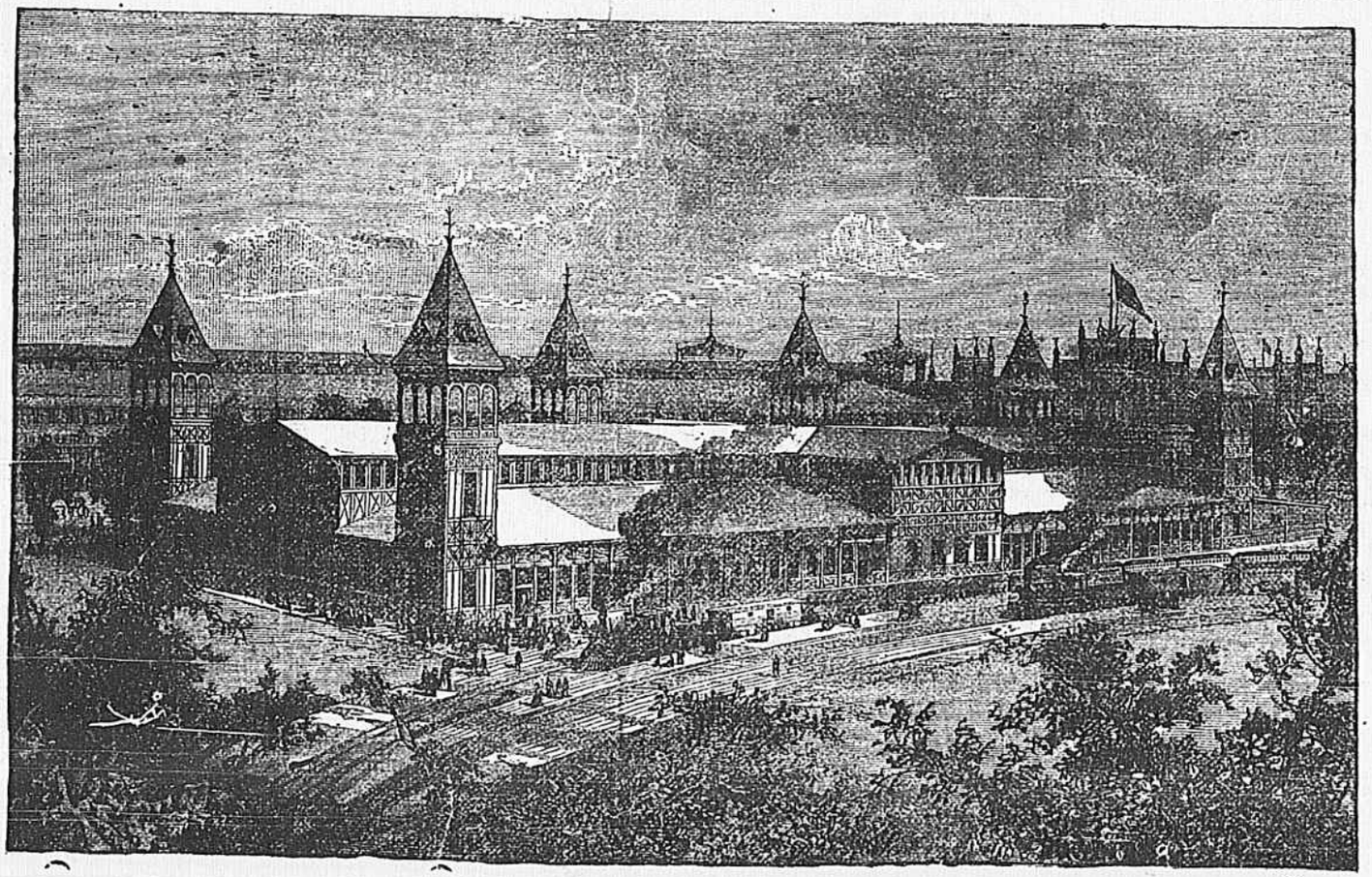
The Art Gallery.

The most imposing and ornate of all the structures is memorial hall, built at a cost of $1,500,000, by the state of Pennsylvania and the city of Philadelphia. This is placed at the disposal of the centennial commission, to be used during the exhibition as an art gallery, after which it is designed to make it the receptacle of an industrial and art collection similar to the famous south Kensington museum, at London. It stands on a line parallel with, and a short distance northward of, the main building, and is in a commanding position, looking southward across the Schuylkill over Philadelphia. It stands upon a terrace one hundred and twenty-two feet above the level of the Schuylkill. Being designed for an absolutely fireproof structure, nothing combustible has been used. The design is modern Renaissance. It covers an acre and a half, and is three hundred and sixty-five feet long, two hundred and ten feet wide, and fifty-nine feet high, over a spacious basement twelve feet high. A dome, rising one hundred feet above the ground, surmounts the center, capped by a colossal ball, from which rises the figure of Columbia. The main front of this building looks southward, displaying a main entrance in the center consisting of three enormous arched doorways a pavilion on each end, and two arcades connecting the pavilions with the center. The entrance is seventy feet wide, to which there is a rise of thirteen steps. Each of the huge doorways is forty feet high and fifteen feet wide, opening into a hall. Between the arches of the doorways are clusters of columns, terminating in emblematic designs illustrative of science and art. The doors are of iron, relieved by bronze panels, displaying the coats of arms of all the states and territories. The United States coat of arms is in the center of the main frieze. The dome is of glass and iron, of unique design. While Columbia rises at the top, a colossal figure stands at each corner of the base of the dome, typifying the four quarters of the globe.

In each pavilion there is a large window, twelve and one-half feet by thirty-four feet. There are altogether eight of these windows, used for the display of stained glass paintings, etc. The arcades designed to screen the long walls of the galleries each consist of five groined arches, and form promenades looking outward over the grounds and inward over gardens extending back to the main wall of the building. These garden plots are each ninety feet by thirty six feet, ornamented in the center with fountains, and intended to display statuary. The arcades are highly ornanented, and the balustrades of them and of the stairways are also designed for statuary. The walls of the east and west sides of the structure display the pavilions and the walls of the picture galleries, and are relieved by niches designed for statues. The frieze is richly ornamented, and above it the central dome shows to great advantage. The rear or north front of the building is of the same general character as the main front, but, in lieu of the arcade, has a series of arched



CENTENNIAL DEPOT, PENNSYLVANIA RAILROAD

The Pennsylvania railroad company, whose lines penetrate every section of the Union, and directly connect all important points with Philadelphia, has made magnificent preparations for conveying, with safety and comfort, the millions of people who intend visiting the Centennial Exhibition directly to the Centennial grounds. The location of the Exhibition made it impossible for any other railway to directly reach the Exhibition buildings and grounds, and the management, ever since the site was designated, has employed its gigantic equipments and unrivaled facilities to make the Exhibition a success, by providing the amplest accommodations at the minimum price, for both exhibitors and visitors. It was fitting that a railway company, national in its character and operations, should thus second the commissioners in illustrating our centennial history by demonstrating the high degree of excellence attained by the railway transportation system of America, in making the great thoroughfares uniting the Atlantic seaboard and the Mississippi valley, the West, Northwest and Southwest with the Centennial City, as perfect as possible in all its essentials and details.

Its routes follow the geographical channels of continental inter-communication, uniting most of the larger cities on the southern shores of the great lakes, on the Mississippi and Ohio rivers, and on the Atlantic harbors. The main road from New York to Philadelphia, though passing through the principal cities of New Jersey, does not deviate six miles from an air line, and this deflection is due to the interposition of navigable waters. These routes not only excel in directness as well as in the number of important cities and towns they connect, but they are confessedly superior in construction and equipment. Between Pittsburgh and New York, 444 miles, the entire line is double track, laid with heavy steel rails with joints connected between ties by a process that gives the effect of continuous rail, on which there can be no unpleasant jarring. All bridges on the line are of iron or stone. A large portion of this distance is provided with a third track, which enables freight trains to keep entirely out of the way of passenger travel, and permits the express trains to run their allotted distance without interruption, and near Philadelphia, and other important terminal points, four tracks have, for considerable distances, been completed.

The Block signal system, exclusively used on the Pennsylvania railroad throughout its entire length, compels the engineer of a train to know whether the track is clear or not to the next station, be it one or ten miles, and every modern appliance for combining the highest speed with the most perfect safety has been adopted. The company has built 200 elegant cars, with engines of the first class ample to move all trains that may possibly be required.

Centennial visitors will find the Pennsylvania road the only direct route from the West, North and East to the Centennial Exhibition, the rates as low as by any other route, the time made by it the quickest, and the accommodations for comfort, luxury and safety unequaled. Careful agents, on all trains, will arrange for the prompt and cheap delivery of all baggage, and, for fifty cents, sell seats in a comfortable carriage to any point in Philadelphia.

Above all, these visitors will be landed at the very doors of the Exposition, in the beautiful Centennial depot of the company represented in the above cut. It stands opposite the open space separating the Main exhibition building from Machinery hall, facing the principal entrance gate and the Judge's pavilion, and in close proximity to several immense hotels and restaurants. It is 340 feet in length by 100 in width, two stories high, and surmounted by six towers. In design it is tasteful and ornamental, comparing favorably with the many beautiful structures erected for the purposes of the Exhibition. The first floor contains a general waiting room, 130 by 100 feet, a ladies' waiting room eighty-one by 100 feet, a baggage room forty-nine by 100 feet, a ticket office thirty by forty feet, a package room ten by thirty feet, and a number of retiring rooms, all handsomely finished, and provided with every convenience. The rooms on the second floor are for the use of the railroad officials and employees.

This depot is reached by a circle of three tracks sweeping from the main roadway four-fifths of a mile long, and the diameter of the circle they describe is 600 feet. All trains will enter this circle heading west, and depart from the depot heading east. Three trains can be landing or receiving passengers in front of the depot at the same time, the entire tracks being floored over, and no matter in what direction the trains may come or go, they can be moved without confusion, delay or danger.

Seventeen additional sidings have been constructed, connected with this circle, of a length of 1,000 feet each, upon which waiting trains can be run and remain with engines attached, until the time arrives for them to enter upon the circle, receive their passengers, and depart for destination. This arrangement of tracks and sidings is novel, and affords facilities for the transaction, without detention or confusion, of an almost unlimited passenger business.

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