



U. S. CAVALRYMEN IN BATTLE PRACTICE AT SAN DIEGO

News Notes From San Diego

TOURS and excursion companies are playing a big part in increasing the attendance at the San Diego Exposition. Some of these companies are operating transcontinental special trains with deluxe equipment and furnishing every comfort that a traveler would have at home. One of these magnificent trains was run from eastern cities under the auspices of the World's Fair Company. This company's schedule of specials will bring one of the trains into San Diego every ten days.

The San Diego Exposition has passed its fourth month with the best profit shown to date, and has broken all records in exposition history by paying expenses with a good margin of profit so early in the year. The success at the gates is attributed in great measure to the fact that the low railway rates from eastern points went into effect on March 1 and immediately released an enormous touring population that refused to travel in the first two months of the year.

With the financial success of the fair now assured, as the bulk of the eastern tourist business is not yet under way, the exposition is planning numerous special events which were delayed in execution until the visiting crowds should warrant the expenditure.

It is also contemplated to start the imposing pageants shortly. Detailed plans

for these were prepared months ago, but the schedule was delayed until spring. These are planned in connection with the special days set aside for the states.



A visitor from the back country, sauntering through the San Diego Exposition grounds a few days ago, strolled to the Fourth U. S. Marine camp, which is situated between the Cañon Cabrillo and Cañon Español. Just as he stepped through a grove of palm trees a soldier dashed past him, hotly pursued by a score of half-naked Filipinos waving bolos and yelling with glee. A moment later there was a volley of rifles and back came half the Filipinos with a battalion of marines in chase.

The back country visitor didn't wait any longer. He dived through the palm trees and would have kept going for a mile had not a stalwart man who used shocking language tripped him up and sat on him. When the rifle fire ended the visitor was allowed to get up.

"You darned near ruined the best battle picture I ever got," said his captor. "Can't you see that camera there?"

Examination showed a motion picture company (Lubin) at work on a Filipino drama, in which had been enlisted the full battalion of marines, together with the cavalry and artillery from the government posts in San Diego. Even the Filipinos were marines, properly dressed—or undressed—and painted within an

inch of their lives. Within limits set by the company director were gathered several thousand persons watching the "battle."

This is the first film of the sort that has been staged at the exposition. Many comedies have been presented, and the pictorial news companies have made miles of film of the military and naval parades and the visits of Vice-President Marshall, Secretaries Lane and McAdoo, Admirals Howard, Uriu and Dewa and other distinguished visitors. Also there is a motion picture plant among the amusements of the Isthmus, where films are made daily of the crowds on the Isthmus and visitors also allowed to see the acting of dramas before the lens of the movies camera.



Declaring that the real cause of the European war was the jealousy between the belligerent nations for commercial supremacy and expansion, Irvin Cobb, noted war correspondent, does not see any end for the gigantic struggle until one side is decisively beaten and its resources exhausted. Cobb is a visitor at the San Diego Exposition.

"I came here to drink in the beauties of this great exposition," said Cobb, who is a daily visitor at the grounds. "As I stand here and look over this wide expanse of beauty and peacefulness, what a striking contrast it makes to what I have just seen on the European battle-

fields. There all is strife and devastation. Here all is prosperity and happiness. Over on the other side they want to fight it out."

Cobb declares he is taking a much needed rest, but plans to go back and resume his work in Europe in May. Cobb does not appear to have lost his humorous vein even though he has been associated with an atmosphere conducive to all things excepting comedy. Good nature radiates from every inch of him, and the fact that he has never been accused of being a handsome man he considers quite a joke.



In all probability visitors to the San Diego Exposition in the late summer will have the opportunity of seeing the famous Liberty Bell, which it is planned to take from Philadelphia to the Pacific coast for exhibition at both the San Francisco and San Diego expositions.

Opposition in some quarters, due to a fear that the priceless relic of revolutionary days might be injured in transit, has about been overcome, and the Philadelphia city council has approved the idea, insisting, however, that the trip be made after July 4, when Philadelphia's annual Independence Day celebration requires the bell. Most of the patriotic societies feel that the best ends will be advanced by exhibiting the relic to the vast throngs who will be at the exposition during the summer—a patriotic stim-



VICE-PRESIDENT'S DAY AT THE SAN DIEGO EXPOSITION
Battalion of United States cavalry passing in review before Vice-President Marshall



CHILDREN'S DAY IN THE PLAZA DE PANAMA, SAN DIEGO

ulus in a year when patriotism is already inspired by California achievement.

"The Liberty Bell announced the independence of the United States," remarks President G. A. Davidson. "It is appropriate that it be honored in San Diego, where the history of the Pacific coast of the United States started. Cabrillo, the discoverer, made his first stop here. More than two hundred years later the first permanent settlement on the coast was made, and again San Diego was the site."



A late announcement from the Navy Department at Washington says there will be seventy-nine warships and auxiliaries in the great fleet which is to sail from Hampton Roads through the Panama Canal and on to the San Diego Exposition in July. The fleet will include three divisions of battleships.

Probably a score of fighting craft now in Pacific waters and working out of San Diego as the southern base will join the armada down the coast, although it is possible some of these will be detached

for other duty in the east during the absence of the main fleet from the eastern seaboard.

Secretary of the Navy Josephus Daniels has stated positively he will be with the fleet, flying his flag from the battleship Oregon, on which he will remain until he reaches San Diego. Whether he will go on to San Francisco with the fleet or by rail is not stated. Other navy dignitaries will join him.

President Wilson had hoped that he could board the Oregon with the secretary, but, just as national problems prevented his going to the coast with Vice-President Marshall last month, so it is feared he will be prevented from making the July trip. Aboard the battleships Ohio, Illinois and Missouri will be the 500 midshipmen from the Naval Academy. The plan was to start them from Annapolis in June, but these ships may be held back to join the main fleet.

Forty congressmen are now on the coast, bound for the Hawaiian Islands to investigate the needs of the insular possessions. They are to return to Wash-

ington by way of the San Diego Exposition in early summer. The formal inspection by members of the appropriations committee of the house took place last month, and the agricultural demonstrations at the grounds elicited sharp interest.



One of the new and typically Californian concessions opened on the Isthmus is the Forty-Nine Camp, which threw open its log gates with an enthusiastic bang a few days ago and was jammed until early morning with curious easterners participating in the dancing, the gaming and other activities of the frontier display of early western life. The camp has its own "currency," which is good at many other concessions on the street, and has leaped into immediate popularity with the tourists.



Among the souvenirs at the San Diego Exposition which attract the most attention are those turned out by the exhibit installed by the United States mint. The coin machine turns out thousands of souvenir coins of the exposition, while the currency machine engraves an exposition emblem on silk. Both machines are in operation daily; but the steady stream of visitors consumes the souvenirs as fast as they can be turned out.



It is an every-day occurrence for the prado and plazas of the San Diego Exposition to be filled with Indian warwhoops, for the Pueblo Indians who are on exhibit in the Indian Arts Building, working at their native crafts, and the two hundred tribesmen from the Painted Desert on the Isthmus decline to stay on their reservation.

There was a new tone in warwhoops last week, however, when to the southwest redmen were added a befeathered allotment from the north. These were the Indians from Buffalo Bill's Wild West, playing for a couple of days in San Diego, and seizing the opportunity between performances to visit the exposition, Colonel Cody went to the

grounds soon after he reached town and prophesied that his assortment of braves would be out before the day was done.

The prophecy was correct. A few minutes later a perturbed gate inspector telephoned the administration building.

"Say," he yelled, "some Indians have just arrived, and they aren't our Indians. They've got too much paint and feathers."

"Let them in," he was told.

"You don't have to tell me," said the gateman. "They're in. One of them had a spear a mile long, and he didn't look friendly."

Colonel Cody was as interested as well as an interesting visitor. The west that he knew best is the west of the buffalo plains, the northern section. He showed a willingness to know more about the pueblo section, and spent a long time in the Painted Desert, where the exposition, through the Santa Fe, has gathered representatives of Hopi, Supai, Zuni, Apache, Navajo and other tribes, mainly from Arizona and New Mexico. His California speeches from the tanbark deal enthusiastically with the San Diego and San Francisco fairs, and a great San Diego banner is hung in the circus tent.



The combination of visitors at the San Diego Exposition from all parts of the country and of battle practice by the Pacific fleet off San Diego Bay has caused so many reports of naval battles that the newspapers have found it advisable to give especial prominence to stories announcing that the American warships were engaged in target practice. The rumble of big guns is heard daily, and at times the salvos shake the windows in the city. The San Diegan, knowing that the practice grounds of the fleet are off this port, pays little attention to the distant thundering; but the easterner immediately calls up pictures of British and German warships in death struggles and is all for hiring a launch and going out to see what is happening, even at the risk of stopping a shell or two himself.





A CORNER IN THE SANTA FE CONCESSION

"The Painted Desert," the \$250,000 exhibit of the Santa Fe System at the San Diego Exposition, is ready for the opening of the great fair. It is one of the most remarkable reproductions ever attempted.

The Big Fair Ready at San Diego With Many Special Features

THRILLING dramatic episodes taken from the religious ceremonies of the ancient Aztecs and Toltecs and other mighty races of redmen of the past will be reproduced throughout next year by a large cast of actors, supported by musicians, dancers and a chorus, at the San Diego Exposition. None of these ceremonies has been held for several centuries, and a few of them are traced back through five thousand years to a period where the mist of antiquity conceals all knowledge of the dead nations.

This is the awaited announcement of the exposition in the far southwest as to its program of special events. There will, of course, be the usual state days and special events of that character, but

a statement of the more spectacular features had been delayed until all contracts should have been signed. The ceremonies, as reproduced after centuries of neglect, are based on careful studies made in scientific libraries during the last year and on research made by the explorers whom the exposition, with the Smithsonian Institute and the School of American Archeology, sent into Central and South America two years ago.

"Only a few students have the faintest idea of the rich beauty of these old peoples' mythology," said H. O. Davis, director-general of the exposition, in commenting on the innovation. "The great body of readers, even readers above the average, know nothing of Quetzacoatl or Huitzilopochtli or the other brilliant

names in Aztec religion. Ignorance is just as deep as it is about the extraordinary heights to which the Mayas soared in affairs of art, heights quite as great as attained by these redmen's contemporaries in Greece or Rome or Egypt. We know pitifully little about the engineering feats of the Incas, but I think we will know more.

"One purpose of the San Diego Exposition is to present information about South America and Central America as well as about the American west. The Panama Canal, whose opening will be celebrated both at San Francisco's and San Diego's expositions, is bound to open up our western continent to the world, commercially, industrially and economically. We want to help out, too, in the realm of more poetic things. The display of Indian arts, ancient and modern, at the Exposition Beautiful is the most complete thing of the sort ever essayed. There was never anything comparable to it in scope, in interest, in scientific accuracy. It is being supplemented by this series of pageants—sixty-three are in our present list—quite as important in an educational way as in the way of entertainment. We have insisted on accuracy in costumes, in dance steps, in incidental music, in every detail. We have not succeeded in obtaining candidates for the roles of victims in the scenes of the sacrifice to Huitzilopochtli, however, and I hear the removal of the hearts and other neat little features of that sort will have to be omitted."

The pageants will start on the opening night, New Year's Eve, and will be given every Saturday afternoon and evening and at special midweek events. All will take place in the great plaza, which is flanked by the old mission buildings, palaces and other Spanish structures, all covered with a riotous growth of vines and flowers and shrubbery, which make up the "Spanish city" on the mesa where the exposition is situated.



The heaviest movement of exhibits that has been noticed up to date started when nearly a solid trainload arrived in San Diego in one haul. The bulk of the exhibits were for display in the buildings of the various states and valleys, erected along La Via de los Estados, on the lower plateau of the exposition

grounds. On the same day a steamer landed in the Harbor of the Sun, carrying the forestry exhibit of the State of Washington, collected by the university of that state. An immense amount of heavy agricultural machinery, for use in the outdoor demonstration work of the great farming display, also is on the grounds.

The exhibits were fairly well installed by December 1, a full month in advance of the opening date, leaving the entire month of December for the final improvement work. During this month the grounds will be closed to the public in order to facilitate the labors of the employes, now numbering close to two thousand men. Work on the main buildings is now complete, as it also is on the state and county groups and on the structures along the Alameda. The Isthmus (the amusement street) is well advanced, with the entire frontage of five thousand feet taken by concessionaires.



Two hundred "electricquettes" have been ordered, for delivery on Christmas Day, one week before the opening. This device, propelled by a low-speed electric motor, so simple of control that the ten-year-old daughter of one of the exposition officials operated it without previous practice, will be the only vehicle allowed on the grounds. It cannot go more rapidly than three miles an hour on a down grade and can be stopped within three feet by an emergency brake operated by either of the two passengers it will hold. This "baby electric" was devised to make unnecessary the laborious push-chair of previous world's fairs.



The cost of the Japanese exhibits at San Diego Exposition is now estimated by S. Watanabe, who is in complete charge, at \$250,000. Some of the finest ivories he has placed in a gigantic case of carved cherry, with inlaid wood, which he values at \$10,000. This stands in the center of the industrial display in the Foreign and Domestic Arts Building. A more typical display is that of the Japanese pavilion and tea garden, placed in the rear of the botanical gardens, overlooking one of the cañons.

The approach to the pavilion is over the "Bridge of Long Life," spanning a

shallow pool about which is a dense copse of wistaria, hollywood and curious little Japanese trees and ferns with an occasional bright splash of color. The paths to the cañon are lined with fragrant flowers and the open pavilion itself is a mass of floral decoration. Some of the expert wood carvings of Japan appear here as well.

The third of the Japanese exhibits is placed on the Isthmus and takes the form of a concession, introducing quaint Japanese games and a small theater. Watanabe looks on this as the most important exhibit which the orient has sent to the occidental world.



Training of the two thousand pigeons which nest about the towers of the Plaza de Panama, the main court at San Diego, has been begun in earnest, and a score or more of the birds are now so tame that they alight on the shoulders and wrists of any casual visitor who looks as though he had grain or breadcrumbs ready for distribution. Even the gold fish several thousand strong in the Laguna de las Flores and the near-by lagunitas have learned to swarm about an iron piping which the trainer, Jose Miraflores, raps as a warning that refreshments are coming.

ON TO WASHINGTON

March! An army of 100,000 business men and another army of 100,000 railroad employees should march on to Washington and demand fair play for the railroads from the Interstate Commerce Commission. President Willard of the Baltimore & Ohio Railroad has shown that even if the 5 percent increase in freight rates were granted, this would not give the railroads all that they require to meet additional burdens in taxes, wages and equipment. A 10 percent increase would be justified.

Yet the Interstate Commerce Commission acts as if to grant anything would be a favor. No favors are asked. The railroads are no longer permitted to manage their own affairs, make their rates or regulate their business. The government is doing all this and the public demands that it give to the railroads a square deal.

If the Interstate Commerce Commission persists in its folly it will precipi-

tate a panic that will bring the American people to their senses. The situation is becoming critical. For over two years the Interstate Commerce Commission has been investigating the facts and its members are fully familiar with them. Two of them, Messrs. Daniels and McChord, have already conceded the justice of the railroads' request. If the majority continues in its obdurate course, let President Wilson summarily exercise the power of removal in the interests of the public welfare. This is no time for trifling.—*Leslie's*.

"DON'T FORGET"

A farmer lived on a lonely place. Eventually a railroad was run through the district. There was one train a day and it stopped at the farmer's station on signal.

The farmer one day set the signal and the train drew up. But he did not climb aboard.

"Well, get on!" shouted the conductor. "Get on, can't ye?"

"Excuse me," said the farmer. "I don't want to get on. I only want to say that you are to stop here at this time tomorrow, as my wife is going to town to do some shopping."



A CHIP OFF THE OLD BLOCK

Isn't this picture delightfully human? What could be more natural than Mr. Santa Fe Conductor Jr. climbing out of his little cot before the Christmas sun is up, finding the train that Santa left him, enveloping himself in his father's coat and hat and romping around the Christmas tree, pulling the tiny train? As you see, this youngster has raised such a racket that he has aroused his parents, who are surreptitiously watching their hopeful's antics.



WAITING FOR YOU IN SAN DIEGO

Here you see some of the "Santa Fe employes" who are waiting to greet you at the "Painted Desert," the Santa Fe's wonderful concession on the Isthmus at the San Diego Exposition.

Sidelights on the Panama-California Exposition

WITH the arrival of heavy delegations which had delayed western travel until able to find both California expositions open, attendance at the San Diego Exposition has picked up rapidly. On St. Valentine's Day—the second day of the Chinese New Year's celebration—the attendance figures brought the total for a month and a half to over 250,000, a daily average of 5,500.

A considerable delegation from the San Diego Exposition, including officials and directors, attended the opening of the Panama-Pacific Exposition at San Francisco on February 20. This was a return of the courtesy of the northern visitors who attended the San Diego opening. Both expositions are exchanging special days at various times later in the year.

The annual battleship practice of the Pacific fleet will take place off San Diego during the next three months, forming an important addition to the list of special attractions offered in the vicinity. The cruiser *San Diego* has been in port, with nine of the torpedo boats of the west coast fleet, and from time to time all other vessels of the fleet will assemble. The harbinger of the annual practice was the U. S. naval tug *Iroquois*, which steamed into port after nine thousand miles of travel in ten weeks, exclusive of service at towing targets for the maneuvers at Mare Island. The tug is to be used off San Diego for hauling small ships, targets for the marksmen of the battleships at practice. San Diego and its Harbor of the Sun constitute the naval rendezvous for the southwest coast. The sailors and marines are almost constant attendants at the exposition and participate in all parades, with the artillery, cavalry and infantry



OVERLOOKING THE HARBOR OF THE SUN
View along La Via de los Estados; tower of the California building in the background.

regularly stationed in Balboa Park and in the vicinity of San Diego. The Mexican border is eighteen miles to the south and another large camp is maintained near the line.

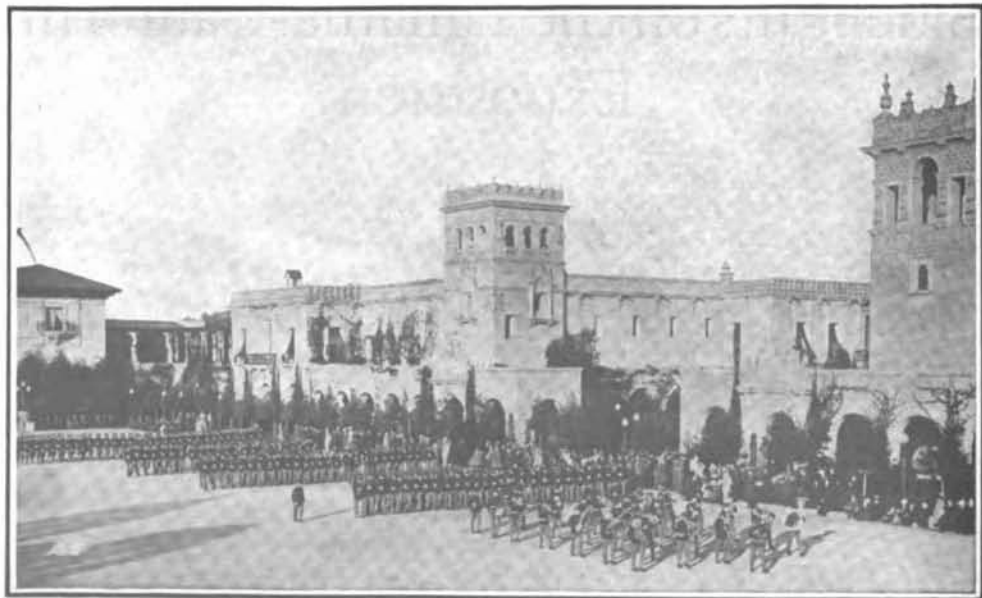


Thousands of dollars worth of gold ore has been placed on display in the mineral exhibit in the New Mexico Building at the San Diego Exposition. The gold specimens which took first prize at the Chicago World's Fair are included in the display. A number of the ores come from the Pinos Altos district of New Mexico, where, according to the New Mexico

Exposition Commission, the richest strike since 1849 has been made. There are also in the exhibit several large blocks of meerschaum from Magdalena, N. M., where there is located the only commercially operated meerschaum deposit in America.



Company L of the First Georgia Cavalry, known as the Governor's Light Horse Troop and the crack company of the state's militia, will visit the San Diego Exposition in July, according to word received from officials of the southern commonwealth. More than three



PARADE OF U. S. MARINES IN PLAZA DE PANAMA, SAN DIEGO

hundred men, bringing with them horses and equipment, will make the trip in a special train. Company L has been in existence for more than half a century and is known as one of the most aristocratic organizations of the kind in the world. The members are direct descendants of the founders of the company.



Fishermen along the coast of southern California and Mexico are planning to add to the collection of exhibits at the San Diego Exposition a shark sucker, known far and wide among sailors as the laziest and most good-for-nothing fish in the seas, and generally recognized as a rare catch. This particular shark sucker was captured by fishermen on the sloop *Ask Me*, which is in the harbor in San Diego after a trip along the Mexican coast. Besides being lazy and useless, the shark sucker is the prize tramp of the seven

seas. By means of a vacuum cap attached to the back of his head he fastens himself to any moving object and clings there for days and often weeks at a time, calmly loafing along while his unwilling carrier, if a fish, curses piscatorially to the aquatic heavens. The fishermen hope to display the *Ask Me's* catch at the great aquarium on the exposition grounds.



Complete in every detail, a 985-pound model of the U. S. S. *San Diego*, flagship of the Pacific fleet, has been received at the San Diego Exposition and placed in the navy department's exhibit. The model, which is constructed of wood and steel, is an exact replica of the powerful cruiser, even to having the tiny oars securely lashed to the miniature lifeboats. Two other models of American war vessels also will be placed in the navy department's display.





AN ATTRACTIVE CORNER OF THE SAN DIEGO EXPOSITION

News Notes from the Beautiful Fair at San Diego

ADAMIRAL T. B. BENTON of the Pacific coast fleet is in general charge of the Army and Navy Field Day, to be held on May 8 at the San Diego Exposition.

Participating will be men from all the battleships then in San Diego harbor, the First U. S. Cavalry, the Thirteenth Artillery, and the Fourth U. S. Marines, and probably the California National Guard. An imposing parade, probably larger than the army and navy parade of opening day, will precede the sports program and lead directly to the marine barracks in the exposition grounds.

The walls for the wall-scaling are of course installed at the barracks already, and the daily drills include the rapid digging of trenches and the throwing up of earth fortifications, while the field for the track events has already been in use for track work and the spring training games of the Chicago White Sox and other teams practicing at the exposition. There remain to be brought the spars from the ships for the aboard-ship frolics of the sailors, in which the boxing matches on the horizontal spars are always a feature.

Roman riding and "monkey drill" are featured by the cavalymen, and novel exhibits by the guardsmen. The marines have furnished some of the most spectacular features of the exposition since

the opening, their morning equipment drills at the barracks vying with the afternoon reviews in the Plaza de Panama in popularity. Distinguished visitors from foreign lands, such as Admiral Dewa and Admiral Uriu of Japan, as well as prominent American officials, generally assist at the reviews.



Upward of a billion dollars rolled into the San Diego Exposition grounds when the "Millionaire Special" arrived over the Santa Fe, loaded with bankers and commercial leaders from many sections of the country. It was the wealthiest single delegation that has appeared at the fair. Among the prominent members were George M. Reynolds, president of the Continental and Commercial National Bank of Chicago and its two affiliated state banks; James A. Patten, the wheat and cotton magnate of Chicago; August Busch of St. Louis; John N. Willys, the automobile manufacturer; David May of St. Louis; Owen Aldis of Chicago and Paris; Mrs. George M. Pullman of Chicago; John Cudahy of Kansas City; George B. Harris, chairman of the board of the Burlington; W. C. Brown, former president of the N. Y. C.; F. H. Green, former vice-president of the New York Central Lines; J. T. Clark of St. Paul; William Duncan of the Baltimore & Ohio; Judge E. T. Glennon of the New

York Central; Nathan Strauss of New York; Louis E. Miller of Cincinnati; August Schvan, peace advocate of Sweden, and many bankers and railroadmen almost as well known. Already in Coronado were 150 wealthy citizens from Minneapolis, including John Pillsbury and others, waiting for the celebration of Minnesota Day on March 29, many of them with their automobiles ready. Most of the wealthy tourists are spending several weeks in and about the exposition.



The New England Elks are the first general division of that order to complete

want a banquet," commented Secretary George Schlosser. "We're on a vacation."



Alanson Aley of Marion, O., has just returned east after "seeing" the San Diego Exposition—but not as other visitors see it, for Aley is blind.

"I've been to a lot of other world's fairs," he said, "but I'm sure this is the most beautiful thing in the world, for my wife tells me so. I think I can see the cathedral of California, and the mission bells of the Indian Arts Building, and the pigeons circling about the towers



OUT FOR A STROLL

A few of the Indians from the Santa Fe's "Painted Desert" here are seen on a tour of inspection of the grounds at San Diego

plans for their thirty-day tour of the West and the California expositions in connection with the convention at Los Angeles in July.

The San Diego Exposition has been informed that the big party will move to San Diego on July 15, immediately after the convention, at which fully 40,000 people are expected.



Two large delegations of newspaper men are scheduled for San Diego and the exposition, the California Press Association for the May outing, and the National Editorial Association for their July convention on the coast. The latter will bring editors and their wives from all sections of the country. "But we don't

across the plaza, just as clearly as you. Probably I can smell the sweet acacias and hear the bands and the organ a little better, for they tell me these senses are very acute with me."

Mrs. Aley is constantly with her husband, but after his stay of several weeks he was so familiar with the grounds that he was able to guide her with amazing accuracy and describe to her in detail what he "saw."



Distressed parents who are shy one or two children have solved the mystery of finding them. They simply stroll to the upper end of the Plaza de Panama and discover the young hopefuls spending their nickels on grain to feed a few of

the two thousand pigeons that depend on the visitors for their meals. Their confidence is well placed, for the birds are getting so fat they have trouble in flying. On a single day the guards reported fully 7,000 photographs were made in that section of the grounds, tourists taking pictures of each other with pigeons alighting on the heads and shoulders of those who looked generous.



The entire band of Indians of the Painted Desert, the Santa Fe's wonder-

The contest was arranged largely for the purpose of supplying the Indians with new wool for their rug and blanket weaving, one of the most considerable industries on the exposition grounds. The men and women, with the youngsters as helpers, do most of their weaving and pottery making on the roofs of pueblos of the Painted Desert and in the sand in front of the "hogans," the huts of the plains Indians.

The machine shearer is disconsolate. He says one of the Indians prodded the



ON THE "PAINTED DESERT"

The \$250,000 exhibit of the Santa Fe System is receiving a great deal of attention at the San Diego Exposition. A number of tribes of Indians are represented, living exactly as they do on their reservations, making blankets and pottery, weaving baskets and carrying on various other pursuits.

ful concession at San Diego, assembled in the corral the other day, wagering all they had on Ko-Wa-Ta, champion sheep-shearer of his tribe, who was matched against a white man using the latest shearing machine. They became more and more gloomy when the white man, near the end of an hour's test, had sheared twice as many sheep as Ko-Wa-Ta, but let out a roar of delight when the machine slipped and drew blood from the last sheep.

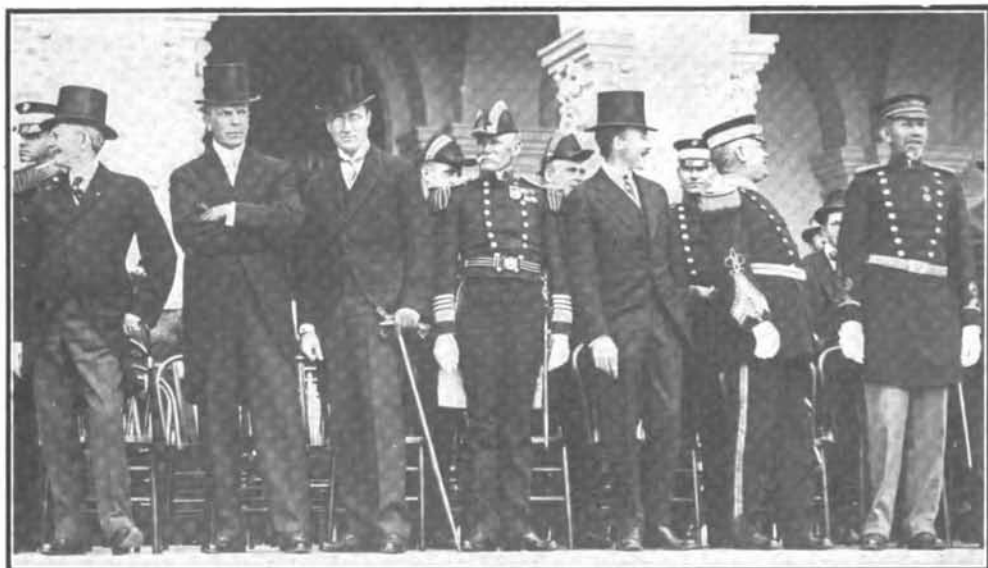
"No good," said Water Eagle. "White man bum shearer. Pay up."

sheep and made it kick so hard that the machine slipped.



A large collection of photographs of the San Diego Exposition will occupy an important position in the spring architectural exhibit at the Art Institute of Chicago, according to Charles L. Hutchinson, president of the institute and vice-president of the Corn Exchange National Bank, who has just returned east after a detailed study of the southwest coast country by automobile.

"The San Diego Exposition is the most beautiful architectural achievement I ever



VICE-PRESIDENT MARSHALL AT THE SAN DIEGO EXPOSITION

Left to right—Vice-President Marshall, President G. A. Davidson of the exposition, Assistant Secretary of the Navy Roosevelt, Admiral Thomas Benton Howard of the Pacific fleet, Director-General H. O. Davis, Colonel J. H. Pendleton of the Fourth Marines, Colonel W. J. Davis, commandant at Fort Rosecrans.

have seen," said Mr. Hutchinson. "In its field it is more beautiful than the Chicago fair, and it is hard to say more than that. The institute aims to bring to its visitors the best art the world produces, and we are very glad to make an extensive showing of the Exposition Beautiful."

Mr. Hutchinson went to San Diego for a short stay. He changed his whole plans after one look at the exposition, then motored back to the north and returned with a number of banking and personal acquaintances to show them what he had "discovered." They made a very jolly party.



ABSORBING THE BEAUTIES OF THE SAN DIEGO FAIR

Showing a typical crowd in the Plaza de Panama, in the city with probably the most delightful climate in the world



A NIGHT CARNIVAL ON THE "ISTHMUS"

Flashes From San Diego

THAT portion of the beautiful San Diego Exposition which will be permanent includes, of course, the enormous work done in landscape architecture over a good portion of the 1,400-acre park. It also includes the California and Fine Arts buildings, which will house the permanent scientific exhibits, and the Botanical Building and the great Music Pavilion, which houses the largest outdoor organ in the world—all of these being of steel and concrete. The New Mexico Building and a few smaller structures are also of concrete. The Puente Cabrillo, the 1,000-foot viaduct across the main cañon, is permanent. All other buildings, of staff and plaster, are on metal lath, so that their life should be about twenty years. The big agricultural display will be used at the close of the fair for experimental station work.

Uncle Sam's parcel post is now accused of competing with Dr. Stork since the arrival in San Diego of Samuel Abraham Randolph, aged eight years, by

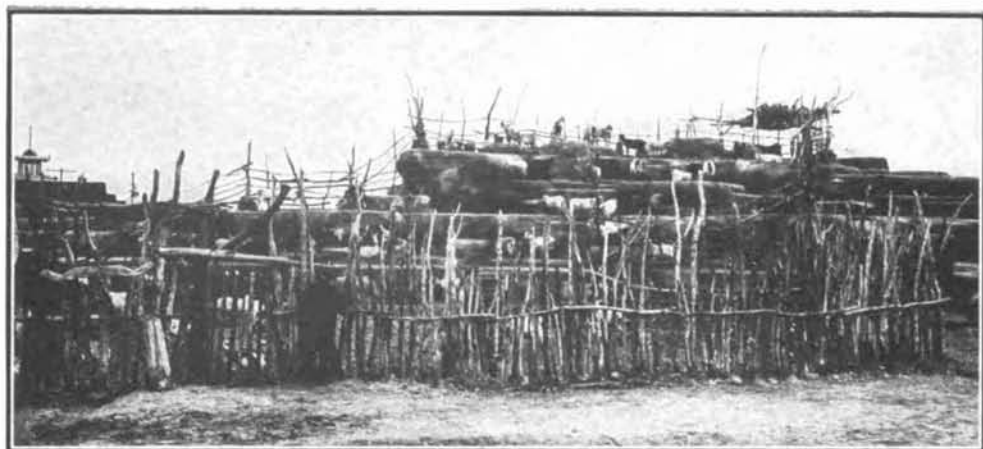
parcel post. It all came about in this way:

Samuel lives in Salt Lake City and desired to see the San Diego Exposition. His parents were unable to make the trip, so they decided to send Samuel by parcel post to his grandmother, Mrs. John Waterman, who resides in San Diego. In the lapel of his coat Samuel wore two parcel post tags. One tag contained the address of his grandmother and fifty cents in parcel post stamps. The other tag was marked, "Fragile; Handle With Care."

The boy's grandmother was at the station to claim her "mail," eliminating the necessity of Samuel being tossed about in the local postoffice as ordinary parcel post matter.



The largest single delegation that will visit the San Diego Exposition this summer will be the Loyal Order of Moose, which will storm San Diego thirty thousand strong for a week's convention beginning on July 17. This convention will call there several governors, sena-



"GOAT MOUNTAIN"

A portion of the realistic exhibit by the Santa Fe, known as the "Painted Desert"

tors, congressmen and other men of high rank in national life. Vice-President Marshall, who is a member of the order, is likely to be there. During the week's convention the visitors will be kept on the go. A large fund for their

entertainment has been raised. At the convention practically every Moose lodge in the country will be represented and many of these have already secured their hotel accommodations. Governor Johnson, of California, who is a member of



A FLOAT IN THE MAY FESTIVAL

the order, is one of the well known men who is scheduled to make an address.



A New York florist passing his vacation at the California fairs stood in an arcade off the Plaza de Panama, gasping at the battle of flowers which formed the climax to the exposition's rose festival. "If that group of girls could transport to my sales office on Fifth Avenue the roses they have tossed on the pavement I could make a year's profits in one day," he said.

A big delegation from San Francisco sat on the reviewing stand at the head of the plaza and shouted itself hoarse as the parade passed. A feature was a battalion of pretty girls in filmy garments almost covered with American beauty roses. Just after them came a long line of electricettes, the little motor chairs in use on the grounds, each driven by a little girl perched in a bank of flowers. The Nevada and Washington delegations had decked out their floats with flowers sent from their native states.



A few days ago there were parked at the end of the Puente Cabrillo, the great viaduct forming the west approach to the exposition, no fewer than eighty-three

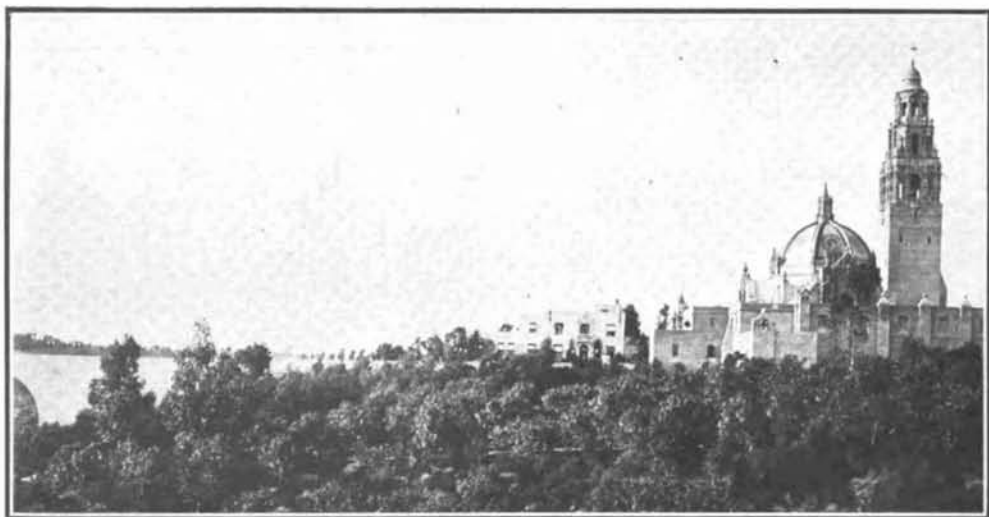


END OF HIS JOURNEY

"Casey" Randolph of Salt Lake City arrived by parcel post at the San Diego postoffice. Postmaster Bartholomew is shown cancelling the stamp which brought ninety pounds of boy, insured for \$100,000, from Utah to the San Diego Exposition.



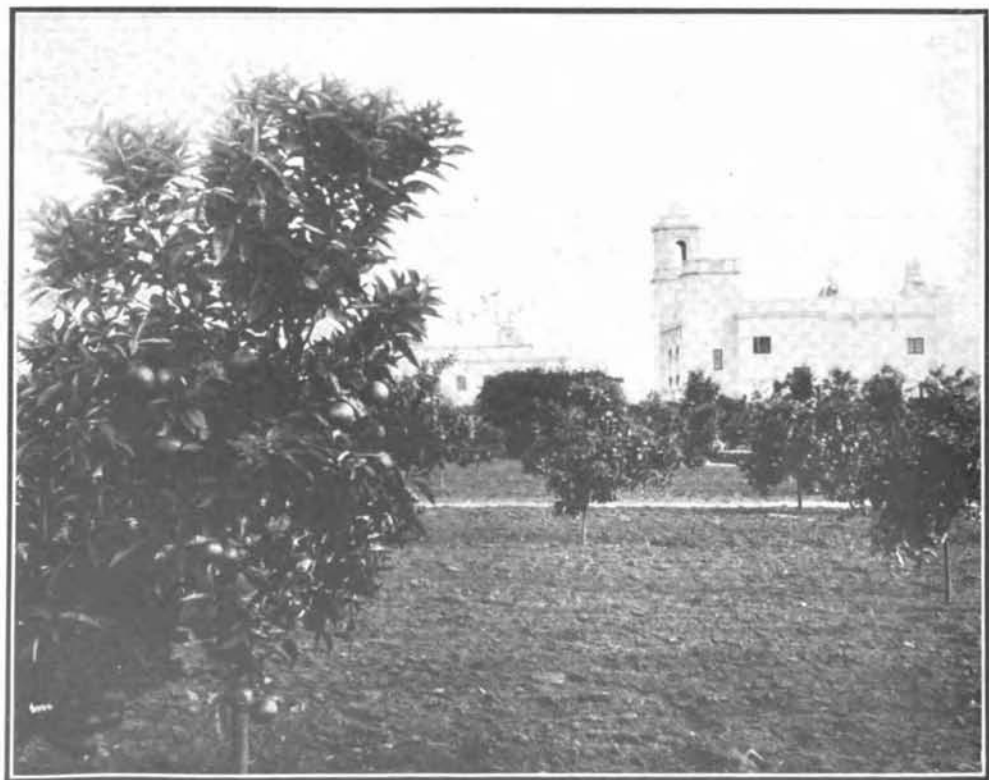
FEEDING THE PIGEONS ON THE PLAZA DE PANAMA



THE CALIFORNIA BUILDING FROM ACROSS A RAVINE

automobiles carrying Minnesota licenses. Mingled with them were in smaller numbers cars from other middle west and eastern states. The summer movement is thought to have started already, as the

rainy season is past and the famous highways of the Southwest are in their best condition. Incoming tourists grin as they pass the sign at the side of San Diego's coast boulevard. It reads:



A GLIMPSE AT THE CITRUS ORCHARD

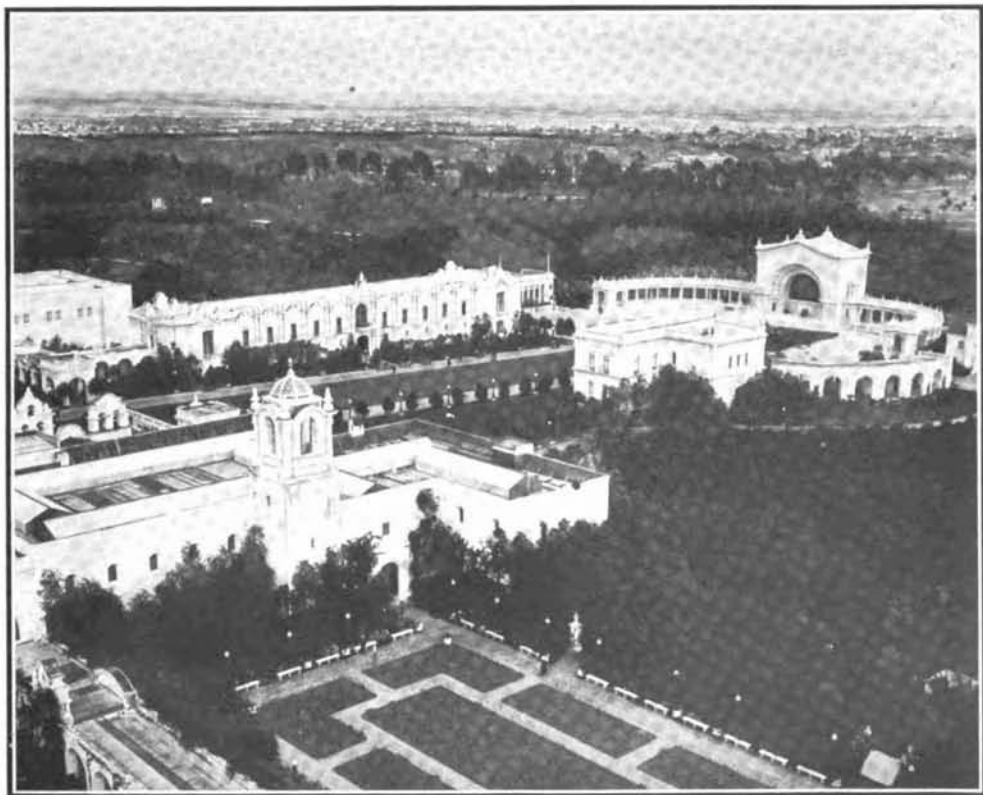
"Joyriders, beware! Slow down to one hundred miles an hour!"



A vast pilgrimage of students, teachers and educational experts will invade the exposition for attendance at the summer school to be held from July 5 to August 13. This promises to be without equal in the history of the progress of education, for the faculty will include

and direction, mental and physical testing with laboratory work, elementary manual training and primitive arts with demonstrations by Indian workers, and agriculture with demonstrations. There will be special lectures on peace and conciliation, modern education, human welfare and arts and sciences.

To popularize the summer school the exposition directors have fixed the unusually low fee of \$7.50 for the term,



A CORNER OF THE SAN DIEGO EXPOSITION GROUNDS

Looking across Los Jardines De Montezuma; music pavilion, with largest outdoor pipe organ in the world, at the right.

some of the most remarkable authorities on education. Standing high in this list is Dr. Maria Montessori of Rome, founder of the famed system of teaching which bears her name. Dr. Montessori will assume direct charge of the Montessori institute to be established during the session.

Among the courses will be history and geography of South America, Spanish grammar and literature, modern history and the peace movement, modern literature, culture history, American archeology, anthropology, vocational education

which will include admission to the exposition. Among the educators who will be in the faculty are Dr. J. C. Thompson, surgeon of the U. S. navy; Dr. Edgar L. Hewett, director of the School of American Archeology; Percy Alvin Martin, Ph.D., assistant professor of history, Stanford University; W. F. Bliss, dean of the state normal school in San Diego; Miriam E. Besley, William T. Skilling and Maria Goddard, in addition to special lecturers.

The remarkable ethnological exhibit by the Smithsonian Institution, the ancient



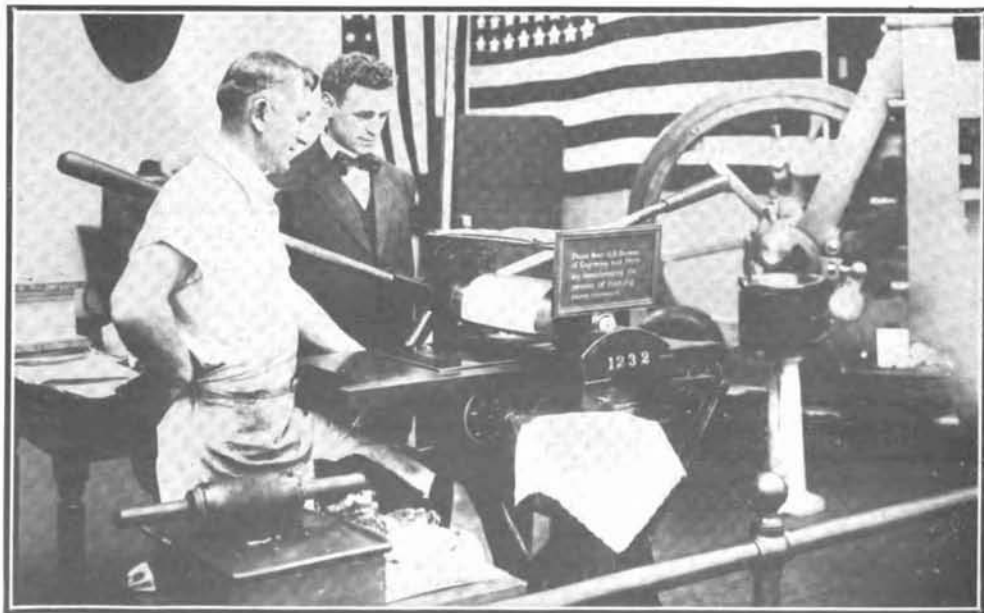
PRACTICING THE ART OF WAR
U. S. Marines digging battle trenches with the aid of a farm tractor

and modern Indian display, the commercial representation, and the quite unprecedented agricultural and horticultural displays, crowning the work in architecture, equip the San Diego Exposition with extraordinary facilities for study. Practically all, moreover, is permanent, this being almost unique in world's fair achievement.



Exposition visitors have had the pleasure of meeting another star of the

movie world. This is dainty Mary Pickford, who came to San Diego and the exposition with the Famous Players Company to enact a screen thriller. Part of this was made on board the palatial yacht Venetia, owned by John D. Spreckels. Big crowds followed Miss Pickford through the exposition grounds, while the most ardent of the movie fans pressed forward to shake hands with her. Miss Pickford very graciously received them and talked with them about



U. S. TREASURY EXHIBIT AT SAN DIEGO
Showing the method of stamping coins and engraving paper money



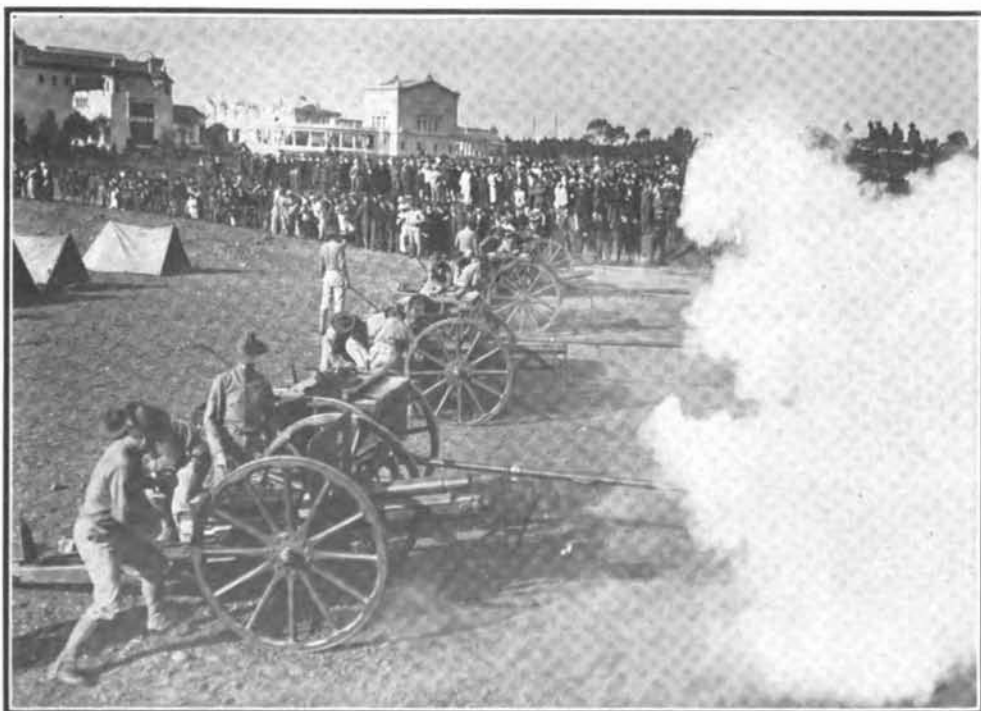
A BATTLE SCENE ON THE SAN DIEGO EXPOSITION GROUNDS

the movie art as much as her time, estimated at \$104,000 a year, would permit.



Forty-seven years ago the board of trustees of the Old Town of San Diego—the site of the landing by Cabrillo in 1542, and the first California mission in 1769, the marriage of Ramona, and

otherwise distinguished in western history—set aside 1,400 acres, where new San Diego now stands, for park purposes. In this great park is now the Panama-California Exposition. On the forty-seventh anniversary there was escorted into the grounds Juan Guadalupe Estudillo, the only surviving member of the old board.



ARMY AND NAVY FIELD DAY AT SAN DIEGO

ANOTHER LANDMARK GONE

The famous old wooden depot which since 1887 has done duty in San Diego has ceased to exist. The tower—a well-



MOVING THE PALMS

Through a cut one hundred and fifty feet long these trees, with forty-five tons of earth clinging to the roots of each, were moved to sites adjacent to the new depot.

known landmark to thousands of railroadmen and tourists—bit the dust when two yard engines to which was attached a wire cable pulled the wire through the base of the tower and brought it down with a crash.

Immediately after the tower was wrecked the ground was cleared and additional sidetracks were installed to take care of the ever-increasing exposition business. The big palms which formerly graced the depot platform have been moved to new locations adjoining the new passenger station. These trees were moved through deep, wide cuts, and about forty-five tons of earth was moved with each palm. The earth about the roots was boxed tightly to permit of the whole being glided along the cut. While moving the palms in this manner involved a great deal of work, it would have been impracticable to hoist them with a crane without badly damaging them.

The accompanying illustrations were taken by Fireman Gergen of the Escandido branch.

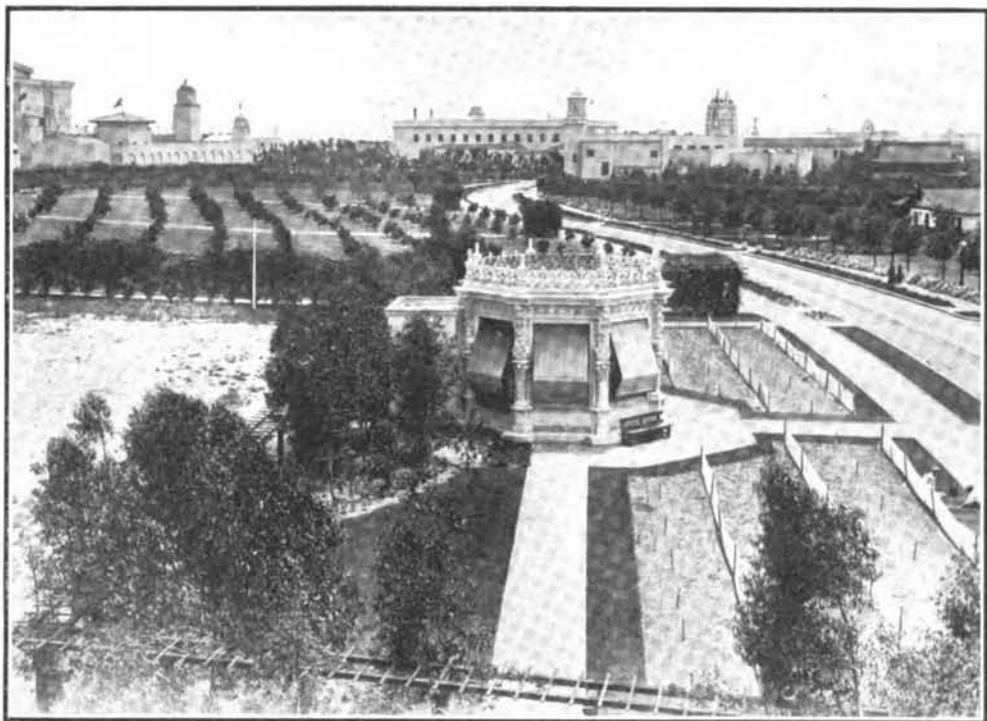
Grateful Patient: "By the way. I should be glad if you would send your bill soon."

Eminent Practitioner: "Never mind about that, my dear madam; you must get quite strong first."



RAZING THE OLD DEPOT TOWER AT SAN DIEGO

In keeping with the progress of San Diego, the Santa Fe has erected a beautiful new depot of ample accommodations, the dome of the tower of which is seen to the right



A PORTION OF THE AGRICULTURAL DISPLAY
Showing Lipton's tea plantation in the foreground, an orange orchard to the left, and a model farm to the right

San Diego Exposition Jottings

STOLID red men and women from all sections of the Southwest, inhabitants of the Santa Fe's "Painted Desert" on the Isthmus, gathered in wonderment in the Indian Arts Building and listened intently to the voice of the Great White Father. They heard President Wilson's message to the American Indians given through a Columbia phonograph record, in which form the message was carried to every Indian reservation in the country by the Wanamaker expedition.

One of the visitors to San Diego is Mrs. Isa Maude Ilsen, a warm admirer of Thomas Edison. When she found that at San Diego there were Indians who were off their reservations at the time of the expedition she gained permission to give the record here.

The message is significant, being an appeal to the redmen to take full ad-

vantage of their educational and industrial opportunities, and to consider themselves "not as children, but as brothers of the white man."

* * *

Attracting much attention in the entertainment of distinguished visitors to the San Diego Exposition is O. J. Stough, San Diego's ninety-seven-year-old young man. Probably no person in San Diego takes more delight in entertaining visitors than does Mr. Stough, a retired capitalist. He has appointed himself a committee of one on entertainment. Each morning he makes a round of the leading hotels in his automobile, becomes acquainted with visitors and either takes them to the exposition or places his car at their disposal. When the New Mexico Building was dedicated this youthful nonogenarian was a loyal New Mexican. When Missouri Day was celebrated he



SPANISH BAND IN FRONT OF THE SACRAMENTO VALLEY BUILDING

transferred his affections to this state and entertained visitors from there. When Governor Goldsborough and the Maryland party were here Stough was a Marylander.

* * *

Important additions to the comprehensive scientific display at the San Diego Exposition have been placed in the last few days, in the form of thirty wall charts prepared by the United States National Museum to supplement the big collection of anthropological studies in the Science of Man Building.

With the placing of these charts there has been issued a pamphlet written by Dr. Ales Hrdlicka of the museum, one of the foremost anthropologists of the world, under whose personal supervision were collected and arranged the specimens from all parts of the universe. He features the display as the most complete in existence and calls attention to the fact that many of the most important features have never before been presented, even in part. The expeditions sent out by the exposition and the museum for the specimens touched every continent.

Particular attention is directed to this display as the most important single fea-

ture for the exposition summer school which opened on July 5 for a six weeks session, in which educators from many parts of the country are enrolled as students. The faculty is made up of specialists in many fields of education, and the courses consist largely of lectures based on the exhibits of a scientific nature. There are enlisted also the labors of the Indians, used to demonstrate the existing arts and crafts of the redmen of the Southwest, supplementing the display of old-time arts and crafts as practiced by Incas, Mayas, Aztecs and Toltecs, long before the coming of the white men.

Side by side in the room devoted to the history of the yellow-brown races, in which Dr. Hrdlicka classifies the Indian, are panels of the Sioux type of native found in southern Siberia. Stripped of their characteristic ornaments, the figures are identical. The juxtaposition calls attention to the probable oriental origin of the American Indian.

* * *

How near San Diego came to owing its commercial upbuilding to the Mormon people has been brought out in documents uncovered by the Utah State

Commission and the Daughters of the Mormon Battalion, in the arrangement of plans for the celebration on July 17 of Utah Day.

From this data it appears that the Mormon Battalion of five hundred men who tramped overland from Fort Leavenworth to San Diego in 1846-1847 for participation in the Mexican War and endured terrifying hardships in the desert remained in San Diego several months. It is said that they built the first courthouse, the first schoolhouse, the first cement paving, dug the first sanitary wells and, in other ways, so aroused the admiration of the Spanish townspeople that, when the regiment was mustered out, there was a request that it remain at San Diego. Part of the battalion went on to Utah by way of the Sacramento Valley and is said to have uncovered the first gold at Sutter Creek.

In these and other ways the battalion contributed importantly to western development. It is worth mentioning that their inspiration for irrigation work was aroused by examination of the famous irrigation project at the old mission of

San Diego de Alcalá, built shortly after the arrival of the padres in 1769—the first project of this sort in the country and still being capable of operation. The Mormons did a good deal of work in this line in San Diego and on their arrival in Utah simply transplanted the idea, thus developing many thousands of acres in that new territory which, without irrigation, would have remained quite hopeless for agriculture.

* * *

The record kept by Chief Yeoman Pitkin in charge of the United States Navy exhibit shows that in one day there registered at his display visitors from forty-one states and a score of foreign countries.

* * *

Arrangements are being made for a visit by a big delegation of Indians from Glacier National Park, who wish to hold a pow-wow at the San Diego Exposition as a part of their stay on the coast.

San Diego already has the giant display of southwest Indian life in the "Painted Desert," and also in demonstra-



HAPPY INHABITANTS OF THE "PAINTED DESERT"

This wonderful Santa Fe concession is the prime favorite among the features of the "Isthmus."

tion work in the Indian Arts Building. But there is nothing in the permanent exhibits pertaining to Indian life of the Northwest. With a view to filling this gap the exposition is coöperating with the Glacier National Park management in bringing the display to San Diego.

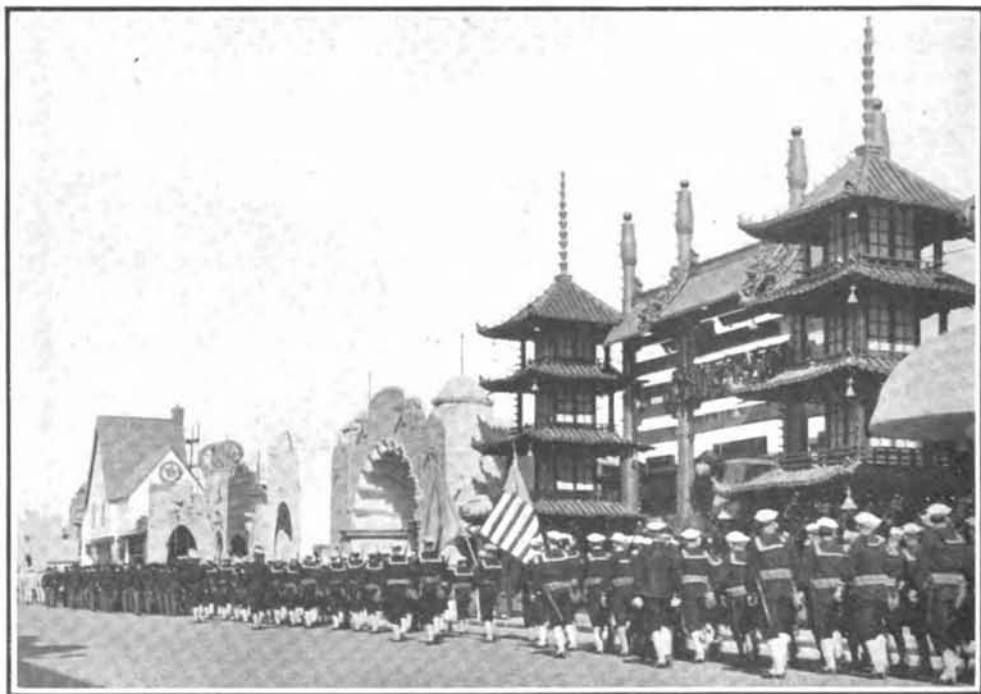
* * *

Attractiveness of the San Diego Exposition and the realization of the benefits to be derived from exhibiting at it are the reasons why a plan has been

in a manner which will make the completed display compare favorably with any ever seen at any exposition.

* * *

"San Diego's Sixty-One" are desolate. For two brief days these bachelors occupied the highest pinnacle, being selected as escorts for the sixty-one American beauties who were brought to the San Diego exposition direct from Universal City, the mecca of their journey over the Santa Fe last month as guests of the



A MILITARY PARADE ON THE "ISTHMUS"

One of the typical military parades seen almost daily on the exposition grounds at San Diego. A division of the parade is shown passing the Chinese village on the Isthmus, the exposition's amusement street. In the foreground are several companies of sailors from the U. S. S. *San Diego*, flagship of the Pacific fleet. Ahead of the sailors is a detachment of coast artillerymen from Fort Rosecrans, which guards the entrance to San Diego harbor.

launched to place an immense Chinese exhibit at the exposition. This exhibit will be made by the Chinese government. Interested in it are a number of influential Chinese merchants and government officials who recently visited here.

The scheme which these proposed was to have shipped here a great quantity of exhibit material originally intended for the San Francisco exposition but which was not placed for lack of room. The exhibits coming here will be about half as comprehensive as those at the northern fair, yet the whole will be featured

Universal Film Manufacturing Company. For two days they were happy. But on the next they were jeered at not only by unsuccessful rivals but also by the beauties of San Diego.

"We're going to organize a male beauty contest," says the Bachelor Girls' Protective Association. "If eligible young women are brought in to compete with us, we will retaliate with importing eligible young men."

* * *

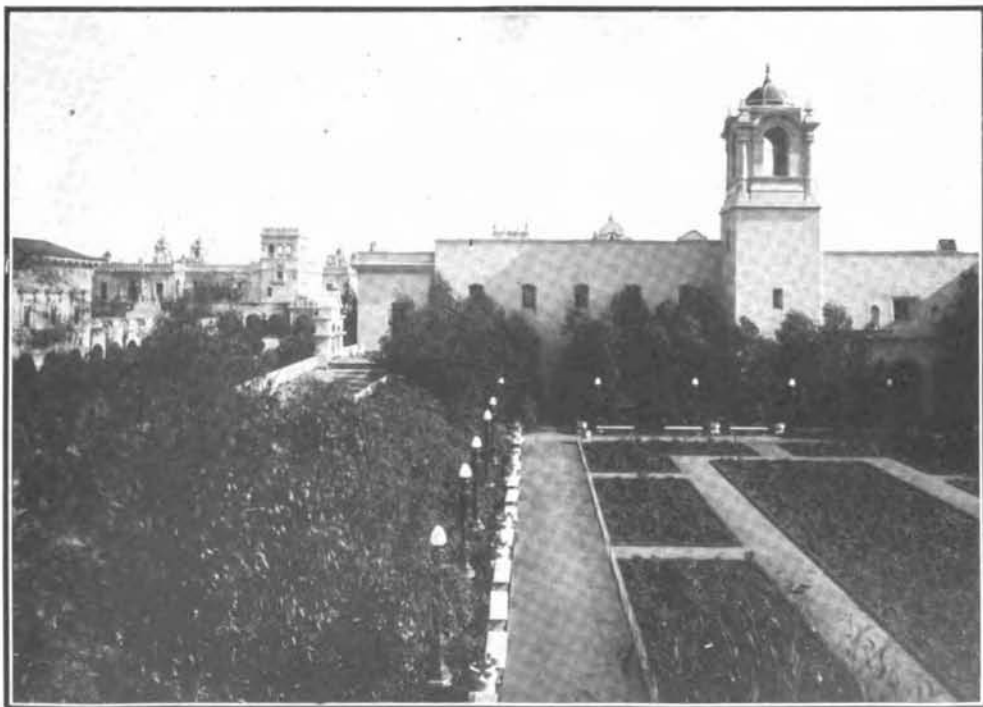
Across the bay from San Diego lies the beautiful Island of Coronado. Here



FIRST U. S CAVALRY AT DRILL

congregate many people from all over the United States to spend the summer. The famous Hotel Del Coronado on Coronado Beach is one of the world's best known hostelries. It is a great roomy place filled with beautiful paintings, flowers, cozy corners and tempting rest-rooms. In the court, or patio, are hundreds of singing birds, while beautiful climbing rose bushes and flowers of many other descriptions beautify the spot and fairly enchant the tourist. About half a mile from the hotel lies the great Coronado Tent City, wherein accommodations for thousands are afforded in spacious,

cleanly tents and individual cottages, with their comfortable equipment. The surf at Coronado is the most famous on the coast, while polo, golf, tennis, boating, bay and surf bathing are provided for the guests at the big hotels, where one may live in luxury at very moderate rates. For a nominal fare the ferry may be taken across to the mainland and the city and exposition visited. In the evening the cool return trip is very restful and assures one spending a pleasant evening at the hotel or on the beach, and, when night comes on, the breeze from the Pacific makes necessary a blanket in order to have comfortable repose.



LOS JARDINES DE MONTEZUMA



LOOKING FROM THE NEW MEXICO BUILDING TOWARD THE TOWER

San Diego Notes

WITH heavy attendance and liberal spending of money the San Diego Exposition was able at the end of July to have a big balance on the profit side of the ledger. Including July 1,264,561 people visited the exposition, and since then the crowds have been coming thicker than ever.

July's average daily attendance was 9,707—a much higher daily average than any previous month. The total for July exceeds that recorded in January, the previous high month, by just 120,710. This excess is almost equal to the total attendance of February. The attendance by months since the opening is as follows: January, 180,270; February, 133,168; March, 153,042; April, 151,148; May, 179,818; June, 166,135; July, 300,980.

While the month was featured by several special events which drew large crowds, the attendance for the days immediately following the celebration days was heavy, thus indicating to exposition officials that there was an influx of visitors continuing. The exposition information bureau has just compiled statistics which show that visitors are remaining longer in San Diego than they did during the first months of the exposition. The average visit of early sightseers was

two days, but in June and July the average visit was lengthened to four days.



"Safety First will arrive in San Diego, the first port of call, early in November."

This is the radiogram which Captain Cosgrove flashed from London, Conn., the other day to President G. A. Davidson of the San Diego Exposition. The message announces what will probably be the most unique water trip on record.

At the wheel of Safety First, a small power schooner which displaces only eleven tons, Captain Cosgrove left the Atlantic seaboard on August 1. When the anchor of the Safety First is dropped in San Diego Harbor, Captain Cosgrove will have completed the first important lap of the long trip which will circle the globe before it ends. From San Diego the daring skipper plans to visit the South Seas, Australia, the Orient, and will thence take his good ship through the Suez Canal to the east coast of the United States.



Ploughing up the placid Pacific the flagship Colorado of the Pacific fleet, with Admiral Thomas B. Howard, returned a sea-weary battalion of marines to San Diego and the San Diego Exposition for the rehabilitation of the marine barracks on the exposition grounds re-

cently, when the battalion's daily drills again became a part of the special events.

This, the second battalion, Fourth Regiment United States Marine Corps, under command of Colonel Pendleton, had been taken to Mexican waters and there held in readiness for weeks to persuade the Yaqui Indians to cease molestation of Americans if necessary. It was not necessary. The Yaqui chiefs had declared war on Germany, Ireland, the United States and about all the other

thing like 300,000 miles. Although the speed of these cars would prohibit their use in an elopement they are such a novelty that their popularity continues to increase. The speed, which is limited to two and one-half miles an hour "under favorable conditions," urges many burlesque races between visitors.



A blind man visited the exposition some months ago and declared he de-



IN THE PAINTED DESERT, THE SANTA FE'S GREAT CONCESSION

countries they had heard of, but decided if the cruiser Colorado was a sample of what might visit them they would call it off.

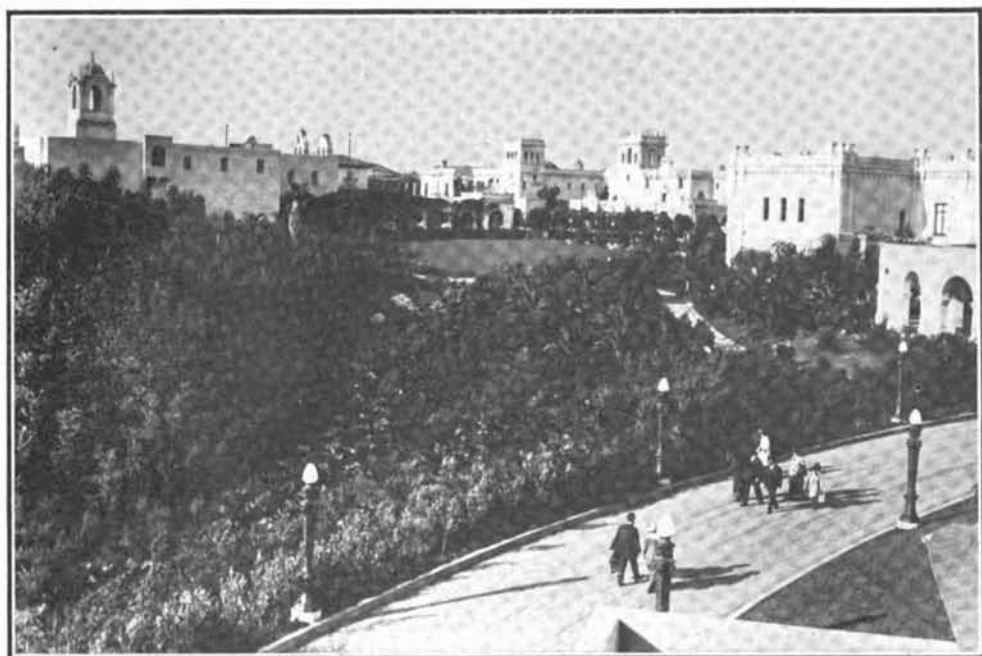
Admiral Howard since his return has transferred his flag to the big battleship San Diego.



An enterprising employe of the San Diego Exposition who loves to delve into statistics and who has a head for "figgers" has just announced that the electricquats at the exposition have traveled 143,086 miles since the exposition's opening. This fellow estimates that at the close of the exposition the little sightseeing cars will have saved visitors some-

rived as much pleasure from "sightseeing" as a person whose vision had not been destroyed. Now comes the armless man. The strangest part about his visit is that he arrived in an automobile, which he had driven from Schenectady, N. Y. He is Albert Stevens, and, when he pulled his machine up in front of the California Building to receive the congratulations of President Davidson, the speedometer read 5,100 miles. On the run across the country Stevens was accompanied by his wife, and many side trips were made.

As a result of an accident many years ago Stevens' left arm was amputated at the shoulder and the right one at the



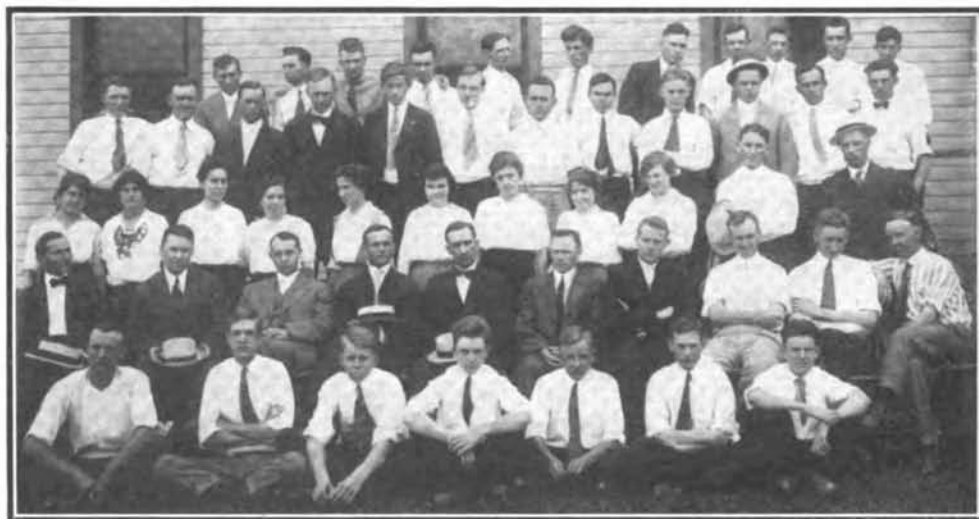
LOOKING TOWARD THE PLAZA DE PANAMA



THE MAY FLORAL FESTIVAL AT SAN DIEGO

elbow. On his car Stevens had the gear-shifting levers and brakes arranged so that he could operate them with his feet. He steers the car with the stub of his right arm, the steering wheel having up-

right pegs into which the stub fits. Placing this half arm between these pegs, Stevens moves the upper part of his body so that he can steer the machine with ease.



AUDITOR MEYER AND STAFF, AMARILLO, TEX.

Second row, left to right—A. E. Meyer, auditor; H. M. Sowle, chief clerk; Charles Doud, head disbursement clerk; M. H. Ecker, head ticket clerk; H. G. Alsip, assistant head freight clerk; I. H. Davies, head freight clerk; C. E. Weymouth, property accounts; E. A. McCaffrey, claim inspector.



SANTA FE BAND, SOMERVILLE, TEX.

The employees of the Santa Fe at Somerville, Texas, have organized a band with the result shown above. The band represents an investment of over \$5,000 and is one of the best equipped amateur organizations in the state.



MAJOR-GENERAL GOETHALS AT THE SAN DIEGO EXPOSITION

Jottings From San Diego



HE visit of Major-General Goethals was made an event of pronounced importance, centralized in Goethals Day, observed on September 13.

Exposition directors and San Diego officials and citizens combined in an effort to pay the fullest homage to the builder of the Panama Canal, the completion of which undertaking the exposition celebrates and the opening of which places San Diego in a coveted commercial position as the first United States port of call on the western coast.

The Panama Canal, its history and building were the topics of an address delivered by Major-General Goethals to an immense crowd gathered at the great outdoor organ pavilion on the exposition grounds.

A special talk on the canal also was granted the school children of the city during the afternoon, the canal builder addressing them from the top of Gatun lock in the mammoth reproduction of the canal on the exposition Isthmus, the Panama Canal Extravaganza. The concession admitted school children free during the afternoon.

The exposition, in its effort to make the day one of educational advantage to

the school children, opened its gates to them free of charge during the day.

* * *

Motion Picture Day, with a dozen or more playing companies enacting as many varieties of comedies and serious dramas about the grounds, drew an immense crowd and kept it highly amused. Hundreds of non-participating players from studios in Los Angeles and vicinity and San Diego, managers, directors and publicity men looked on.

A feature of the day's activity was the crowning of Francis X. Bushman and Beverly Bayne, of the Metro-Quality film, king and queen of Movie Day, President Davidson of the exposition performing the ceremony in a scene of regal setting. The king and queen entered the grounds in a motor car at the head of a long parade of machines bearing stars of filmdom. Bushman and Miss Bayne were elected by popular ballot throughout southern California.

The movie stars were tendered an elaborate banquet in the evening, and this was followed by a grand open air ball on the Plaza de Panama, King Francis and Queen Beverly leading the grand

march in a play of varicolored search-lights.

* * *

Of a large number of more noted organists who have appeared at the great \$100,000 outdoor organ at the invitation of Dr. Stewart, official organist, Harold Gregson of London is the first of the foreign artists to appear.

Mr. Gregson is now giving a series of recitals at the organ and is thoroughly pleasing large audiences. He is one of the younger men numbered among "cele-

Exceeding expectations the August attendance at the Exposition reached a total of 229,604 according to a statement issued by the exposition management. This total represents a daily average attendance of 7,407 for the month.

* * *

Of great singers who have appeared at the San Diego Exposition, singing at the \$100,000 outdoor organ, none, with the exception of Mme. Ernestine Schumann-Heink, whose home is near San Diego,



BEVERLY BAYNE CROWNED QUEEN OF MOVIE DAY

brated organists" and was a pupil of Sir Walter Parratt, "Master of the King's Musick," and has appeared on numerous occasions before British nobility.

* * *

The historic Liberty Bell, gloriously possessed and zealously guarded by the city of Philadelphia, will reach San Diego for exhibition on its western tour early in November. Direct charge of the bell will be in the hands of the city of San Diego, through the city officials, that trust being reposed by the city council of Philadelphia.

have so delighted exposition audiences as three who appeared recently.

Florencio Constantino, whom many critics recently have acclaimed the rival of Caruso and destined to supplant him, sang to an audience that packed the spacious plaza fronting the organ pavilion and received tremendous applause.

Mlle. Alyce Loraine, the Parisian soprano, declared to be the most beautiful woman of France, scored a complete success in a delightfully varied program, proving her voice even in the open-air test in no wise secondary to her great

beauty and personal magnetism, and Miss Eleanor Patterson, "America's Genuine Contralto," of whose "six feet of voice," a tribute inspired by her unusual height, covering three full octaves, won new laurels under the same test.

* * *

Farmers of the Middle West will visit the San Diego Exposition in large numbers during the last half of October and early November, according to officials of the Santa Fe, who are arranging to bring them out in special trains. Three of

the trains already are provided for, the first to leave Chicago on October 14.

The farmers from the interior will find much of great interest at the San Diego Exposition, which was designed especially to further agriculture in the Southwest and presents an eloquently silent demonstration of the possibilities in this section of the country by exhibits of growing orchards and gardens and the planting of the grounds, all of which have been brought to perfection in the short space of three years.



Photo by C. I. Siegel, San Diego.

ON SAN DIEGO BAY

This Santa Fe sign is a familiar sight to those who have made the trip by ferry from San Diego to Coronado. It is fastened to the piling which runs out to the Santa Fe pier. It reads: "No change to San Francisco; The Saint, 12:30 p. m." The Saint is the name of the Santa Fe flyer, made up of de luxe equipment, running between San Diego and San Francisco. The train in the opposite direction is known as the Angel.



OLDEST BRIDGE IN USE ON THE SANTA FE TRAIL

This crude bridge is located in Apache Cañon, New Mexico, and over it for many years the traffic of the Southwest passed and repassed. It was built about 1835.

The Railways And the California Expositions

Information With Reference to the Volume of Traffic Over the Various Roads as Compiled by the Railway Age Gazette



THE Panama-Pacific International Exposition at San Francisco and the Panama-California Exposition at San Diego held this year in celebration of the opening of the Panama Canal, are of interest to railwaymen in several ways. The opening of the canal was itself a great transportation event. The expositions have stimulated travel to California and the West in general in such proportions as to require a great deal of preparation for it on the part of the western railways, and during the past few weeks to such an extent as to tax the facilities of the lines serving the Pacific coast.

It is believed that the expositions have introduced large numbers of eastern people to the attractions and opportunities of the far West in such a way as to have a permanent effect both in the way of stimulating future travel and in attracting settlers. Moreover, the railways themselves have taken an active part in the effort to make the expositions a success, spending large sums in advertising them and making low rates, and the transportation exhibits at the San Francisco Exposition, of the railways and of the railway supply companies, are among the most interesting features.

The Panama-Pacific International Exposition was opened on February 20 and will close on December 4, while the Panama-California Exposition at San Diego was opened on January 1, and is to remain open through the calendar year.

RATES AND ROUTES

On account of the expositions the railroads early announced round-trip rates to California on a basis lower than has been made for summer travel to the coast for several years; \$50 from the Missouri River, \$62.50 from Chicago and from \$94.30 to \$98.80 from New York, the lower rate applying via the differential lines.

These rates were made effective from March 1 to November 30, with a final return limit of three months from date of sale, but not later than December 31. Liberal stopovers have been allowed on both going and return trips and many free side trips were offered, so that considering the total mileage thus made possible the rates offered have probably been the most liberal ever offered for travel to the Pacific coast. The rates were made available by a

great variety of routes, and, with an additional fare of \$17.50 via Portland, Tacoma or Seattle, almost any combination of routes, including steamship lines along the Pacific coast, could be selected. Several of the roads published booklets outlining forty or more routes which were available from the Middle West.

Tickets via most of these routes included the round trip from Los Angeles to San Diego and return and free side trips were offered to Denver, Colorado Springs or Pueblo, Salt Lake City, Seattle and Tacoma, and many other points from the routes which do not reach them directly. Low rates also were made for side trips to many other points of interest. With the free side trips added, the \$62.50 rate from Chicago covers from 5,000 to 5,400 miles and the \$80 rate well over 6,000 miles, making the rates per mile approximately 1.25 cents, and by some routes as low as 1.12 cents.

PREPARATIONS MADE BY RAILWAYS

The railways have been preparing for handling the exposition business for two or three years. The first preparations consisted mainly of arrangements for adequately advertising the event, and a vast amount of literature has been prepared by the railway advertising departments on the expositions and the points of interest to which the special exposition rates would naturally attract many visitors.

The Santa Fe System also built a new passenger station in San Diego, and the Southern Pacific built new stations at Los Angeles and at Third and Townsend streets in San Francisco, partly to accommodate the increased travel expected this year.

Several of the transcontinental roads put on new trains in anticipation of the exposition travel. The Santa Fe on February 7 put into service a new train called "The Missionary" from Chicago to Los Angeles and San Francisco, and also a new train between New Orleans and California. On April 12 a new train called the "Scenic Limited" was put into service between St. Louis and San Francisco by the Missouri Pacific, Denver & Rio Grande and Western Pacific. New service also was established on May 30, June 19 and June 20 by the Chicago & North Western, Chicago, Milwaukee & St. Paul, Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific and Wabash in connection with the Union Pacific and other

western lines, the Union Pacific putting on three additional trains in each direction.

ATTENDANCE AND PASSENGERS CARRIED

With the San Francisco exposition period only partly over it is, of course, impossible at this time to gage accurately its success as compared with other expositions as measured by attendance or the number of passengers carried by the railways, but some figures are available covering July and a part of August.

On August 20, after the San Francisco exposition had been open for six months, the total attendance as given out by the exposition officials was 10,813,153, an average of nearly 60,000 a day. The attendance figures by months are as follows:

February	830,980
March	1,690,042
April	1,439,777
May	1,677,947
June	1,584,198
July	2,157,661
August (20 days).....	1,432,545
Total	10,813,153

On September 4 it was reported that the attendance had passed the 12,000,000 mark. About one-third of the attendance has been free, including employees, exhibitors, press representatives, etc. The attendance at first was very large and during the first few days, after the special rates went into effect, the travel from the East was very heavy. The attendance during the opening week was 519,599, but after the first month both the attendance and the passenger traffic from the East were considerably reduced until the vacation season, toward the end of June, when both the attendance and the number of passengers from the East began to increase rapidly. From July 1 on, the attendance increased at an average rate of about 10,000 a day for a time, and the increase continued through August. The highest recorded attendance for a week was 559,936, for the week ending August 8, which exceeded that of the opening week by about 40,000.

The attendance at the San Diego exposition for the first six months was 1,265,718.

During the first days after the special rates went into effect most of the roads out of Chicago ran their trains with extra cars or in several sections, and during the vacation period some trains were run with extra sections every day. Practically all of the lines participating in the transcontinental business have shown a considerably increased travel, but for a time, between the first rush and the heavy summer travel, business was so light that many of the roads were greatly disappointed with the results. Considering the entire season to date, while the California terminal lines, which are all fed by a number of intermediate lines, have enjoyed an unusually large traffic, the more easterly lines that have had to divide the business to a greater extent have not fared so well and many have reported that business has not been up to their expectations.

No statistics are available showing the total number of passengers carried to the expositions by the railways, but the number handled on the special rate round-trip through tickets from the East is indicated by the fact that 218,000 of these tickets from points east of the Rocky Mountains had been validated at San

Francisco, Los Angeles, San Diego and other points on the coast up to August 25. As the heaviest travel was during the months of July and August, a large number of eastern people were in the West at that time who had not yet had their tickets validated for the return trip.

CALIFORNIA TERMINAL LINES

The lines to San Francisco, which have handled all the through passengers to the exposition in that city, except those carried by the steamship lines, are the Santa Fe, the Southern Pacific and the Western Pacific.

The Santa Fe, which is the only single through line from Chicago to California, and which also reaches both San Francisco and Los Angeles, as well as being the only line to San Diego, participated to an unusually large extent in the exposition travel. On March 1 the California Limited was run in eight sections. During July the passenger business west of Albuquerque showed an increase of 40 percent, and 54 special trains were handled westbound and 43 eastbound.

The Grand Cañon on this line was also an added attraction, and during July and August three trains a week were run directly to the cañon in each direction. On some days as many as 1,500 people visited the cañon, the average for July being 575 a day, requiring the installation of temporary facilities, such as tents and parking cars. During the first months after the opening of the exposition the travel was of course largely westbound and equipment was moved east empty, but since June the business has been well balanced, although it has been necessary to deadhead equipment in both directions in order to maintain the standards for certain trains. During the first two weeks in July the Santa Fe handled more pullman equipment in Los Angeles than was handled in New York City by both the Pennsylvania and New York Central lines.

The heavy travel also made the problem of serving meals an important one, and during recent weeks the experiment has been tried of stopping the limited trains at eating-houses in addition to carrying dining-cars.

As the Santa Fe has the only rail line into San Diego, it enjoyed an unusually profitable business between that city and Los Angeles. Nearly all the round-trip tickets from the East to California included a coupon for the trip from Los Angeles to San Diego without extra charge and a large percentage of the tourists took advantage of the opportunity. Figures showing the number of passengers handled by the Santa Fe on this line were not available, but the total attendance from January 1 to July 1 was 1,265,718. With six regular scheduled trains in each direction many trains were run with extra sections, and as a large percentage of the travel was on day trains this was an unusually profitable business, capable of being handled in an economical way. With day coaches it was possible to seat 80 passengers in a car, as compared with almost 24 in a pullman, and it was also possible to accommodate the number of cars in a train to the number of people who wanted to go on that train so that the trains were just comfortably filled.

The Southern Pacific, with its Shasta route from the north, the Ogden route from the east,

and the Sunset route from the south, connecting with the various lines running from the Middle West, naturally has handled the bulk of the passengers into and out of San Francisco, and has probably handled a very large percentage of all of the through passengers over at least a part of its lines. This road, therefore, showed the remarkable increase of 300 percent in its transcontinental passenger business for the month of July as compared with July, 1914. From February 20, the date of the opening of the exposition, until July 31, the Southern Pacific received from or delivered to its eastern connections a total of 280,095 passengers traveling on the special exposition excursion tickets, of which 120,777 were handled in the month of July, and 75,083 during the last two weeks of July. During the same period a total of 212,100 passengers to

passengers between Los Angeles and Salt Lake, including 16,966 received from connections, westbound. This road has three regular through trains in each direction a day, which were run in sections several times a week during July and August, and up to August 15 had handled 112 special trains and sections for organized parties. At the beginning of the season this company took over all the eating-houses on its line in order to make sure of good service and turned over their operation to the dining-car department. On the Pacific Limited train the plan was tried of serving an attractive 50-cent club luncheon in the dining-car, which proved very popular and increased the dining-car receipts. Its subsidiary, the Pacific Navigation Company, operating the steamships Yale and Harvard, during the summer made four trips a week in each di-



BEAUTIFUL AND COMMODIOUS SANTA FE DEPOT AT SAN DIEGO

Built to accommodate the crowds attending the exposition and to meet the demand of this rapidly growing city, favored with a wonderful climate and entrancing environment:

the exposition were handled on local tickets, the heaviest movement also being for July, with a total of 64,354. Up to August 16 the Southern Pacific had handled 117 special trains averaging at least 125 passengers each, and 190 special car parties.

Officers of the Western Pacific estimated that this line had handled over 400 through passengers a day into San Francisco during June, July and August, and a slightly larger number in the reverse direction, in connection with the Gould lines and other connections east of Salt Lake City. July showed the largest passenger business in the history of the company, and, as the local passenger traffic is comparatively small, the increase is attributable to the exposition travel. In addition to three regular trains each way a day, filled to capacity and with frequent extra sections both eastbound and westbound, the Western Pacific handled about one special train a day on the average in each direction.

The San Pedro, Los Angeles & Salt Lake also experienced an unusually large increase in passenger traffic on account of the expositions. During July this road handled 35,707 through

reception between San Francisco, Los Angeles and San Diego, carrying from 600 to 900 passengers each per trip.

Low rate excursion rates also were made during the summer for local travel between Los Angeles and San Francisco and between Los Angeles and San Diego. To San Diego rates as low as \$4 and \$5 for the round trip were made for special occasions, for a distance of 250 miles, while tickets good for three months were sold for \$6.25. Between San Francisco and Los Angeles a round-trip rate of \$18.75 was made on certain days, while a rate of \$22.50 was effective every day.

The westbound exposition traffic was balanced to some extent by the "back east" excursion rates—\$72.50 to Chicago and return, \$110.70 to New York and return, and \$60 to the Missouri River and return.

An illustration of the concentration of traffic at San Francisco is afforded by the fact that 449 Pullman cars were brought into San Francisco in three days in July by all roads, and the Pullman Company's laundry in San Francisco during July washed from 75,000 to 82,000 pieces of linen a day.