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CRAND MAMMOTH DRAWING!

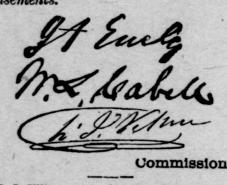


State Lottery Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote.

Its GRAND EXTRAORDINARY DRAWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are ail drawn in public, at the Academy of Music, New

FAMED FOR MORE THAN TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the company to use this certificate, with fac-similes of our signatures attached, in its



Col. C. J. Villere succeeds Gen. Beauregard as one of our Commissioners to supervise our Monthly and Semi-Annual Drawings. Gen. Beauregard always selected Mr. Villere to represent him at the Drawings whenever he was absent. Mr. Villere has already supervised nine of our Drawings.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana the British North America Act was tate Lotteries which may be presented at

R M. Walmsley, Pres. Louisiana Nat. Bk. Jno. H. Connor, Pres. State Nat'l Bank. A Baldwin, Pres. New Orleans Nat'l Bk. Carl Kohn, Pres. Union National Bank.

MAMMOTH DRAWING At the Academy of Music, New Orleans, Tuesday, June 13th, 1893.

Capital Prize, \$150,000. 2,000 are..... 400 are..... 200 PRIZES OF 300 PRIZES OF

PRICE OF TICKETS.

Whole Tickets at \$10; Halves, \$5; Fifths \$2; Tenths \$1; Twentieths 50c.; Fortieths 25c. Club Rates, \$55 worth of Tickets for \$50.

SPECIAL RATES TO AGENTS. IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS. New Orleans, I

Give full address and make signature plain. Congress having lately passed laws prohibiting the use of the mails to ALL Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes. The official Lists of Prizes will be sent on applica

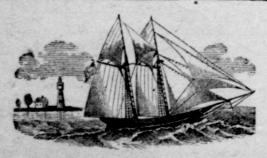
tion to all Local Agents, after every drawing, in any quantity, by Express, FREE OF COST ATTENTION .-- The present charter of The Supreme court of U. S. is an inviolable contract between the State and the Lottery Company will remain in force UNTIL 1895. In buying a Louisiana State Lottery Ticket, see that

the ticket is dated at New Orleans; that the Prize drawn to its number is payable in New Ofleans; that the Ticket is signed by PAUL CONRAD, President: that it is endorsed with the signatures of Generals J. A. EARLY, and W. L. CABELL, Col C. J. VILLERE, having also the guarantee of four National Banks, through their Presidents, to pay any prize presented

There are so many inferior and dishonest schemes on the market for the sale of which vendors receive enormous commissions, that buvers must see to it, LOUISIANA STATE LOTTERY TICKETS and none others, if they want the advertsed chance for

To be sold at public auction on Saturday the 15th day of July, next, in front of the post office, Chatham, between the hours of 12 noon and o'clock p. m. All the right, title, and interest of Francis Cassid situate, lying and being in the town and parish of westerly from the southwest corner of the Dunn house so called, owned by Daniel Elkin; thence westerly along the north side of the said highway fifty feet; thence northerly on a line parallel with the Dunn or Elkin house aforesaid thirty feet, thence to run easterly on a direct line to the oute corner of the block at the north west corner of th Dunn line fifty feet north from the north side of the said highway, thence southerly along the west line of the Dunn or Elkin house fifty feet to the place of beginning, being the same land conveyed to the said Francis Cassidy by deed bearing date the The same having been seized by me under and by the members of the new virtue of an execution issued out of the supreme court at the suit of Daniel & Boyd, limited, against the said Francis Cassidy.

* Shcriff's office, Newcastle, this 31st March, A. D., 1893



JOHN SHIRREFF

SCHR. CENERAL MIDDLETON

general. Mr. Gough, however, burn- lachrymation over it, and not only magis offered for sale, 68 tons, in good condition. Can be examined at Point du Chene wharf. Apply to ed to be secretary and a gentleman nify such individual ill luck until it im-

Miramichi Advance.

The Queen's Birthday. Wednesday next is the Queen's birthday and a public holiday. The ADVANCE is usually printed on Wednesdays, but next week the paper will go to press on Tuesday in order that the employees of the office may be afforded opportunity to enjoy the holiday. Advertising gusted Messrs. Hatheway & Stevenson and other matter for next week's paper must reach us on or before

Tuesday morning.

Discrediting sti Country. The Globe is again in tears over the uninitiated in the house sat in full exdegeneration of public men everywhere save, we presume, in the United tant was to happen, and when Mr. States. Having become a conspicuous | Gough was ready at his desk with a failure in both local and Dominion want of confidence resolution, Mr. politics, it has grown amusingly rabid Hatheway rose and asked the house to in its assaults upon our successful pub- suspend business temporarily as Her lic men, and also upon the political Majesty's Government had resigned In its last onslaught upon them it | Honor the Lieut.-Governor with the confederation view of forming a new government. says-referring

"Look what was done in Nova Scotia formed the House as to the personnel of the new government, which included n the successful effort to carry the scheme through a hostile Legislature. Think of the shame the conduct of no less a man Beckwith, and Mr. Stevenson, surveythan Joseph Howe reflects upon the times in which he lived!

Mr. Hatheway soon returned and in-

way and Stevenson when they discov-

episode was only a little tug of war

and the two gentlemen who "burst the

Brayley House caucus" were always

commended for severing their tempor-

ary association with men whom they

perience with them, to be incapable of

observing a solemn party understand-

As to the "Northumberland deal,"

collected as railway impost before con-

federation at North Shore ports to assist

an acre and the money expended in these

ation the best remaining timber lands of

the province were given away to provide

a second railway running up the St.

John river and the public debt was in

loaded upon the remaining Crown Lands

which were almost entirely on the north

the lumber industry became intolerable

had said they would. What was there

in the measure of justice thus secured to

merit the Globe's twaddle about the

Were we to tamely submit forever to the

ing of all the common heritage for their

own benefit and, then, paying off their

extravagant bills from the exorbitant

what was left at the north? The Globe

will do well to inform itself of the merits

of the Northumberland deal and the his

ed by the north shore and enforced by

the southern majority in the legislature

for forty years. It will take a good

many Northumberland deals to pay off

old scores between the two great sections

of the province and give the north what

As for Mr. Foster, it is not our busi

ness to defend him. We may say, how

ever, that when he was an amatuer poli

tician, he was a prohibitionist and. doubt

less, sincere. He is now a practical poli

tician and responsible minister. His ex

him, and he has discovered that proh

bition is impossible because of the finan

cial difficulties it would entail. He ha

therefore ceased to bo a prohibitionist

and he is as honest in that as he

was when he was carrying prohibition

petitions around the country and solicit-

ing signatures for them. The Globe will

have to find something more serious than

succeed in damaging him in the estima-

The Globe's trouble is that it is a

misfit—a back number. To be in touch

with the ethics of the times, to learn and

which appear to present impassible bar-

the belief that the public policy of the

whole country is simply a system design-

ed to keep truly good and able men in

quence happens to get into parliament, or

secure a postmastership-or even aspire

tion of practical men.

perience has taken his theories out

she is justly entitled to.

"notorious Northumberland

part of their work for organization.

And it continues :-"Who can forget the late Governor McLellan's denunciation of Sir Charles Tupper as the high priest of corruption? And yet Tupper's course was so successful that the man who so eloquently denounced him was too ready to accept political favors at his hands.

"In New Brunswick we had a remarkable instance of political immorality in between the ins and the outs. No they complain to the judge, as he rethe case of two men who left the party caucus at night, related its secrets to the great political principle was at stake government, and made a trade by which they deserted their friends, and the next day were, themselves, members of the

which is known as the "Northumberland deal," the evil consequences of which are found, on their very first serious ex-

"Take the case of the Finance Minister of Canada, who began his public career as a prohibitionist, and who made people believe that to secure prohibition would be the great aim of his public life. He scarcely mentions the subject now, his silence being purchased by salary and office. It is not, therefore, the mere vulgar act of bribing the elector at the polls which is the greater factor in political corruption in Canada.'

It would be interesting to have the Globe explain its grounds for thus as sailing the memory of the late Hon. Joseph Howe. Does it not know that Mr. Howe contended valiantly, with all the great ability which he undoubtedly possessed, against the scheme by which confederation was carried? Did he not go almost to the verge of creating a rebellion in Nova Scotia after the scheme was carried because of the methods employed, and did he not refuse to take any part in the organization of the Dominion, even after passed by the Imperial parliament?

As late as the fall of 1867 he was laboring to find some means by which to remedy the wrong done to his province. He found none, however, because the Act of Confederation was irrevocable. Afterwards, he bowed to the mevitable. Having labored to benefit his province by getting it out of the union, and finding that course futile, he did what any patriotic manunless he were a Globe style of patriot and was looking for another flag for his country -would do, -devoted his remaining energies and influence to the work of securing the best possible concessions for Nova Scotia under the new and inevitable order of things.

Once in the heat of debate, when the late A. W. McLellan and Charles Tupper were opposing each other in the Nova Scotia Legislature Mr. Mc- the government their support. Both Lellan referred to his opponent as "the concessions were offered and Mr. Tweedie Mr. John Townsend, who was also the high priest of corruption." Many years after, when all the provinces had become the Dominion of Canada, Messrs. Tupper and McLellan were members of the Federal Government. The Globe's idea seems to be that on which we will pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD.

Now Orleans Land we prepay Expression those gentlemen should never have forgotten their old political antagonisms and united in the working out of the plan of confederation to the greatest possible success. According that luminous sheet they should a ways have remained personal enemies and refused to work together in the interest of their common country. Louisiana State Lottery Company which is part of the Constitution of the State, and by decision of the Patriotic and practical people will not agree with the Globe's position that when Messrs Tupper and McLellan be came friends it was on a "corrupt'

Next in the Globe's enumeration of

the political rascals of its country are two dead men, who, of course, cannot now defend themselves. These are the late Hon. Geo. L. Hatheway and Hon. B. R. Stevenson, who were leading figures in the episode known as the Brayley House caucus, some twenty three years ago. The King-Beckwith government of that day was conspired against by a number of gentlemen, amongst whom were some who were elected to sustain it, but were induced Chatham, in the County of Northumberland and Province of New Brunswick, being part of the Peter Brown lot, which piece is bounded as follows, to wit: Commencing at the porth side of the Peter wit: Commencing at the porth side of the Peter others for the purpose of accomplishing that against Mr. Foster if it hopes to wit: Commencing at the north side of the Queen's highway or Water street at a distance of nine feet its overthrow. The conspirators met in the Brayley House, Fredericton, and the roll-call demonstrated their ability to vote the government out o office. This they decided to do and it be guided by the lessons of experience was solemnly agreed and understood and thereby succeed against circumstances amongst them that nothing was to be ninth day of June. A. D., 1864, and registered on the said or arranged as to who should be riers, is to incur that paper's perpetual until the King-Beckwith ministry had fail to realise that it labors to promote resigned after their coming defeat, That was the situation when the conspirators' caucus ended at the Brayley the background and advance the wicked House near midnight. Certain amand incapable to the highest seats in our bitious gentlemen, however, found the political synagogues. If a representawork of cabinet-making too inviting tive of all public and private virtues, to be laid aside until the appointed editorial wisdom and Demosthenic elotime. It had been generally conceded that Geo. L. Hatheway stood for the to be a chairman of school trustees as he succession to the secretaryship and B. takes his place "on the shelf"-and fails, R. Stevenson for the office of attorneythe Globe may be counted on to go into

torney-generalship, although he had ment, but becomes so impressed with its magnitude as to attribute it to an imagijust entered the legislature for the first native epidemic of national corruption time. Messrs. Hatheway and Stevenand degeneration. Fortunately, howson were approached immediately after ever, no one now takes the Globe serithe caucus separated, and negotiations ously. It has the blues, and the disease were attempted with them in favor of has become chronic with it. The living the other aspirants for the offices remen it so delights to assail, can therefore, ferred to, notwithstanding the solemn well afford to laugh at it, while the dead pledge given by all at the caucus that ones, over whose graves it croaks its the personnel of the incoming governmisrepresentations, live in authentic history, which will take care of their repument was not to be mentioned or discussed until the then existing ministry was voted out of office. This so dis-

"The Bathurst Schools Troubles." It is to be hoped that those who that they lost faith in the other Brayhave complained against the Board of ley House caucus leaders, not knowing Education, the government of the to what extent Mr. Gough and those Province and others in reference to the in his confidence might have the new administration of the school law i party organized. Next day when the Bathurst and vicinity, will pay due at tention to the advertisement of Judge pectation that something very impor-Fraser, which appears in this week's ADVANCE. Judge Fraser was provincial Secretary in the government that passed the school law. He is a just man and will no doubt earnestly and honestly endeavor to get at the facts of the vexed and vexing matter under institutions of the country generally. and he been invited to wait upon His investigation. It is said in some quarters that certain gentlemen who have led in the agitation of the matter will not willingly assist in making Judge Fraser's enquiry a thorough one, but that they will take such a course himself as provincial secretary, vice as will enable them to continue to make political capital out of the allegor-general, vice McAdam, resigned, the ed neglect of duty by the Board of other members being as before. A Education and the Government. Let great howl was made over the flank us hope that such will not prove to be movement executed by Messrs. Hathetrue. It is the especial duty of such persons as Rev. Messrs. Thomson and ered the Punic faith of their associates, | Sellar and Mr. Wm. Rogers, who have but few blamed them, and the whole published a great deal in the press on

Our New Governor-General

the subject, to present matters of which

quests. Let everything be done in a

plain and straightforward way, so that

the people at large may know exactly

what the merits of the vexed question

The Earl of Aberdeen, who has been ing in reference to a most important appointed to succeed the Earl of Derby as governor-general of Canada, is the seventh Earl of Aberdeen and was born Aug. 3. is a subject which the Globe persistently 1847. He entered the House of Lords, on the death of his brother, as a Conserdistorts in order particularly to prejudice vative, but in 1876 espoused Liberalism, Northumberland and its representatives when the Earls of Derby and Carnarvon with the public. The North Shore had resigned their offices. In the debate on long been practically robbed in the interthe Afghan war he voted against the est of railway construction and public Beaconsfield government. In 1880, havworks largely provided for the benefit of ing become recognized as a leading mem St. John. Hundreds of thousands were ber of the Liberal party, he was appointed lord lieutenant of Aberdeenshire, and in building railways east and west from in 1881 high commissioner to the general assembly of the church of Scotland, which St. John, and faith was broken in the office he retained during the four succeedmatter of promised railways on the North ing years. In 1886 the Earl of Aberdeen Shore. Our money was taken from us was appointed by Mr. Gladstone lord but we did not get a mile of railway in lieutenant of Ireland, with the mission return for it. While this fleecing of the North Shore in St. John's interest was of carrying out the home rule policy of the government. In this capacity he was going on, the choicest lumber lands of the extremely popular in Ireland. province were being sold at forty cents

Canada's Norwegian Agent.

same St. John railways. After confeder-Mr. Sonntum, recently appointed com nercial agent for Canada at Christiana, Norway, has received his instructions. He has already entered into arrangements with certain Canadian manufacturers and creased by the construction of other railexporters to handle for them canned ways--notably the Grand Southern and goods, flour, grain oatmeal, etc., and he Albert County lines. As these southern confidently expects that a good trade can people got possession of the public lands be built up between Canada and Scandinand their railway facilities increased, the avia. Sonntum will furnish information revenue necessities of the province were to Canadian producers as to goods which are likely to find a ready market in Norway, Sweeden and Denmark, and will also shore, until the burden of taxation upon report quarterly to the department of trade and commerce as to the trend of and brought on such a crisis in provincial politics as forced the government to ac-

The N. Y. Herald.

cede to the demands of the north for redress. The nomination-day declaration The story concocted by the sensationalin behalf of Northumberland's four men ists to the effect that the New York who were elected, as made by Mr. Herald is mortgaged to millionaire Mac-Tweedie was that Northumberland key of California turns out to be entirely should be given a seat in the governunfounded. James Gordon Bennett who ment and that a reduction of stumpage should be made, when they would give owns the Herald, is about to put it into the hands of a corporation. His lawyer, and his colleagues accepted them, as he elder Bennets's lawyer says: "Mr. Bennet will hold at least \$1,800,000 worth of the stock, or 18,000 shares. The 2,000 shares will not be for sale. Mr. Bennet wants only three stockholders, if the law will allow it. Mr. John W. Mackey has no interest in the Herald, nor will he southern sections of the province disposhave any interest whatever, direct or in direct, in the new corporation. Mr. Ben net is in no financial difficulties. stumpage tax they were imposing on richer to day than he ever was. worth at least \$4,500,000, clear of hi debts. The Herald is not mortgaged for one dollar and there is no lien upon it." tory of the impositions and wrongs suffer-

Chamberlain's Son. A writer in the Westminster Gazette says: The interval between Lord Randolph and Mr. Morley was diversified by a speech from Mr. Chamberlain fils. I was a remarkable performance for one so young-strong in utterance, clear in thought, and, though a little young mannish in its points, never stupid or inept. But the most remarkable thing about the speech was its manner. It was his father as he spoke. If you shut your eyes, you heard Chamberlain pere rejuvenated. I was perfectly miraculous-the very gesture, style and tone, down to the smallest minutiæ, such as the frequent shifting from one foot to the other, the eyeglass, that pointing of the index finger, all was "the very image." The speech was a great success, and it was a delightful episode in party warfare to see the elder Chamberlain's delight and to watch the generous way in which men of all parties crowded round to tender their felicitations -the elder men approaching the father and the youngar men the son.

The Canadian Magazine.

The Canadian Magazine for May is bright,

varied, well illustrated and in every way a

credit to Canadian literary taste. The contents are : 'Education vs. Cram,' by A. H. Morrison; 'British Hopes and British Dangers,' by A. H. F. Lefroy; 'Let us Smelt enmity. Everybody who reads it cannot our own Steel', by William Hamilton Merritt; 'The Canadian Girl,' (illustrated), by H. W. Charlesworth; "Is Cholera Coming?' by Dr. Bryce, secretary of the Ontario Board of Health; 'The Canals of Mars', accompanied by Schiaparelli's map "A Trip after Bark in Northern Ontario," by T. C. Birnie; 'Fort Nelson and Hudsen's Bay," by D. B. Read. Q. C.; "Books and Points," by Helen A. Hicks; "Tales of Wayside Inns," by Henry Lye; a romance; "To History Unknown," by Stella E. Asling; besides several excellent poems. The Canadian Magazine, few Canadians, who culcan task in the face of such difficulties want to be informed on the best thought as adverse weather, winter and summer, and literature of their country, can afford particularly inclement and damaging durto be without. Published by the Ontario W. S. LOGGIE, Chatham, N B | who is now a judge aspired to the at- parts a hue of calamity to all its environ- Toronto, at \$2.50 per annum.

THE BIGGEST SHOW

That to Be Seen Out of Doors at the World's Fair.

TENTS AS GREAT AS THE CIRCUS

But the Latter, While Not Wholly Finished, Is a Wonderful Display, Wherein the Foreigners Excel-Delay Not Chicago's Fault-How to See the Exposition World's Fair, May 2.-It is the day after the great Columbian exposition is

supposed to be ready to receive visitors from all over the world. It is and it isn't. There is not one large building in which the installation of exhibits is complete. Everywhere the people in charge are still putting their wares in order, and many of them are working at night, after the gates are closed, with hammers and paint brushes. The comment one hears on every side is that Chicago, and by Chicago we simply use a convenient term for the management of the exposition, has done its work better than the exhibitors have done theirs. While the contents of these huge buildings, the products of the arts and industries of the whole world, are worthy and interesting, the greatest feature of the show, beyond all question, is the White City. The grounds and buildings in which the exhibits are displayed are more impressive and attractive than the exhibits themselves. The tent beats

But it should not be forgotten that the grounds and the palaces are themselves an exhibit. They are intended primarily to house and accommodate the machinery. the fabrics, the works of art and the

ally they are an exhibit of the progress

made in architecture in America, in build-

ng operations, in landscape designing and

decoration, in artificial illumination and

in ornamentation with statuary and fres-

coes. Yesterday the vast throngs who at-

tended the opening ceremonies said the

most fascinating view within the enclosure

was to be had out of doors. That is true

today, and will be true all the time.

Therefore it is that most of the people who.

are here today wander around the grounds,

looking up at the facades and towers and

slow. You see, the later they came here with their gangs of skilled mechanics and their installation experts, the crack men of their establishments, the less their expense, because all these men of course wanted to remain till after the opening This is the milk in the coconnut at to the



so far as their end of the work was cor cerned, but they detailed several hundred men to harry up the exhibitors. Innum erable letters and finally telegrams were sent out, and during the last two weeks most of the energy of the administration department has been expended in hustling the private exhibitions into place.

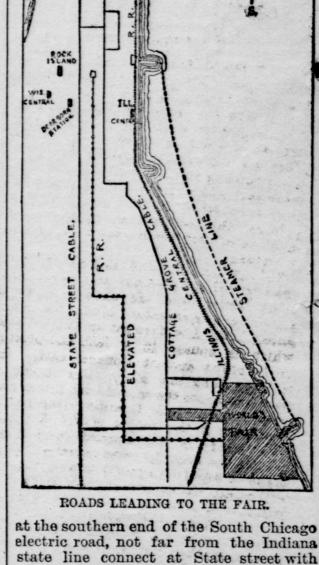
As I have said, the crowds of this second day of the fair spend most of their time looking at the exterior show. An acre of people stand near the Administration building, with their faces turned upward. A workman has climbed one of the tall products of all the world. But incidentflagstaffs on a corner of Machinery hall.

TO CHARY CROWDS.

How People Will Travel from Chicago to the Fair.

WORLD'S FAIR, May 6. - [Special.] -Not the least interesting feature of the great exposition is the manner in which passengers are carried to it from the greater city. The fair, most readers will remember, is in Jackson park, and the distance from the central part of Chicage proper to the central gate of the exposition grounds is about eight miles. The fair is within the city, and Chicago extends for miles beyond the fair grounds, as well as miles and miles in every other direction except to the east, and it can't extend very far in that direction because there is the lake. Yet even the lake does not serve wholly to prevent the growth of this bounding metropolis. On the north side of town several syndicates are filling in large tracts of ground, reclaiming it from the lake, and amassing fortunes by the process. One of the greatest decisions ever rendered by the supreme court of the United States was that of a few weeks ago known as the lake front case, which for ever takes from a railway company whose tracks run along the lake front the right to extend its dominion into the lake. This decision deprives the railroad of riparian rights estimated to be worth more than \$100,000,000.

Washington is called the city of magnificent distances, but the distances are more magnificent in Chicago than they are at the capital. For instance, on a bright day one may stand on this lake front in the heart of the city and away off to the south the towers, domes and giant roofs of the World's fair loom up strong and clear against the horizon. The shape and pro-



trary to one's expectations. That is to say,

while one is looking for a train on the east

side of the street to be running north it

actually runs south, and the train on the other side, which by the rule of the road

should run south, runs north. This is

very confusing, and pedestrians should be

always on their guard. At two or three

corners the cars run in all directions of the

compass, especially the directions least ex-

pected, and the wonder is that a greater

number of people do not fall victims to

The cable lines have helped immensely

to spread Chicago out in all directions over

the prairies. In the south division, for in-

stance, one may board a cable train at

Madison street and ride about ten miles.

or far into the suburbs, all for a nickel. It

is a somewhat remarkable fact that for

the small sum of 15 cents one may start

these juggernauts of the streets.

state line connect at State street with the cable road, which will carry him to the center of the city, and there changing to the north side line continue his journey about twelve miles farther toward Wisconsin. A ride of more than twenty-five iles for fifteen cents is cheap traveli and the distances give a very good idea of the enormous extent of territory covered by this metropolis of interior America. In good weather the steamers are sure to be a popular means of travel to and from the exposition. One company has in ser-

vice, or will have as soon as there is any demand therefor, a fleet of ten or twelve large steamers. One of these is an enormous whaleback steamer named the Columbus. These boats start from the foot of Van Buren street, where a great pier has been built for their accommodation, and land passengers at the pier one half mile in length which extends from the foot of the grand basin in the exposition grounds. The voyage each way will require about forty minutes of time, but when the weather is warm the trip will be refreshing and enjoyable. Bands of music will accompany the boats, and ices and light drinks will be served on board. The view of Chicago from the lake will be worth the trouble, and the spectacle presented by the exposition grounds and buildings from the water is sure to be a memorable one, particularly at night when the electrical effects on pier and shore are to be very fine. The great search-lights placed on the towers of the exposition buildings will cast their powerful rays far out into the lake, illuminating the pier and harbor almost as brilliantly as

Other steamship lines will run from various points along the lake and the river which cuts through the city, and will add considerably to the total carrying capacity of the exposition transportation lines. But for those who desire other models of travel there will be a great variety of opportunities. A coaching company has been formed to make regular trips between the lake front in the city to the exposition grounds, and beautiful coaches, each drawn by four spirited horses, they are These vehicles are of a new pattern, their "inside" seats not being inside at all, inasmuch as there are no doors or curtains or anything to shut off the view. One could not imagine a more delightful way of going to the fair than to mount one of these fast-flying coaches and dash through the boulevards, the parks and along the Midway plaisance to the gates of the big fair. Chicago has the finest parks and boulevards in America, and the flower show, as well as the show of stylish equipages, of costly houses, beautiful grounds and fashionable people along Grand, Michigan and Drexel boulevards is worth seeing.

The cost each way by the coaches will be 11, which is rather expensive, considering that one may make the same trip for a nickel by the elevated trains or cable cars. But if it be desired to see the parks and boulevards without the investment of so much as \$1 one may step into one of a line of fifty carry-alls which another company s running over the same route with a tariff of 50 cents.

Within the grounds the exposition managers have built a commodious and imposing terminal station. Here are all the conveniences of a first-class modern railway station. There are even lunch-rooms in which passengers may spread out their own baskets, eat their home-cooked vic tuals, and buy hot coffee or tea handy by. This station will be used principally by the excursion trains which it is expected ail the roads running into the city will put on very soon. Passengers will be landed here early in the forenoon, and after they have had a run of five or six hours through the exposition they will embark for their

FAIR SIDE SHOWS

Special Attractions in the Midway Plaisance.

TO BE SEEN THERE

WORLD'S FAIR, May 11.- [Special.] -The managers of the exposition discovered very early that they would be compelled to find a place outside the grounds of the fair proper for the many special attractions and curiosities which were pouring in from the four quarters of the earth. They decided to make the Midway plaisance the gathering place of all the novelties, and to permit the concessionaries to charge gate fees there-for the plaisance has become a series of side-shows. It is still an open question with many visitors whether the principal circus, the exposition proper, or the side-show is most interesting. For one who likes to look upon the queer people of the world, their peculiar costumes, customs and amusements, the plaisance is a favored spot. If one likes to note the art with which our innocent friends from the Orientand from Africa extract the nimble quarter from the pockets of Americans, he should pass a day or two along the single thorough fare boasted by the aggregation of sideerty in order to secure passage way for its shows. He will himself be called upon to drop many a good dollar in the slot before he has seen one-half the curiosities, but he

considered the down-town region. Until recently the elevated road reached only to his outlay and his time. As yet the plaisance is rather backward. Only a few of its attractions are entirely ready for the public. So far a majority of the visitors to this motley spot, this international alley, are men who like a lark and whose curiosity has been roused by tales of the dancing girls, houri and all-world beauties to be found in the various villages and halls. It is well to say that the man who goes to the plaisance hoping to see something "racy" because improper or vulgar will be very much disappointed. No such displays or performances are to be found there. Pretty women in large numbers there are, and many of them dance in the music halls, but there is no phase of their efforts which each way. The road runs through a part one would be unwilling to take his wife or of Washington park, and is a convenient daughter to see. In truth, the dancing girl show is rather tame in every way.

will have had fun enough to repay him for

Much more interesting are the forty young women who appear in what is genmore of them being used here than in any erally known as the international beauty show. Technically the affair is called a display of costumes, the scheme being to show visitors the apparel worn by women in all times and all countries. If the women chosen to perform this graceful several corners, for instance, the cable | task should chance to be pretty enough to make their assembled beauty an exhibi-

FRONT OF HORTICULTURAL BUILDING. portions of the top of that greatest of all buildings, the Manufactures and Liberal Arts, are as plain almost as if it were but ball, which he attaches to the top of the a mile away. The gilded dome of the Administration building shines through all very commonplace one; for workmen the smoke and steam of industrial Chicago. A look at this little lake front park shows at a glance what a serious blunder the projectors of the fair escaped when a month. Yet with all the wonders of the they decided to go out where there was more room for their site. After spending a couple of millions of dollars in reclaimng land from the lake, and in the construction of great piers, they would have found their site just about one-third large enough for the purpose. A thousand acres of Jackson and Washington parks and Midway plaisance, a pretty stretch of ground running from park to park, are now in use, and none too much space at hat. One of the arguments used against his site was that no way could be found

to take the people out to it fast enough, or o bring them back. Transportation of the hundreds of thousands of visitors to and from the park was problem, it is true, but like all the other oblems in connection with this vast enrise it appears to have been satisfacorily solved. According to the figures ren cut by the managers of the various ansportation lines there will be sufficient pacity of cars, steamers, etc., to take out 100,000 persons to the fair in one our. If anything like this capacity be eveloped in actual service there will be no cause for complaint. The greatest day he fair is to have during the summer is not likely to show more than 400,000 visitors. Even if the big day should reach the enormous total of 500,000 visitors-and hat is more than ever attended any fair in ne day-there will be transportation falities for all of them. It must be rememered that while the demands of the regular travel are almost up to the capacity of the Chicago passenger lines, the World's fair traffic to and from the city comes neaviest in a direction opposite to that of the heavy city travel. In the morning, business the World's fair crowds are trav watch in his hand is to tear the insides out | eling in the other direction, and so again of it so he may ascertain what makes the in the afternoon and evening. While the facilities appear to be excellent between When the visitor from afar first steps the principal central part of the city and upon the grounds he is dazed with the the fair grounds the most trouble is likely to appear on the north and west sides. where no additional facilities have been provided, and where the World's fair travel and the regular travel will run in parallel both of time and direction.

There are four principal routes to the

the doors for entrance and egress are at

the sides. In this respect they resemble

a summer street car, or the cars used on

the Coney Island and other dummy su-

burban railroads in the east. The seats

run cross-wise of the cars, and each coach

will accommodate ninety-six passengers.

A step like that on an English passenger

coach runs along either side. A guard sits

on the roof of each of these coaches, and

by a lever opens or closes an iron railing

which serves to protect passengers from

the danger of falling out while the train is

Chicago has but one elevated railroad

and this is called the Alley line, from the

fact that its route lies through the alleys

between State street and Wabash avenue.

Where the road intersects cross streets the

company had to buy a great deal of prop-

structure. The city terminus of the road

is at Congress street, which is about

half a mile from Madison street, usually

Thirty-ninth street, or but one-half the

distance to the fair, but it has been ex-

tended to the exposition grounds and

lands its passengers within the gates near

the Administration building. The fare is

but 5 cents each way, and the time con-

sumed is about twenty or twenty-five min-

utes. This line is able to carry 25,000 pas

gengers per hour, and is already very

The cable road which runs to the fair is

the Wabash or Cottage Grove avenue line

It rans trains of three or four cars each

about once a minute, and can carry prob

consumed in going from city to fair

ably 30,000 passengers per hour. The time

forty-five minutes, and the fare is a nickel

means of reaching the Midway plaisance.

Cable railways have been carried to a high .

state of development in Chicago, probably

other city of the country. There are so

many of these cable lines having their

part of town that some of the corners are

exceedingly dangerous to pedestrians. At

trains run in the directions precisely con-

loops through the streets in the principal

magnificence and the vastness of the outdoor picture. For a short time he wanders in one direction or another, aimlessly. with his eyes wide open and his lips frequently uttering exclamations of surprise, delight, amazement. Then he concludes to take a walk through the whole World's fair from the city. These are the trains on the Illinois Central railway, the show. "To-day," he says to himself "I'll not stop to look at anything, but just elevated road, the cable line and the steamships. irst in importance, perhaps, is the Illinois Central, which occupies the rush through from one end to the other and get the lay of the ground." Let me warn vislake front. Its special World's fair trains itors against this mistake. I blundered in that way myself. One afternoon I thought run every two minutes, and carry passengers from the foot of Van Buren street, I, too, would see the outside of everything which is about the center of the downin a single journey, I walked and walked town district, to the exposition in fifteen and gaped and gaped till my neck ached. minutes. The fare is 10 cents each way, After some hours I felt a consciousness of great fatigue and concluded to sit down and the trains do not stop between the and rest. I bought a 10-cent guide-book city and the exposition. Passengers are landed at four stations in the vicinity of containing a map of the grounds, and perthe fair grounds, all without the enclosure ceived that as yet I had seen but onefourth of the buildings of the main exhibut convenient to the gates. The cars bition, and had not entered the Midway used for this special service are of rather novel construction. They have been nickplaisance at all. Then I measured on the map how far I had walked, and found that named "the cattle cars," because they are cars which after the World's fair is over my eager feet had carried me no fewer will be converted into vehicles for the than seven and a half miles. transportaion of livestock. There are no platforms at the end of the ceaches, and

The best thing the visitor can do on first arriving is to take several rides around the elevated railway. That runs from one end of the grounds to the other, and gives the most magnificent set of kaliedoscopic views that one ever beheld. If I were coming here this week for the first time I should spend the first day on the elevated trains and in the gondolas or launches on the lagoons. The next two or three days I should simply walk about the grounds and through that great international circus and museum, the Midway plaisance. After I this I should divide the show up into sections, and take in one section each day. Spanish Band En Route.

Senor Vutuy de Nome, royal Spanish commissioner, has received word from the home department that the Twelfth in-

fantry royal Spanish band is coming to Chicago. This band is composed of eighty musicians, the pick of Spain. They sailed on the Spanish steamer Infanta Isabella ast Tuesday, and are due to arrive in New Fork May 20, and in Chicago two days Dahomey Amazons. CHICAGO, May 11.—People whose knowl-

edge of Amazons is confined in the shapely maidens who march and wheel in the glitter of the footlights, will probably gaze in distrust at the genuine article, twenty of whom, female warriors of the army of Dahomey are at the Dahomey village. Several shades darker than the shades of Erebus, their appearance is repellant in the extreme. Their course features are rendered doubly hideous by scars and lines, some self-inflicted, some received in battles and others being "brands" to distinguish families. Tall and heavily built, they are easily the superiors of the men in the party. Some of the latter are said to be soldiers as well, but they don't look it. There is nothing military or suggestive of the tented field about the black, woolly little men, while they jabber in their na-

The Palette club has completed the hanging of its pictures in the Illinois building, and will shortly issue a histoing the last two weeks. But their indom- | ical record, as it is called, of the pictures itable spirit enabled them to have the on exhibition. The record is at present in Publishing Co., Ltd., Manning Arcade, buildings ready in ample time for exhib the hands of the printers and will be pro-

giant roofs of the buildings; they watch In front of the Art building another condoliers and launches on the lagoons, or great crowd was seen. What could be atspend hours and hours noting the various tracting their attention there? Investigastyles and arts of architecture in the imtion showed that they were watching the mense number of foreign and state build-Frenchmen unpack the big cases in which ings. Nothing seems to fascinate them the Paris pictures had been shipped across more than the works of art with which the the water. A simple every-day part of the grounds and exteriors of the buildings are work, yet strangely fascinating to the enriched. The golden Republic, the beauvisitors. These and many other similar tiful Barge of State, the statue of Frankincidents taught but one lesson, gave one lin, the spirited Quadriga, and hundreds, hint for future exposition managers. These almost thousands more of products of great affairs are fully as interesting in artist studios, engross the attention of a their process as in their completion. To a large proportion of the people the work of building is more fascinating than the result. I have heard a score of Chicago people speak in this fashion: "Well, this is a wonderful show, but I have seen the best of it already. I saw them dredging out the swamp. I saw them digging the foundations. I saw them laying the floors, raising the mammoth arches, putting on

watch this rigger at work.

He is all alone, and has no helper at the

base. Neatly balancing himself in his lit-

tle swing, he pulls up by a cord a golden

staff. It is a simple operation, and here a

clambering about at dizzy hights, on

domes and iron arches and towers and

spires, have been familiar scenes for many

world spread out for their inspection ten

thousand people preferred to stand and

large proportion of today's visitors. Those who do go within the buildings to look at the wonders there displayed do not stay long. They are not disappointed in what they find-though of course the incomplete state of many exhibits is annoving-but fabrics, pictures, machinery, pottery, even the most wonderful of machines and appliances, are not what the people want this early in the season. It is the spreading roofs, viling up the monuments and statuary. I wouldn't have a high and a deserved compliment that the masses are now paying to the great missed that part of it in order to see it as it now stands. If given my choice I would have preferred the construction rather than the completion as a time for my

tions, will be a long time coming up to. tions and operations of government, but it might have been arranged with better finish and effect.

In the matter of promptness too, the for-

visit." Why not make the preparatory stages of future exhibitions as popular as the final? Why not arrange special devices, such as open railway trains and movable platforms, which will enable millions of people to witness the wonderfully fascinating and instructive methods of construction? There is something almost universal in the mind of man which leads him to want to know how a thing is made. The small boy's first desire on taking a

genius and greater energy which conceived and wrought the outdoor picture. The general verdict is that the world has not only been outdone but that a mark has been set which the French, even, and they are the world-famous experts in exposi-As the weeks wear on and we begin to receive from the other side of the water the opinions of the foreign journalists and critics sent here to pass judgment, I prement on the stage which Chicago has set will be nothing but praise, and warm raise for that. The criticism, if there be ny, will be upon the exhibits and the nanner in which they are installed. Al-

dict you will see little or no adverse comfor the international rehearsal. There adv it is obvious even to the most careess observer that while Americans have he solid merit in their wares, the ingenuity and adaptability and growth, when it comes to the inatter of arranging them in most attractive form they have lessons to earn from our foreign friends. Though mestic exhibitors outnumber the foreiga n to one, in nearly every building the ost attractive and beauticul exhibit, the me which first catches the eye and holos longest, is made by a foreign government or firm. The exhibit made by our own government, though large and interesting, is awkward and even ugly and inartistic compared to that of the French, the Germans and the English. It is of different character, of course, being confined mostly to an illustration of the func-

eigners, with few exceptions, are in the ead. Very few of the foreign exhibits need anything now but a few finishing touches. The exhibits which are in provoking confusion, showcases not put up and boxes not unpacked, are those of Americans who have had plenty of time but who have been guilty of the national fault of procrastination. It sertainly is somewhat remarkable that the foreigners should have come across the sea, into a strange land and beaten their American rivals in quickness of installation. The American is too fond of letting a task go till it has to be done, and then, by a sudlen display of energy, just "get there." det there he does, as a rule, but too many of the American exhibits are now, though in the exposition ring, still a trifle dis-

Three our four days will see all the de

partments of this vast and unparalleled show in complete readiness. Already no one need complain at the condition of things. The Columbian exposition is as hear ready at this stage as the great Paris show or 1889 way, and nearer finished than was the Contemuial or the French exposition preceding the last one. Now is it the fault of the Chicago people that the perfection of installation which they hoped for has not been accomplished. They did their part of the work, and amid frightful obstacles. They straggled with a heritors. The floor space was marked out. I fusely illustrated,