

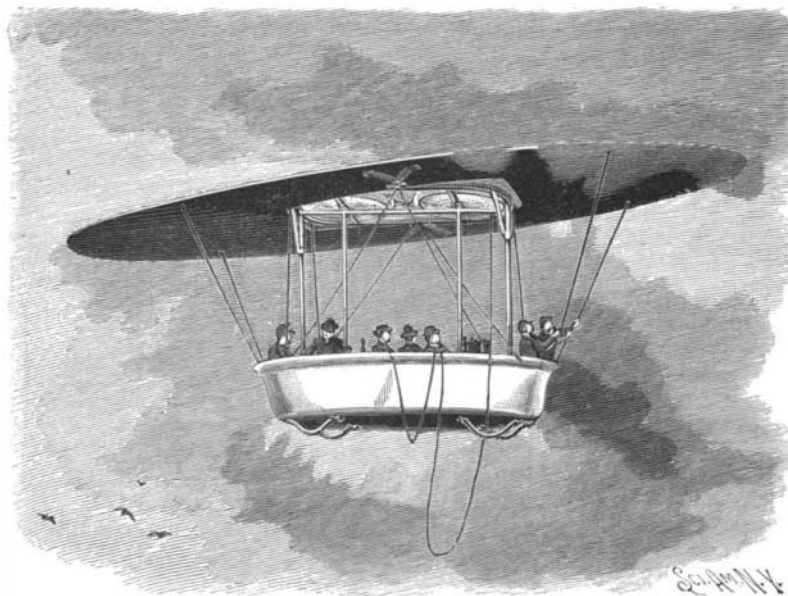
AERIAL NAVIGATION.

Among the many efforts constantly being made to construct a vessel which will be able to travel and carry passengers through the air, those which depend largely upon the use of the aeroplane for their support in motion, and for making use of the air currents to the best advantage, seem to have of late attracted the most attention. An air vessel of this class is shown in the accompanying illustration, and forms the subject of a patent recently issued to Estanislao Caballero de los Olivos, No. 34 West Fifteenth Street, New York City. In a suitable light, but strongly made, basket or car is carried the best obtainable type of engine for operating sustaining screws on the upper ends of shafts journaled in a light framework, to which is pivoted an elongated ring surrounding the screws. To the latter ring is pivoted, in a manner to form a universal joint, an aeroplane, which may be inclined in any direction relative to the sustaining screws, and held adjusted in the position desired, by means of ropes or equivalent means, the aeroplane having a central opening of sufficient size to allow it to be so inclined without impinging upon the framework or the screws. The ascent and descent of the vessel are designed to be controlled by the operation of the screws, and when the aeroplane is set at an inclination to the plane of the screws, the reaction of the air striking the inclined surface causes a forward movement in the direction of the highest point of the aeroplane if the vessel is ascending, and in the opposite direction if the vessel is descending, the direction being changed or reversed without altering the speed of the engine or the position of the screws. On the bottom of the car are springs to prevent undue shock or jar when it comes down to the ground.

THE INTERNATIONAL EXPOSITION AT ATLANTA.

The fact that the South and its wonderful agricultural, mineral, and manufacturing resources were not adequately represented at the World's Columbian Exposition led to the inception of this enterprise, which

has the further object of fostering the trade relations already existing between the Southern States and the republics of Mexico and Central and South America; also the promotion of commercial intercourse between the Southern States and the ports of Europe. Atlanta was selected as the site of the Exposition, which will open on September 15 and close on December 31, 1895.

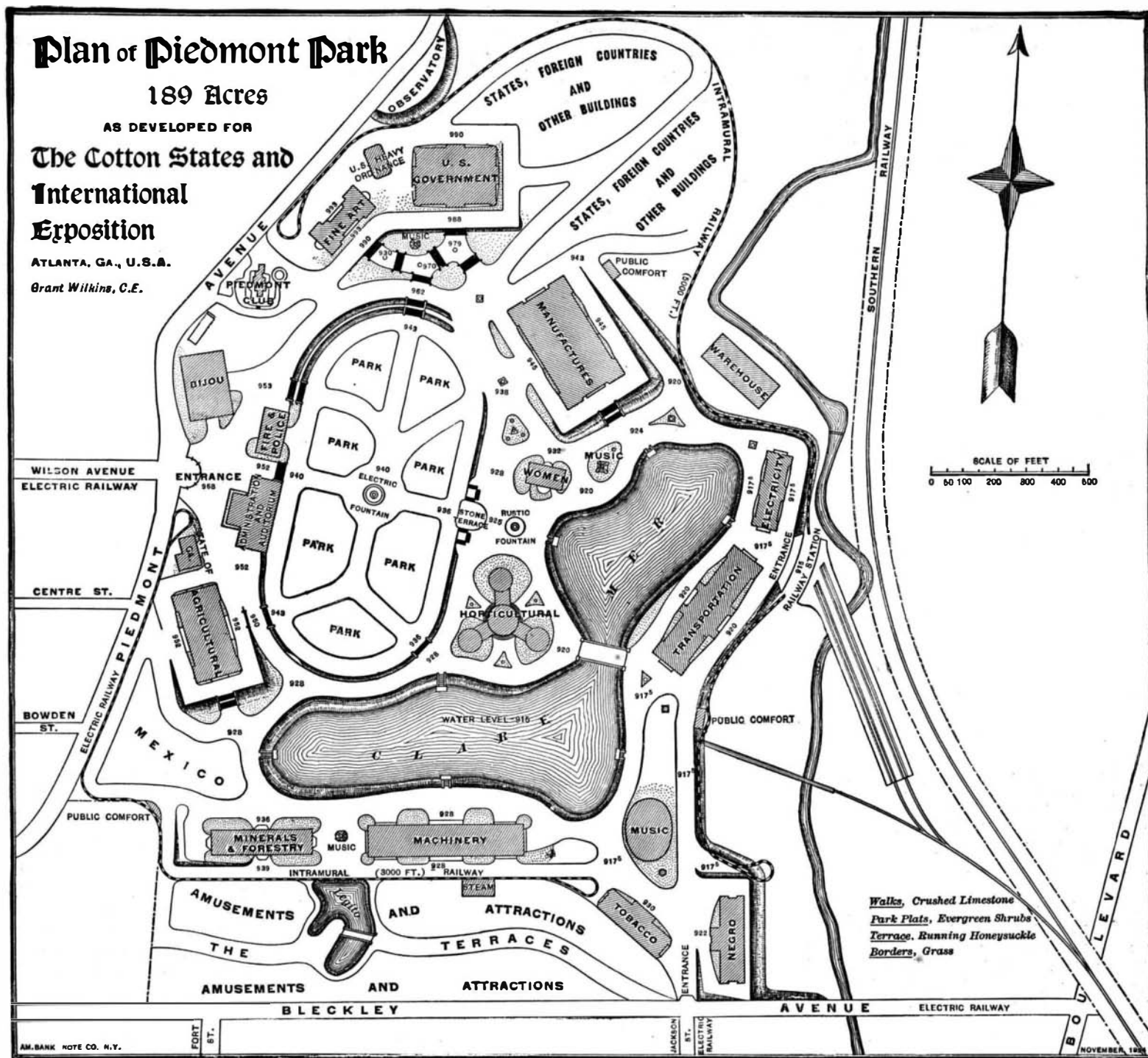


CABALLERO'S AIR VESSEL.

The Exposition will be held in Piedmont Park, located two miles from the center of the city of Atlanta. This park contains 189 acres, and more than \$300,000 has already been expended in heightening the picturesque features of the landscape, and about \$2,000,000 in all will be expended to make the Fair. We present herewith a copy of the official plan of the Exposition grounds. The small numbers on the plan show the elevation above the sea level, so that a fair idea of the topography can be obtained. This hilly ground adds greatly to the beauty of the park. It has been much commented upon, and the Chief of Construction, who is also the Landscape Engineer, has

taken advantage of it to produce the amphitheater effect around the plaza or park as it is called, the center of which corresponds with the arena. Inland lakes have been constructed, and with few exceptions, the buildings will have a water frontage. On these lakes, electric launches and gondolas will ply, affording an agreeable mode of transit from one part of the grounds to another.

The Exposition has received the indorsement of the United States government, Congress having appropriated \$200,000 for the Government building and exhibit. The Exposition has also received the indorsement of the legislatures and principal commercial bodies of a number of States, and many of them will be represented by State buildings and exhibits. Through the State Department of the United States, invitations were sent to all foreign countries of importance, and a number have accepted, so that, besides the exhibits from the Southern republics, the management is assured of exhibits from almost every important country in Europe. In addition to the United States Government building, there are twelve principal structures. The following is the list: The Manufactures and Liberal Arts, Fine Arts, Agriculture, Auditorium, Administration, Fire, Machinery, Minerals and Forestry, Negro, Transportation, Electricity, and Woman's. The leading idea is Romanesque, and the buildings are designed with an idea of stability and simplicity in construction, and the architectural effect will be produced by outlines and proportion rather than by detail and tawdry ornamentation. Mr. Bradford L. Gilbert, of New York, is the supervising architect, and is the designer of ten buildings. Mr. Walter T. Downing, of Atlanta, furnished the design for the Fine Arts building, and Miss Elise Mercur, of Pittsburg, the design for the Woman's building. The dimensions of the buildings are as follows: Manufactures and Liberal Arts, 356 feet long, 206 feet wide and 90 feet high; Machinery, 500 feet long, 118 feet wide and 60 feet high; Minerals and Forestry, 350 feet long, 110 feet wide and 50 feet high to center of the



THE ATLANTA COTTON EXPOSITION—GROUNDS AND BUILDINGS.