

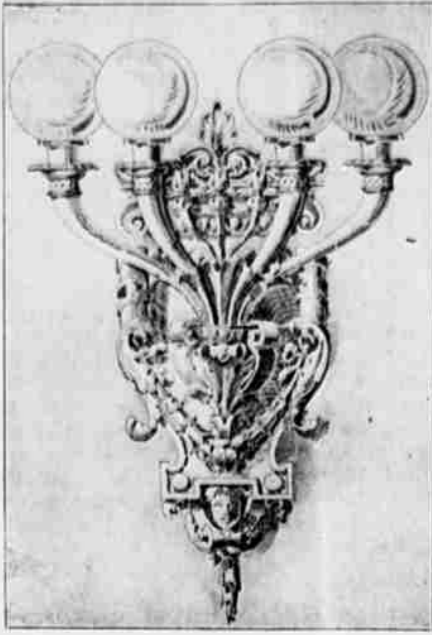
President Widener, of the Export Exposition

Besides being president of the Exposition association and a member of the board of trustees of the Philadelphia museums, Peter A. B. Widener is an active director in many street car corporations, one of the commissioners of Fairmount park and is prominently identified with a number of other important enterprises in Philadelphia and elsewhere.

Mr. Widener developed a taste for politics in early manhood and became prominent in the councils of the republican party. In 1873 he was appointed to serve out the un-

Broad street and Girard avenue he has presented to the city for the use of the Free Library of Philadelphia, removing the contents of his art gallery—a collection valued at \$2,500,000—to his residence at Ashbourne, Pa. In addition to the immense collection of masterpieces that were in the Broad street mansion, about 300, Mr. Widener has \$50,000 worth of paintings in New York, which are to be forwarded to Ashbourne as soon as arrangement can be made to receive and hang them.

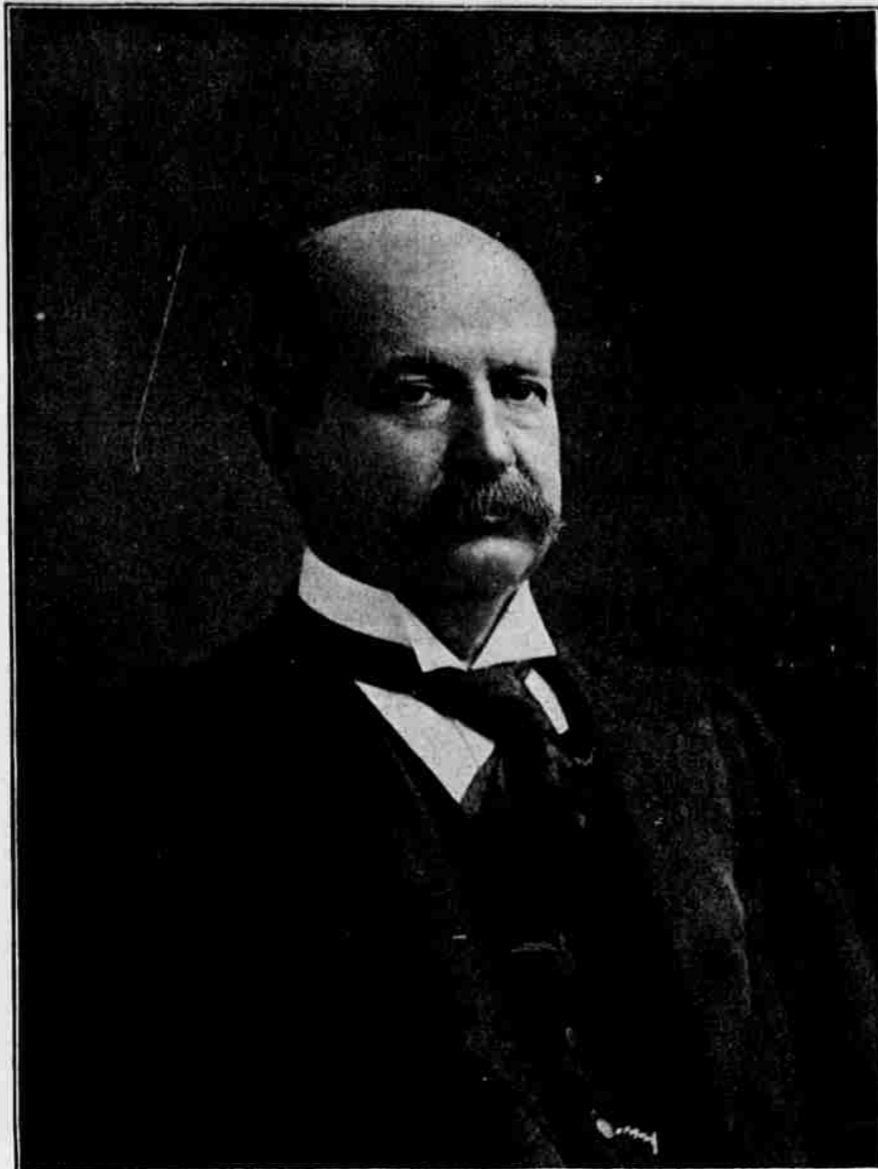
Born in Philadelphia, November 13, 1834,



Designed by F. M. Russell.

The above cut which is only one-twelfth full size, represents a fine specimen of Italian renaissance metal work. It was designed and made for the reception room of Pres. H. G. Burt, and while in keeping and harmony with the other fixtures and other surroundings, it possesses intrinsic value for its classic lines and detailed workmanship. Equally fine in design, finish and workmanship are the gas and electric fixtures made for Mr. Edward A. Cudahy's new residence. They were especially designed from the detailed plans of each room and belong to the Gothic and Rococo schools of art. They are harmonious and still rich in effect and have been pronounced by critics on design and metal work as charms of artistic beauties.

In the home of Hon. John L. Webster, Mr. Russell has again shown his artistic skill on the fixtures in this palatial residence. In design, finish and character they belong to and are typical of the art as used in the Province Brazantine many years ago. The lighting of the library is very unique, artistic, new and pleasing. Mr. Russell has long been recognized as an artist in his line.



P. A. B. WIDENER, PRESIDENT PHILADELPHIA NATIONAL EXPORT EXPOSITION.

expired term of Joseph Marcer as city treasurer and the following year was elected for a full term.

When he retired from the office he turned his attention to the development of street railroads. In 1875 he was among those who secured the controlling interest in the most important system in Philadelphia—the Philadelphia Traction company—which is now a leading feature of the city's present extensive and comprehensive electric traction system.

While Mr. Widener has been most assertively identified with this company, he is also a dominating factor in others of like nature in New York, Chicago, Baltimore and Pittsburg. He and those directly interested with him have the control and direction of more lines of street railways than any other syndicate in this country. His magnificent mansion at the corner of

Mr. Widener received his education in the public schools and the Central High school of the city. Today probably no one in Philadelphia or Pennsylvania is better informed upon the finances of the city and state, and as a financier the opinion of Mr. Widener carries with it weight and influence.

American Locomotives

There are 40,000 locomotives in use on American railroads, representing an investment of \$50,000,000, reports the New York Sun. All points of excellence and demerits considered, the American locomotives are the best in the world and besides are the standard of construction for most of the other countries. The average weight of an American railroad locomotive is 100,000 pounds and three visible changes in the matter of construction of recent years have been these: The size of American locomotives has steadily increased, the number of driving wheels has grown from four originally to eight or ten and as the number of driving wheels has been increased the size of the smokestack has been steadily reduced.

The competition between English and American locomotives has been going on for a number of years, and, to some extent, the English locomotives have pretty well held their own in the competition. Nevertheless, there has recently come to be greater foreign demand for American locomotives and the exports of these during the fiscal year of 1898 were of the value of \$3,900,000, an increase of \$700,000 over the year preceding. One of the most curious features of the gain is the fact that American locomotive builders are now successfully competing with those of Great Britain. The American locomotive is making its way not only in England, but also all over the world, because steel and iron cost less in this country than in Europe and because American workmen, though better paid than their foreign brothers, do more and better work for the same money. The chief cities engaged in locomotive manufacture are Troy, Richmond, Va., Schenectady, Paterson, Pittsburg, St. Louis, Altoona, Pa., and Philadelphia, and the business is one in which there are constant changes through the development of new patents and appliances and devices for time and fuel saving. A new market, probably, for American locomotives will be found in the West Indies, where the railroad service has heretofore been imperfect.

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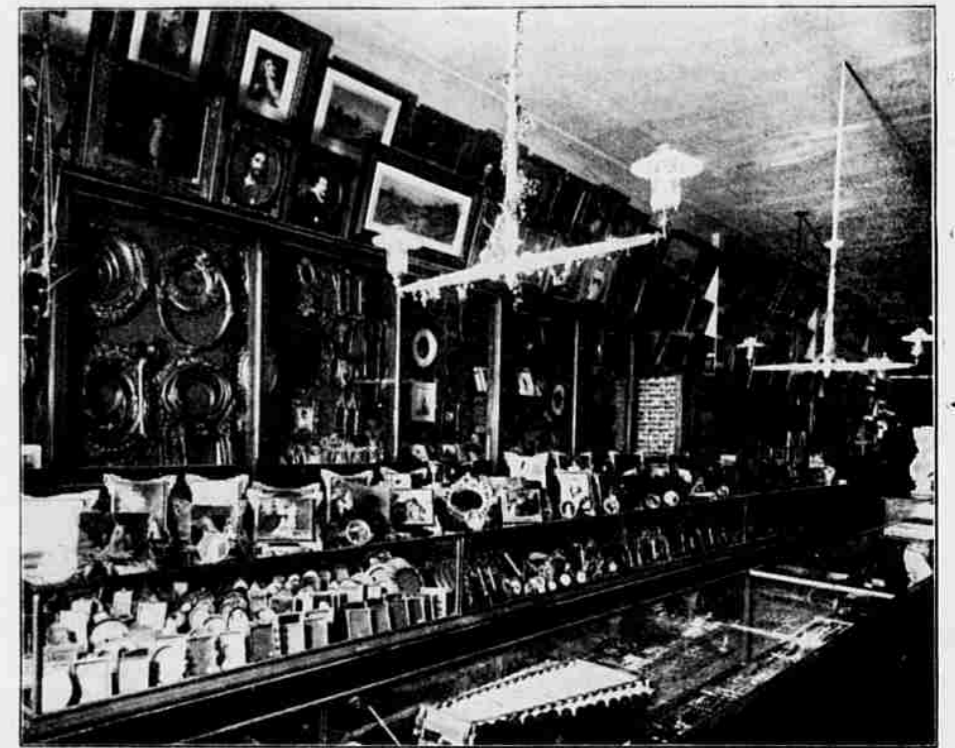


Photo by Rinehart.

This view represents only a part of the great Art Department at Mr. A. Hospe's, 1513 Douglas street. A special feature of this department is the framing of pictures. Prices here are about half what is usually charged, with hundreds of new mouldings to select from.

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W. H. MAY, M.D.

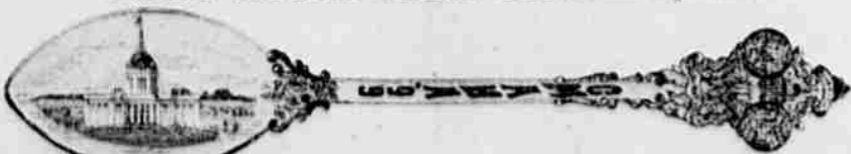
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