



HYDRAULIC FREIGHT AND PASSENGER ELEVATOR.

The attention given of late years by engineers to the improvement of hoisting apparatus is very noticeable and has largely contributed to the extension of their use. As a motive power steam has necessarily taken the lead, but hydraulic power, as almost everywhere available and essentially economic, so recommends itself that ingenuity has been taxed to render it serviceable in this line, with the result of many failures and for the most part indifferent success. The large engineering firm of Messrs. Otis Brothers & Co., whose reputation is well established as man-

ufacturers of effective hoisting apparatus for hotels, stores, mills, mines, blast-furnaces, etc.—appliances characterized by great certainty of action, ease of control, and automatic stoppage in case of breakage or disarrangement of gear combination, as well as economy in working—have studiously kept in view all that has been done in the way of failures and approximations to utilize hydraulic power for elevators, and have largely experimented themselves in the same direction. They have finally decided that the invention of Mr. Cyrus W. Baldwin, of Brooklyn, of a passenger and freight elevator, the result of a series of years of