

# The Democratic Sentinel

RENSSELAER, INDIANA.

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## SCIENTIFIC MARVELS.

### SIGHTS IN THE HUGE TRANSPORTATION BUILDING.

Bewildering in Its Variety—Exhibits Representing Marine and Railway Locomotion in All Stages of Evolution—Ship Models from England.

#### Railway Exhibit.

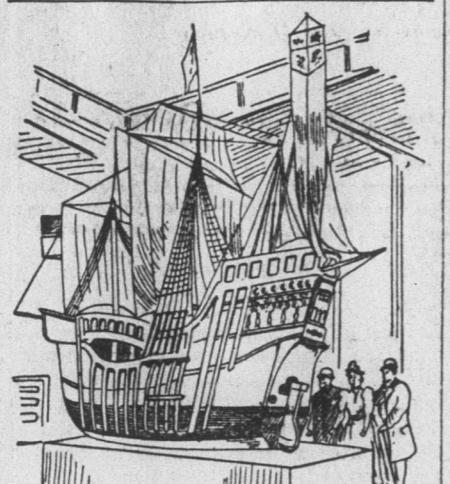
The display inside the Transportation Building at the Columbian Exposition is bewildering in its range and variety. The whole history of transportation, from birch-bark canoes to steamships, and from pack horses to palace cars, is unfolded in a manner never to be forgotten. Looking down from the galleries upon the acres and acres of exhibits, one sees a monster block of timber for forging armor plates which towers above the second storey, a row of famous locomotives facing out from the annex like a herd of elephants, a full section of a colossal ocean steamship, and scattered about here and there, thousands of objects that tell the story of how man has gradually annihilated space.

The invention and development of the locomotive and railway system is the nineteenth century wonder. Less than sixty-eight years since the first passenger railway ran its first crude train. Now the great civilizer has penetrated every country. About ten acres of ground floor space are devoted exclusively to exhibits pertaining to railway construction, equipment, operation, management and development. Sixty-four modern locomotives of all types and sizes from the two-hundred-ton Decapod engines which stand on the pedestals between the Administration Building and the railway station to the five-ton logging locomotives for use in the forests of Michigan. All the leading makers exhibit one or

shows the original "De Witt Clinton" on the steam rail of 1833, and there the Illinois Central Company shows the "Mississippi," built in England in 1838 for the Natchez and Mississippi, now a portion of the Illinois Central Railroad. The Nashville, Chattanooga and St. Louis exhibit the historic engine, "General," captured by the Andrews raiders on the Western and Atlantic Railroad in 1862.

#### The Marine Exhibit.

No previous marine exhibit has the question of transportation on water ever been treated as a subject, but in



MODEL OF SANTA MARIA IN TRANSPORTATION BUILDING.

this department is shown not only the triumphs of naval architecture, as illustrated by the modern ocean greyhound and battle ship, but also strange and curious craft from semi-civilized and barbarous tribes, showing how they solved problems of transportation by taking advantage of the materials on hand, whether of bark or logs of wood or skins of animals. There is a complete exhibit from Alaska and the Aleutian Islands, consisting of two hatch barkers with complete hunting outfit, and from the sea coast of North Sound a hatch bark, with the full outfit used in both hunting and fishing; birch bark canoes from the

and consequently her steering gear was much exposed. The Minotaur represented the next ship of the warrior size, fully rigged and armored. The Bonbow, 10,600 tons displacement, 7,500 horse power, draught of water, 28; speed, 14 knots; 18 inches of armor; armed with 10-ton guns, 10 6-inch, 5-ton, 15 quick-firing guns. Then come the Grafton, a first-class steel cruiser, 7,350 tons, 12 horse power, 360 feet long, armament nine 2-inch 22-ton breech-loading rifles, ten 6-inch quick-firing guns, four 3-pounder quick-firing guns, speed 19 knots; Sans Pareil, armored ship, 10,470 tons displacement, indicated horse power 14,000, draught of water 27 feet, speed 17 knots, armament largest guns, two 11-ton breech-loading rifles. And so on through the list.

In the merchant marine section the Cunard Steamship Company shows models of the Umbria, Etruria (8,000 tons), and the new ships built and engaged in 1892, while the royal mail service between England and South Africa is shown by Donald, Currie & Co. The Laird Brothers, of Birkenhead, exhibit a collection of models and pictures illustrating the progress of iron shipbuilding from 1834 to the present time—paddle steamers, screw steamers, and a full line of models.

A striking feature has been furnished by the International Navigation Company, which built on the main court a section of one of their new steamers. Imagine the longitudinal and transverse section of a ship abaft the smokestack 69 feet long and 38.6 beam. The interior fittings, furnishings, and decoration will be the same as used on the magnificent steamers on that line. This is the most interesting exhibit, showing fully the facilities of these vessels for the comfort of ocean travel.

#### Wheel Vehicles of Every Kind.

But if railways and ships are interesting, what is to be said of the wheeled vehicles? The floor space occupied by this division embraces 130,000 square feet, and it is all fitted up with wood carpet in white oak strips, laid out in handsome patterns and finished in oil.

Each space is surrounded with handsome ornaments, brass, valuing and panels. The exhibits complete the entire north end of the main building, the annex and about one-half of the north gallery in the main building. On the first floor are exhibited carriages, wagons, and vehicles of every description. In the gallery are displayed bicycles, carriage and wagon hardware and saddlery goods. There is a historical array of vehicles, saddlery goods, and bicycles. An effort has been made to show the evolution of these industries from their primitive origins down to the present time. For this purpose a large collection has been made by Chief Smith in foreign lands, from the ancient chariot that antedated Christ to the latest thing out.

In modern carriages there is everything, from a baby carriage up to the finest carriage that has been built. Some of these vehicles cost \$10,000 each, and are really works of art. Foreign countries contribute to this division, France having sent fifty carriages from their best builders. Austria sent eight carriages from her best manufacturers. England and Germany also make large exhibits, so that the industry of both continents is well represented. In the foreign collection of historical exhibits from London is a Lord Mayor's state coach, a drag that belonged to the Prince of Wales, and an old chariot. A sedan chair from Colombia stands beside one from Turkey, and near by are a jinrikisha from Japan, a carriage once owned by President Polk, and the coach of Daniel Webster, bought in 1808. In the saddlery department a display of saddles, stirrups, and trappings of the sixteenth and seventeenth centuries, collected throughout Europe, including a pair of silver spurs taken from the feet

of Dinah who took it on herself to

to tell the dangers they found Ralph in when they returned to the hut, and to give an account of the disposition they

had made of Unas.

For the first inevitable excitement of the meeting was over, Ralph took command. He said, if he could talk

to Valentine as if they were alone, and he was anxious to learn of

his friend's hand and heard the familiar sound of his voice.

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