted with affairs until he has lost half

his hair and all his teeth. Our own Eastern men were apt to place wealth and success at the middle of the scale of life. But in Chicago men under thirty were leading in commerce and industry. The sight was a spur to all the young men who came, and they also pitched in to swell the size and successes of the young men's capital. The easy making of money by the loaning of it and by handling city realty—sources which never failed with shrewd men—not only whetted the general appetite for big and quick money-making, but they provided the means for the establishment and extension of trade in other ways and with the West at large.

It is one of the peculiarities of Chicago that one finds not only the capitalists but the storekeepers discussing the whole country with a familiarity as strange to a man from the Atlantic coast as Nebraska is strange to most Philadelphians or New-Yorkers. But the well-informed and "hustling" Chicagoan is familiar with the differing districts of the entire West, North, and South, with their crops, industries, wants, financial status, and means of intercommunication. As in London we find men whose business field is the world, so in Chicago we find the business men talking not of one section or of Europe, as is largely the case in New York, but discussing the affairs of the entire country. The figures which garnish their conversation are bewildering, but if they are analyzed, or even comprehended, they will reveal to the listener how vast and how wealthy a region acknowledges Chicago as its market and its financial and trading centre.

Without either avowing or contesting any part of the process by which Chicago men account for their city's importance or calculate its future, let me repeat a digest of what several influential men of that city said upon the subject. Chicago, then, is the centre of a circle of 1000 miles diameter. If you draw a line northward 500 miles, you find everywhere arable land and timber. The same is true with respect to a line drawn 500 miles in a northwesterly course. For 650 miles westward there is no change in the rich and alluring prospect, and so all around the circle, except where Lake Michigan interrupts it, the same conditions are found. Moreover, the lake itself is a valuable element in commerce. The rays or spokes in all these directions

become materialized in the form of the tracks of 35 railways which enter the city. Twenty-two of these are great companies, and at a short distance sub-radials made by other railroads raise the number to 50 roads. As said above, in Chicago one-twenty-fifth of the railway mileage of the world terminates, and serves 30 millions of persons, who find Chicago the largest city easily accessible to them. Thus is found a vast population connected easily and directly with a common centre, to which everything they produce can be brought, and from which all that contributes to the material progress and comfort of man may be economically distributed.

A financier who is equally well known and respected in New York and Chicago put the case somewhat differently as to what he called Chicago's territory. He considered it as being 1000 miles square, and spoke of it as "the land west of the Alleghanies and south of Mason and Dixon's line." This region, the richest agricultural territory in the world, does its financiering in Chicago. The rapid increase in wealth of both the city and the tributary region is due to the fact that every year both produce more, and have more to sell and less to buy. Not long ago the rule was that a stream of goods ran eastward over the Alleghanies, and another stream of supplies came back, so that the West had little gain to show. But during the past five years this back-setting current has been a stream of money returned for the products the West has distributed. The West is now selling to the East and to Europe and getting money in return, because it is manufacturing for itself, as well as tilling the soil and mining for the rest of the world. It therefore earns money and acquires a profit instead of continuing its former process of toiling merely to obtain from the East the necessaries of life.

The condition in which Nebraska and Kansas find themselves is the condition in which a great part of the West was placed not long ago—a condition of debt, of being mortgaged, and of having to send its earnings to Eastern capitalists. That is no longer the case of the West in general. The debtor States now are Kansas, Nebraska, the two Dakotas, and western Minnesota; but Iowa, Illinois, Ohio, Indiana, Missouri, Wisconsin, and

Michigan (the States most closely tributary to Chicago) have paid off their mortgages, and are absorbing money and investing it in local improvements. What they earn is now their own, and it comes back to them in the form of money. This money used to be shipped to the East, to which these States were in debt, but now it is invested where it is earned, and the consequence has been that in the last five or six years the West has rarely shipped any currency East, but has been constantly drawing it from there.

In this change of condition is seen an explanation of much that has made Chicago peculiar. She has been what she would call "hustling." For years, in company with the entire Western country, she has been making money only to pay debts with. That, they say, is why men in Chicago have talked only "business"; that is why Chicago has had no leisure class, no reservoir of home capital seeking investment. The former conditions having changed, now that she is producing more and buying less, the rest will change also.

When we understand what are the agricultural resources of the region for which Chicago is the trading-post, we perceive how certain it was that its debt would be paid, and that great wealth would follow. The corn lands of Illinois return a profit of \$15 to the acre, raising 50 to 60 bushels at 42½ cents a bushel last year, and at a cost for cultivation of only \$7 an acre. Wheat produces \$22 50 an acre, costs a little less than corn, and returns a profit of from \$12 to \$15. Oats run 55 bushels to the acre, at 27 cents a bushel, and cost the average farmer only, say, \$6 an acre, returning \$8 or \$9 an acre in profit. These figures will vary as to production, cost, and profit, but it is believed that they represent a fair average. This midland country, of which Chicago is the capital, produces two thousand million bushels of corn, seven hundred million bushels of oats, fifty million hogs, twenty-eight million horses, thirty million sheep, and so on, to cease before the reader is wearied; but in no single instance is the region producing within 50 per cent. of what it will be made to yield before the expiration of the next twenty years. Farming there has been haphazard, rude, and wasteful; but as it begins to pay well, the methods

begin to improve. Drainage will add new lands, and better methods will swell the crops, so that, for instance, where 60 bushels of corn to the acre are now grown, at least 100 bushels will be harvested. All the corn lands are now settled, but they are not improved. They will yet double in value. It is different with wheat; with that the maximum production will soon be attained.

Such is the wealth that Chicago counts up as tributary to her. By the railroads that dissect this opulent region she is riveted to the midland, the southern, and the western country between the Rockies and the Alleghanies. She is closely allied to the South, because she is manufacturing and distributing much that the South needs, and can get most economically from her. Chicago has become the third manufacturing city in the Union, and she is drawing manufactures away from the East faster than most persons in the East imagine. To-day it is a great Troy stove-making establishment that has moved to Chicago; the week before it was a Massachusetts shoe factory that went there. Many great establishments have gone there, but more must follow, because Chicago is not only the centre of the midland region in respect of the distribution of made-up wares, but also for the concentration of raw materials. Chicago must lead in the manufacture of all goods of which wood, leather, and iron are the bases. The revolution that took place in the meat trade when Chicago took the lead in that industry affected the whole leather and hide industry. Cattle are dropping 90,000 skins a week in Chicago, and the trade is confined to Chicago, St. Louis, Kansas City, Omaha, and St. Paul. It is idle to suppose that those skins will be sent across the Alleghanies to be turned into goods and sent back again. Wisconsin has become the great tanning State, and all over the district close around Chicago are factories and factory towns where hides are turned into leather goods. The West still gets its finer goods in the East, but it is making the coarser grades, and to such an extent as to give a touch of New England color to the towns and villages around Chicago.

This is not an unnatural rivalry that has grown up. The former condition of Western dependence was unnatural. The science of profitable business lies in

the practice of economy. Chicago has in abundance all the fuels except hard coal. She has coal, oil, stone, brick—everything that is needed for building and for living. Manufactures gravitate to such a place for economical reasons. The population of the north Atlantic division, including Pennsylvania and Massachusetts, and acknowledging New York as its centre, is 17,401,000. The population of the northern central division, trading with Chicago, is 22,362,279. Every one has seen each succeeding census shift the centre of population farther and farther West, but not every one is habituated to putting two and two together.

"Chicago is yet so young and busy," said he who is perhaps the leading banker there, "she has no time for anything beyond each citizen's private affairs. It is hard to get men to serve on a committee. The only thing that saves us from being bores is our civic pride. We are fond, proud, enthusiastic in that respect. But we know that Chicago is not rich, like New York. She has no bulk of capital lying ready for investment and reinvestment; yet she is no longer poor. She has just got over her poverty, and the next stage, bringing accumulated wealth, will quickly follow. Her growth in this respect is more than paralleled by her development into an industrial centre."

So much, then, for Chicago's reasons for existence. The explanation forms not merely the history of an American town, and a town of young men, it points an old moral. It demonstrates anew the active truth that energy is a greater force than money. It commands money. The young founders of Chicago were backed in the East by capitalists who discounted the energy they saw them display. And now Chicago capitalists own the best street railway in St. Louis, the surface railway system of Toledo, a thousand enterprises in hundreds of Western towns.

Chicago has been as crude and rough as any other self-creating entity engaged in a hard struggle for a living. And latterly confidence in and exultation over the inevitable success of the battle have made her boastful, conceited, and noisy. But already one citizen has taken to building houses for rental and not for sale. He has arranged an imitation Astor estate as far ahead as the law will permit, which is to say to one generation unborn. Already, so they boast in Chi-

ago, you may see a few tables in the Chicago Club surrounded by whist-players with gray locks and semispherical waistcoats *in the afternoons during business hours!*—a most surprising thing, and only possible at the Chicago Club, which is the old club of the "old rich." These partially globular old whist-players are still in business, of course, as everybody is, but they let go with one hand, as it were, in the afternoons, and only stroll around to their offices at four or five o'clock to make certain that the young members of the other clubs have not stolen their trade while they were playing cards. The other clubs of Chicago merely look like clubs, as we understand the word in New York. They are patronized as our dining-clubs are, with a rush at luncheon-time, although at both ends of the town, in the residence districts, there are clubs to which men drift on Sundays.

And here one is brought to reflect that Chicago is distinctly American. I know that the Chicagoans boast that theirs is the most mixed population in the country, but the makers and movers of Chicago are Americans. The streets of the city are full of strange faces of a type to which we are not used in the East—a dish-faced, soft-eyed, light-haired people. They are Scandinavians; but they are as malleable as lead, and quickly and easily follow and adopt every Americanism. In return, they ask only to be permitted to attend a host of Lutheran churches in flocks, to work hard, live temperately, save thriftily, and to pronounce every *j* as if it were a *y*. But the dominating class is of that pure and broad American type which is not controlled by New England or any other tenets, but is somewhat loosely made up of the overflow of the New England, the Middle, and the Southern States. It is as mixed and comprehensive as the West Point school of cadets. It calls its city "She-caw-ger." It inclines to soft hats, and only once in a great while does a visitor see a Chicagoan who has the leisure or patience to carry a cane. Its signs are eloquent of its habits, especially of its habit of freedom. "Take G—'s candy to the loved ones at home," stares from hundreds of walls. "Gentlemen all chew Fraxy because it sweetens the breath after drinking," one manufacturer declares; then he adds, "Ladies who play

tennis chew it because it lubricates the throat." A bottler of spring water advertises it as "God's own liver remedy." On the bill-boards of a theatre is the threat that "If you miss seeing Peter Peterson, half your life will be gone." In a principal street is a characteristic sign product, "My fifteen-cent meals are world-beaters"; yet there are worse terrors for Chicago diners-out, as is shown by the sign, "Business lunch—quick and cheap."

But the visitor's heart warms to the town when he sees its parks and its homes. In them is ample assurance that not every breath is "business," and not every thought commercial. Once out of the thicket of the business and semi-business district, the dwellings of the people reach mile upon mile away along pleasant boulevards and avenues, or facing noble parks and parkways, or in a succession of villages green and gay with foliage and flowers. They are not cliff dwellings like our flats and tenements; there are no brown-stone cañons like our uptown streets; there are only occasional hesitating hints there of those Philadelphian and Baltimorean mills that grind out dwellings all alike, as nature makes pease and man makes pins. There are more miles of detached villas in Chicago than a stranger can easily account for. As they are not only found on Prairie Avenue and the boulevards, but in the populous wards and semi-suburbs, where the middle folk are congregated, it is evident that the prosperous moiety of the population enjoys living better (or better living) than the same fraction in the Atlantic cities.

Land in New York has been too costly to permit of these villa-like dwellings, but that does not alter the fact that existence in a home hemmed in by other houses is at best but a crippled living. There never has been any valid excuse for the building of these compressed houses by New York millionaires. It sounds like a Celtic bull, but, in my opinion, the poorer millionaires of Prairie Avenue are better off. A peculiarity of the buildings of Chicago is in the great variety of building-stones that are employed in their construction. Where we would build two blocks of brown-stone, I have counted thirteen varieties of beautiful and differing building material. Moreover, the contrasts in architectural design

evidence among Chicago house-owners a complete sway of individual taste. It is in these beautiful homes that the people, who do not know what to do with their club-houses, hold their card parties; it is to them that they bring their visitors and friends; in short, it is at home that the Chicagoan recreates and loafs.

It is said, and I have no reason to doubt it, that the clerks and small tradesmen who live in thousands of these pretty little boxes are the owners of their homes; also that the tenements of the rich display evidence of a tasteful and costly garnering of the globe for articles of luxury and *virtu*. A sneering critic, who wounded Chicago deeply, intimated that theirs must be a primitive society where the rich sit on their door-steps of an evening. That really is a habit there, and in the finer districts of all the Western cities. To enjoy themselves the more completely, the people bring out rugs and carpets, always of gay colors, and fling them on the steps—or stoops, as we Dutch legatees should say—that the ladies' dresses may not be soiled. As these step clothings are as bright as the maidens' eyes and as gay as their cheeks, the effect may be imagined. For my part, I think it argues well for any society that indulges in the trick, and proves existence in such a city to be more human and hearty and far less artificial than where there is too much false pride to permit of it. In front of many of the nice hotels the boarders lug out great arm-chairs upon the portal platforms or beside the curbs. There the men sit in rows, just as I can remember seeing them do in front of the New York Hotel and the old St. Nicholas Hotel in happy days of yore, to smoke in the sunless evening air, and to exchange comments on the weather and the passers-by. If the dead do not rise until the Judgment-day, but lie less active than their dust, then old Wouter Van Twiller, Petrus Stuyvesant, and the rest of our original Knickerbockers will be sadly disappointed angels when they come to, and find that we have abandoned these practices in New York, after the good example that our first families all set us.

It is in Chicago that we find a great number of what are called boulevarded streets, at the intersections of which are signs bearing such admonitions as these: "For pleasure driving. No traffic wagons allowed;" or, "Traffic teams are not al-

lowed on this boulevard." Any street in the residence parts of the city may be boulevarded and turned over to the care of the park commissioners of the district, provided that it does not lie next to any other such street, and provided that a certain proportion of the property-holders along it are minded to follow a simple formula to procure the improvement. Improved road-beds are given to such streets, and they not only become neat and pretty, but enhance the value of all neighboring land. One boulevard in Chicago penetrates to the very heart of its bustling business district. By means of it men and women may drive from the southern suburbs or parks to the centre of trade, perhaps to their office doors, under the most pleasant conditions. By means of the lesser beautified avenues among the dwellings men and women may sleep of nights, and hide from the worst of the city's tumult among green lawns and flower beds.

Chicago's park system is so truly her crown, or its diadem, that its fame may lead to the thought that enough has been said about it. That is not the case, however, for the parks change and improve so constantly that the average Chicagoan finds some of them outgrowing his knowledge, unless he goes to them as he ought to go to his prayers. It is not in extent that the city's parks are extraordinary, for, all told, they comprise less than two thousand acres. It is the energy that has given rise to them, and the taste and enthusiasm which have been expended upon them, that cause our wonder. Sand and swamp were at the bottom of them, and if their surfaces now roll in gentle undulations, it is because the earth that was dug out for the making of ponds has been subsequently applied to the forming of hills and knolls. The people go to some of them upon the boulevards of which I have spoken, beneath trees and beside lawns and gorgeous flower beds, having their senses sharpened in anticipation of the pleasure-grounds beyond, as the heralds in some old plays prepare us for the action that is to follow. Once the parks are reached, they are found to be literally for the use of the people who own them. I have a fancy that a people who are so largely American would not suffer them to be otherwise. There are no signs warning the public off the grass, or announcing that they "may look, but

mustn't touch" whatever there is to see. The people swarm all over the grass, and yet it continues beautiful day after day and year after year. The floral displays seem unharmed; at any rate, we have none to compare with them in any Atlantic coast parks. The people even picnic on the sward, and those who can appreciate such license find, ready at hand, baskets in which to hide the litter which follows. And, O ye who manage other parks we wot of, know that these Chicago play-grounds seem as free from harm and eyesore as any in the land.

The best parks face the great lake, and get wondrous charms of dignity and beauty from it. At the North Side the Lincoln Park commissioners, at great expense, are building out into the lake, making a handsome paved beach, sea-wall, esplanade, and drive to enclose a long, broad body of the lake water. Although the great blue lake is at the city's edge, there is little or no sailing or pleasure-boating upon it. It is too rude and treacherous. Therefore these commissioners of the Lincoln Park are enclosing, behind their new-made land, a water-course for sailing and rowing, for racing, and for more indolent aquatic sport. The Lake Shore Drive, when completed, will be three miles in length, and will connect with yet another notable road to Fort Sheridan twenty-five miles in length. All these beauties form part of the main exhibit at the Columbian Exposition. Realizing this, the municipality has not only voted five millions of dollars to the Exposition, but has set apart \$3,500,000 for beautifying and improving the city in readiness for the Exposition and its visitors, even as a bride bedecketh herself for her husband. That is well; but it is not her beauty that will most interest the visitors to Chicago.

I have an idea that all this is very American; but what is to be said of the Chicago Sunday, with its drinking shops all wide open, and its multitudes swarming out on pleasure bent? And what of the theatres opening to the best night's business of the week at the hour of Sunday evening service in the churches? I suspect that this also is American—that sort of American that develops under Southern and Western influences not dominated by the New England spirit. And yet the Puritan traditions are not without honor and respect in Chicago,

witness the fact that the city spent seventeen and a quarter millions of dollars during the past five years upon her public schools.

Another thing that I suspect is American, though I am sorry to say it, is the impudence of the people who wait on the public. It is quite certain that the more intelligent a man is, the better waiter he will make; but your free-born American acknowledges a quality which more than offsets his intelligence. In pursuit of knowledge I went to a restaurant, which was splendid if it was not good, and the American who waited on me lightened his service with song in this singular manner: "Comrades, com—you said coffee, didn't yer?—ever since we were boys; sharing each other's sor—I don't think we've got no Roquefort—sharing each other's joys. Brie, then—keerect!" (I recall this against my country, not against Chicago restaurants. A city which possesses Harvey's, Kinsley's, or the Wellington need not be tender on that point.) But it is as much as a man's self-respect is worth to hazard a necessary question of a ticket-seller in a theatre or railroad depot. Those *bona fide* Americans, the colored men, are apt to try their skill at repartee with the persons they serve; and while I cannot recall an instance when a hotel clerk was impudent, I several times heard members of that fraternity yield to a sense of humor that would bankrupt a Broadway hotel in three weeks. In only one respect are the servitors of the Chicago public like the French: they boast the same motto—"Liberty, equality, fraternity."

There is another notable thing in Chicago which, I am certain, is a national rather than a merely local peculiarity. I refer to dirty streets. In our worst periods in New York we resort to a Latin trick of tidying up our most conspicuous thoroughfares, and leaving the others to the care of—I think it must be the Federal Weather Bureau to whose care we leave them. However, nearly all American cities are disgracefully alike in this respect, and until some dying patriot bequeathes the money to send every Alderman (back) to Europe to see how streets should and can be kept, it is, perhaps, idle to discuss the subject. But these are all comparative trifles. Certainly they will seem such to whoever shall look into the situation of Chicago closely enough to

discover the great problems that lie before the people as a corporation.

She will take up these questions in their turn and as soon as possible, and, stupendous as they are, no one who understands the enterprise and energy of Chicago will doubt for a moment that she will master them shrewdly.

These problems are of national interest, and one is a subject of study throughout Christendom. They deal with the disciplining of the railroads, which run through the city at a level with the streets, and with the establishment of an efficient system of drainage or sewage. A start has been made for the handling of the sewage question. The little Chicago River flows naturally into the great lake; but years ago an attempt to alter its course was made by the operation of pumping-works at Bridgeport, within the city limits, whereby 40,000 gallons of water per minute are pumped out of the river, and into a canal that connects with the Illinois River, and thence with the Mississippi and the Gulf of Mexico. At most times this causes a sluggish flow of the river southward away from the lake. Water from the lake is also pumped into the river to dilute its waters, but it remains a noisome stream, a sewer in fact, whose waters at times flow or are driven into Lake Michigan to pollute the city's water supply. "Measures have been taken to construct a large gravity channel as an outlet for the sewage into the Illinois River. The Chicago Sanitary District has been formed by act of Legislature; nine trustees have been elected to supervise the construction of the channel, engineers have been set at work upon surveys," and perhaps the channel which will result will serve the double purpose of disposing of the sewage and establishing a navigable waterway connecting Chicago and her commerce with the Mississippi River. It is said that this will cost Chicago twenty millions of dollars. Honestly done, it will certainly be worth whatever it costs.

Chicago's water supply has been linked with this sewage problem. It does not join with it. Once the sewage matter were settled, the old two-mile crib in Lake Michigan would bring to town water than which there is none more pure on earth. The five-mile tunnel and crib now in course of construction (that is to say, the tunnel and gate pushed five miles out into the lake) certainly will

leave nothing to be desired, even as the sewage is now ordered.

The railroad question is more bothersome. Chicago is criss-crossed by a grid-iron of railway tracks. Practically all of them enter the city and dissect the streets at grade; that is to say, at the level of the city's arteries. Speaking not too loosely, the locomotives and cars mangle or kill two persons on every weekday in the year, or six hundred persons annually. The railroad officials argue that they invented and developed Chicago, and that her people are ungrateful to protest against a little thing like a slaughter which would depopulate the average village in a year. In so far as it is true that they created the city, they will but repeat the experience of that fabled inventor whose monstrous mechanical offspring claimed him for its victim, for, in a wholesome public-spirited sense, that is what must become their fate. Chicago is ten miles deep and twenty-four miles wide, and the railroads (nearly all using a number of tracks) all terminate within 4000 feet of the Rookery Building. I rely on the accuracy of a noted Chicagoan for that measurement. The Rookery is situated very much as the Bank of England is in London and as the City Hall is in New York, so that it will be seen that Chicago is at the mercy of agencies that should be her servants, and not her masters.

Some railroad men, looking from their stand-point, assert that it will cost Chicago one hundred millions of dollars to overcome this injury to her comfort and her safety. This assertion is often echoed in Chicago by men not in the railroad business. On the other hand, I shall be surprised if the railroads do not have to bear a large share of the cost, whatever it may prove to be, because I take it that Chicago will not fail to profit by the experiences of other cities where this problem has already been dealt with, and where it has not been so lightly taken for granted that when railroads are in the way of the people, it is the people, and not the railroads, who must pay to move them out of the way. The sum of present human judgment seems to be that the cost is divisible, and that the railroads should look after their tracks, and the people after their streets.

The entire nation will observe with keen interest the manner in which Chicago

deals with this problem, not with any anticipation of an unjust solution that will trespass on the popular rights, but to note the determination of the lesser question, whether the railroads shall be compelled to sink their tracks in trenches or to raise them on trusses, or whether, as has also been suggested, all the roads shall combine to build and terminate at a common elevated structure curving around the outside of the thick of the city, and capable of transferring passengers from road to road, as well as of distributing them among points easily accessible from every district.

One would think it would be to the advantage of the principal railway corporations to try at once to effect an agreement among themselves and with the city for this reform, because, as I have said, the railroads are now the slowest of Chicago's institutions. The reduced speed at which the municipality obliges them to run their trains must be still further modified, and even the present headway is hindered by the frequent delays at the numerous crossings of the tracks. This is a nuisance. Every occasional traveller feels it, and what must it be to the local commuters who live at a distance from their business? They move by slow stages a quarter of an hour or more before the cars in which they ride are able to get under the scheduled headway. But it is more than a local question. It is one of the peculiarities of Chicago that she arrests a great proportion of the travelling public that seeks destinations beyond her limits in either direction. They may not want to go to Chicago at all, but it is the rule of most roads that they must do so. They must stop, transfer baggage, and change railroads. Often a stay at a hotel is part of the requirement. If this is to continue, the public might at least have the performance expedited. Both the local and the general nuisance will, in all likelihood, be remedied together. It is the aim of all progressive railroad managers to shorten time and prevent transfers wherever possible; and delays against which the entire travelling public protests cannot long avoid remedy.

In interviews with Chicago men the newspapers have obtained many estimates of the number of visitors who will attend the Columbian Exposition. One calculation, which is called conservative, is that ten million persons will see the display,

and will leave three hundred millions of dollars in the city. It is not easy to judge of such estimates, but we know that there is a wider interest in this Exposition than in any that was ever held. We know also that in the foremost countries of Europe workmen's clubs and popular lotteries have been established or projected for the purpose of sending their most fortunate participants to Chicago—a few of many signs of an uncommon desire to witness the great exhibition.

Whatever these visitors have heard or thought of Chicago, they will find it not only an impressive but a substantial city. It will speak to every understanding of the speed with which it is hastening to a place among the world's capitals. Those strangers who travel farther in our West may find other towns that have builded too much upon the false prospects of districts where the crops have proved uncertain. They may see still other showy cities, where the main activity is in the direction of "swapping" real estate. It is a peculiar industry, accompanied by much bustle and lying. But they will not find in Chicago anything that will disturb its tendency to impress them with a solidity and a degree of enterprise and prosperity that are only excelled by the

almost idolatrous faith of the people in their community. The city's broad and regular thoroughfares will astonish many of us who have imbibed the theory that streets are first mapped out by cows; its alley system between streets will win the admiration of those who live where alleys are unknown; its many little homes will speak volumes for the responsibility and self-respect of a great body of its citizens.

The discovery that the city's harbor is made up of forty-one miles of the banks of an internal river will lead to the satisfactory knowledge that it has preserved its beautiful front upon Lake Michigan as an ornament. This has been bordered by parks and parkways in pursuance of a plan that is interrupted to an important extent only where a pioneer railway came without the foreknowledge that it would eventually develop into a nuisance and an eyesore. Its splendid hotels, theatres, schools, churches, galleries, and public works and ornaments will commend the city to many who will not study its commercial side. In short, it will be found that those who visit the exposition will not afterward reflect upon its assembled proofs of the triumphs of man and of civilization without recalling Chicago's contribution to the sum.

THE STONE WOMAN

OF EASTERN POINT.

BY ELIZABETH STUART PHELPS.

AT the turn of the gray and the green,
Where the new road runs to the right
(For the summer people's ease),
And on to the scarlet Light;

Where the tottering barn observes,
And the old farm road looks down
The harbor, and out to sea,
And back to the fishing-town;

Shapen of stone and of chance,
Carven of wind and of time—
Stands the Woman of Eastern Point,
Haunting my heart and my rhyme;

Stunted of stature and thin—
Coast women alive look so—
Wrapped in her blanket-shawl,
Wind-blown and cold, peering low

Past the shivering edge of the barn,
Searching the bay and the sea
For the sail that is overdue,
And the hour that never shall be.