WABASH

WORLD'S FAIR ROUTE

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Universal Exposition—St. Louis, 1904
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GREATEST WORLD'S FAIR IN HISTORY—‘‘PROCESSES RATHER THAN PRODUCTS.’’

The Louisiana Purchase Exposition, or World's Fair of 1904 at St. Louis, is the greatest Exposition in the history of the world. Not only is its area the most expansive ever included within exhibition fences, not only is the amount of money expended the largest ever available to an exposition, not only is the space for exhibits the greatest ever under exposition roofs, but the very keynote of the Exposition—"Processes rather than Products"—is a distinct development in expositions. The Louisiana Purchase Exposition eliminates the time-honored pyramid of tomato cans and shows instead how tomato cans are made and filled with the pulpy vegetable. Instead of show cases filled with finished shoes, men and machines are shown in the act of manufacturing shoes.

The World's Fair of 1904 occupies 1,240 acres. The World's Columbian Exposition at Chicago covered 631 acres; that at Paris in 1900, 350 acres; the Pan-American at Buffalo, 500 acres; the Centennial at Philadelphia, 236 acres; and the Trans-Mississippi at Omaha, 130 acres. The Louisiana Purchase Exposition therefore covers an area almost equal to the aggregate of the Columbian, the Centennial, the Pan-American, and the Trans-Mississippi expositions.

A single building at St. Louis contains more exhibit space than was in the entire Pan-American Exposition.

The largest exhibit palace ever erected for a single department of an exposition is the Palace of Agriculture at St. Louis. The first exhibition building ever set apart for education is the Palace of Education at St. Louis. To the classes of exhibits which were shown in the great Liberal Arts building at Chicago, this Exposition devotes four of its main exhibit palaces, containing over twice the floor space of the Chicago building.

The architecture of this Universal Exposition is majestie in the great Ivory White Exhibit Palaces, historical in the foreign and State buildings, all-world and unique in concession structures.

The Palaces are the varied productions of the leading architects of the United States, designed in a chaste, harmonious scheme by these architects assembled as a commission. The style adopted by the Commission is described as "a free treatment of the Renaissance." According to dictionaries "Rennaisance" is the style which succeeded the medieval, and was based upon study and emulation of the forms and ornaments of the classic architecture of Greece and Rome.

One of the architects of the Commission defines the use of the term, "as a carte blanche to the architect to produce a beautiful effect by the use of any architectural device that ever gladdened human eyes, from the pediment and parapet of the Parthenon to the minaret and dome of the Taj Mahal."

The main exhibit palaces at St. Louis have under roof 120 acres. Chicago had eighty-two acres, Buffalo fifteen and Omaha nine. In former expositions outdoors exhibits cut little figure. At St. Louis these exhibits cover 100 acres, including the mining gallery, the steam shovel show, the model city, the mammoth bird cage, the seacoast battery, etc.

The Living, moving, operative exhibits take more space indoors and more room outdoors than does the still exposition. Upwards of 500 distinct buildings make up the Exposition in St. Louis. Almost every State has a club house, almost every foreign nation a pavilion. Some of the concessions consist as many as twenty separate structures. Fifteen of the exposition buildings are giants, as is shown in the dimensions. These buildings form a beautiful fan-shaped picture.

Upon a reservation of between thirty and forty acres, bordered by Arrowhead Lake, are exhibit buildings, habitats and 1,200 people from the Philippine Archipelago. Philippine participation will cost between 800,000 and $1,000,000.

The exhibits and building material forwarded from the islands aggregate thousands of tons. Special buildings are provided for the agriculture, forestry and the government bureaus of the Philippines. There are included a Filipino church, theatre, market place and factories of Filipino architecture. Representatives of sixty-five native tribes are to live within the reservation during the Exposition. The Filipino industries represented include mining, pearl fishing, agriculture, lace making and various native manufactures. A battalion of 400 Filipino scouts and an orchestra of eighty-five musicians are favorites of the participation. Native workmen were sent from Manila to work upon the buildings.

The radiant beauty of the night scene will far surpass the expectations of any who may attempt to picture it in advance of its realization. In the creation of the night picture every builder's art has a share. The sculptor's rare work, the architect's rich designs, the landscape architect's clever arrangement of fountains, plants, flowers and trees will all take on new beauty under the electric glow of half a million bulbs. Almost the entire energy of the Exposition power plant is available for the electric picture. The mechanical and electrical bureau has worked out a scheme of illumination that promises results never before realized in spectacular magnificence. While the buildings are reconstructed in fire for the night view by means of the festive shimmer of countless flames, the picture is accentuated by the piercing rays of arc lamps at salient points upon all the principal structures.

The Temple of Fraternity, 150 by 200 feet, two stories high, with large open court. Forty rooms for the accommodation of fraternal societies.

Ferdinand de Soto, Discoverer of the Mississippi.
WABASH LINE WORLD’S FAIR TERMINAL STATION
LOCATED IN FRONT OF THE MAIN ENTRANCE

DE GIVERVILLE AVE.

WABASH STATION

The Wabash World’s Fair terminal is an important undertaking and called for an outlay of $50,000 on the part of the Wabash Company for the station structure alone. Much time and thought has been given to the plan for the terminal, which is located directly in front of the main entrance to the Fair and through which a very large volume of the season’s traffic will pass. In the arrangement of the tracks due provision has been made for handling the local, through and excursion traffic on a rapid schedule, each independently of the other, and every precaution will be observed for safety. The Transit Company’s terminal loop is located north of the tracks, and as will be seen by the diagram above, street car passengers will reach the main entrance to the Fair on a broad plaza passing under the Wabash tracks and thus avoiding all danger of a grade crossing.

The two tracks nearest Lindell Avenue are the tracks which are used for the shuttle or local trains between Union Station and the main entrance to the World’s Fair grounds. These two tracks lead into the through main tracks west of Union Avenue, and these main tracks have automatic electric block signals every 1,200 feet from Page Avenue to the Union Station. The cars for this shuttle train service are especially constructed for this purpose, having steel underframes and with seats arranged across the car, similar to the summer cars in street car service, and have a capacity of 120 persons to each car. They will be run in trains of eight or ten cars, and it is estimated that it will be possible to handle about 25,000 passengers per hour with these trains.

The shuttle trains can be unloaded very quickly, as they will have no steps. The floor of the cars will be on the same level as the platforms along the tracks. Passengers are unloaded on the platforms outside of the two tracks, and loaded from the platform between the two tracks, the entrance to this center platform being between the turnstiles, where passengers will be required to deposit their tickets at the turnstiles before being admitted to the platforms.

The tracks immediately north of the shuttle trains are used for storing shuttle trains during the dull hours of the day, and also for storing special trains or private cars. The five main or through tracks are used for the through and excursion trains. Platforms are also between these tracks, and passengers getting off the through or excursion trains do not have to cross any tracks, but descend from the platform by a short flight of stairs to the subway under the tracks at De Baliviere Avenue, and it is but a few steps across the plaza to the main entrance to the World’s Fair grounds.

It is the intention to run excursion trains from the East via the Merchants Bridge and the Terminal Belt to Page Avenue, and thence to the Fair grounds, and also via the Eads Bridge and Mill Creek Valley, and, as stated above, all such trains will unload or load on the platform between the main tracks.

Immediately south of the main tracks and fronting on the plaza is the Wabash terminal station, which is commodious depot and consists of a waiting room 100 feet square, with an information bureau in the center, and all the usual toilet rooms, ticket offices, parcel room and a baggage room, where baggage will be received from passengers and can be sent to the nearby hotels, also an express office. On the north side of the station and adjoining the main waiting room are located five classification compartments, which are quite a unique feature. For instance, at a certain hour there will be scheduled a west-bound through or excursion train. A sign will be displayed over the entrance to one of these compartments indicating the train from which the train will depart, and passengers holding tickets for that train will be admitted to that compartment, and any passengers intending to take other trains will not be permitted to enter that compartment. When the train is announced the gate from that compartment will be opened and passengers will proceed to the platform, and thence to their train. Thus it will be seen that crowding is avoided, and passengers will not be allowed to have admission to any train except the one they are to take and for which they hold tickets.