

THE FAIR. DURING THE PAST TWO WEEKS THE HATTER AND FURRIER.

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THE FERRIS WHEEL.

Comparative Measurement and Weight of the Giant.

It is not easy for the mind to grasp the stupendous nature of this undertaking. The wheel itself is 350 feet in diameter; at its highest point it is 398 feet above the earth. That is to say, if Bunker Hill monument were used as a yardstick to measure it, the lowering monolith would fall short 50 feet. If the wheel were set in Broadway, by the side of Trinity square, it would lift the passengers of its cars to a level with the obelisk or Luxor or Trajan's pillar, at Rome, would not be long enough to serve for a radical spoke.

Then, again, as to its enormous weight. The Niagara cantilever, just below the falls, was looked upon as an engineering wonder when it was built. Its construction required three years. The Ferris wheel was built in five months, and its weight is four times that of the Niagara bridge. The St. Louis bridge was another wonder, and its weight is about equal to that of the big wheel complete. The Cincinnati bridge is another wonder, and it is 1400 feet, a quarter of a mile long, and it would balance the scale with Mr. Ferris' big boy. And the one is so immovable, resting on two supports, while the wheel is swung upon axle lifted 140 feet in the air. It has 36 cars, and in these two segments of solidly could be seated and swept with an almost imperceptible motion high above the white world.

I said: "Precisely what does the great wheel represent in mechanics?"

"Well, Mr. Ferris replied, 'I suppose you might consider it as typifying the present progress, the latest development of mechanical engineering. You know there are really two wheels, one built 30 feet within the other. These are joined by truss work, such as we used in our finest bridge construction. Beyond all that, the wheel develops to a degree hitherto never reached the capacity of tension spoke. You know that the wheel is not only a perfect pinion wheel, but a tension wheel as well. It has 36 cars, and is perfectly adapted to its chief points. I do not know whether you have stopped to consider, but it is, instead of stiff spokes, the tension or jointed spokes. When I first proposed to build a tension wheel of this diameter the feat was regarded as impossible. It was held that the spoke rods on the upper side of the wheel at any given moment, instead of sustaining the weight of the upper part of the wheel, would, from their own weight as they hung vertically, pull down the inner wheel which they bore upon, and thus cause the wheel to become elliptical. As a matter of fact, the spokes of the kind. There is absolutely no deflection from the perfect circle.

"Considering some of the mechanical difficulties in the construction of the wheel, you will note that it stands directly east and west; thus the southern side of the wheel receives the entire brunt of the sun's rays, whereas, as the northern side is not only shaded by the southern but by the cars as well, causing a difference in expansion varying from the heat to which it is subjected of from three to six inches. All these little problems had, of course, to be met, for even this slight variation of five or six inches in the total diameter of 350 feet would be sufficient unless properly dealt with to cause a disturbance in the working gear."

"Behind the shell there was an animal and behind the document there was a man," wrote Thaine. Behind the big wheel there is a personality more interesting than the mechanism itself. Physically Mr. Ferris has little of the inventor type. The man you meet is a man of affairs, tall, well-proportioned, and well sent out. He greets you easily, his demeanor is quiet, his tones low. For a western man he is rather fastidious in his dress. In him you detect a little of the western singularity, perhaps; for the rest, that bearing of easy confidence and mild cynicism which success always brings. Perhaps his most notable characteristic is a steel blue eye of remarkable depth and clarity. Withal there is about him a something of that naive, almost boyish candor that is such a striking characteristic of Edison. His conversation is fascinating. In a quiet sentence he opens unexpected vistas, or turns the corner upon an idea so novel that it is startling. As he speaks, in evenly modulated tones, fluently, and often epigrammatically, you feel yourself in the presence of a man surcharged with ideas. —From Engineer Ferris and His Wheel, September Review of Reviews.

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	CLOSE	DEPT.
G.T.R. East	8:15 a.m.	7:15 p.m.
G.T.R. West	7:30 a.m.	7:15 p.m.
G.T.R. N.W.	7:30 a.m.	7:15 p.m.
T. & N.W.	7:30 a.m.	7:15 p.m.
M. & N.W.	7:30 a.m.	7:15 p.m.
C.V.N.	6:40 a.m.	11:05 a.m.

English mails close on Mondays, Tuesdays and Thursdays at 10 p.m. and on Saturday at 7:00 p.m. Supplementary mails to Mondays and Thursdays close on Tuesdays and Fridays at 12 noon. The following are the dates of English mails for September: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 14, 15, 16, 18, 19, 20, 21, 22, 23, 25, 26, 28, 29, 31.

N.B.—There are Branch Postoffices in every part of the city. Residents of each district should transfer their Savings Bank and Money Order business at the Local Office nearest to their residence, taking care to notify their correspondents to make orders payable at such Branch Postoffice.

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