

and when that is said every one who reads at all knows the number is well worth perusing. The daily "Record of Current Events" for the preceding month is unusually full, and it follows with much more particularity the events which will make the month so memorable in the financial and business history of the country. The other regular departments, such as the editorial summary, entitled "The Progress of the World," "Current History in Caricature," "Leading Articles of the Month," "Reviews of Periodicals" and the "New Books" are each and all full of interest.

The glamour, fascination and temptation surrounding the stage are brilliantly delineated in "The Skirts of Chance," by Capt. Alfred Thompson, the prize novelette published in "Tales from Town Topics, No. 9." Vivid pictures of London and Continental Europe abound in the story, and European life at high pressure is faithfully and unerringly described. The bright miscellaneous matter following the story is equal to that of any preceding issue of "Tales from Town Topics." *Town Topics*, 21 West Twenty-third street, New York.

THE FERRIS WHEEL AT CHICAGO.

Given the circumstances, in no other country than America would the wheel have ever been built. It took three years to complete the Eiffel tower. Even here it took two years to build the St. Louis Bridge. Both were comparatively simple works. The builder of the Ferris wheel had not only to construct a work equalling these, but in such a way that it would move, and, moreover, move perfectly—a far greater problem.

On December 28 every scrap of iron and steel used in the wheel was "pig." On June 21, less than six months later, 2200 tons of this "pig," converted into a revolving mechanism as perfect as the pinion wheel of an Elgin watch, began to turn on its 70-ton axis, and has been turning, without let or hindrance, without creak or crack, ever since.

It is not easy for the mind to grasp the stupendous nature of this undertaking. The wheel itself is two hundred and fifty feet in diameter; at its highest point it is two hundred and sixty-eight feet above the earth. That is to say, if Bunker Hill monument were used as a yardstick to measure it, the towering monolith would fall short fifty feet.

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 Cincinnati cantilever is another huge bridge; it is 1,300 feet, a quarter of a mile long, and it would about balance the scale with Mr. Ferris' big toy. And the one is set immovable, resting on two supports, while the wheel is swung upon an axle lifted 140 feet in the air. It has 36 cars, and in these two regiments of soldiery could be seated and swept with an almost imperceptible motion high above the white wonder.

I said: "Precisely what does this 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 thirty feet within the other. These are joined by truss work, such as is used in our finest bridge construction. Beyond all that, the wheel develops to a degree hitherto never realized the capacities of a tension spoke. You know that the wheel is not only a perfect pinion wheel, but a tension wheel as well, and these, I suppose, may be considered as its chief points. I do not know whether you have stopped to consider, but it is as perfect a pinion wheel as the little wheel that goes clicking back and forth in your watch. In all that immense diameter there is less deflection proportionately, from a true circle, than from the pinion wheel of the most perfect wheel made. This is due to the fact that it has, 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 that arc of the wheel which they bore upon, and thus cause the wheel to become elliptic. As a matter of fact they do nothing of the kind. There is absolutely no deflection from the perfect circle.

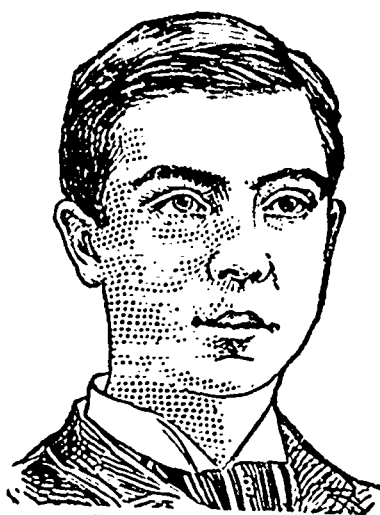
"Considering some of the mechanical difficulties in the construction of the wheel, you will note that it stands directly east and west; thus the southern side of the wheel receives the entire brunt of the sun's rays, whereas the northern side is not only shaded by the southern but by the cars as well, 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 two hundred and fifty feet would be sufficient unless properly dealt with to cause a disturbance with the working gear.—From "Engineer Ferris and His Wheel," *September Review of Reviews*.

INDUSTRIAL NOTES.

HEAVY WORK—The Lunenburg Iron Co. has just finished the moulding of four columns for the new post office in Lunenburg. Each column weighs 1200 pounds. The ladle used to pour the molten iron in these heavy castings weighs 1 ton.

The trial shipment of brown stone from the quarry at Amherst to Montreal turned out satisfactorily.

STILL AT IT.—Rodes, Curry & Co.'s factory is kept at a lively hum, both in the car-works and general building departments. For several weeks it has been kept running five evenings per week. About 300 hands are now employed by the company. Sixty cars have been turned out, and 100 are in course of construction.



Mr. Herman Hicks
Of Rochester, N. Y.

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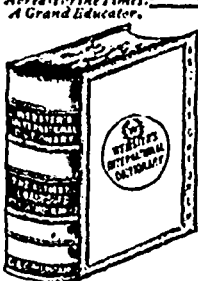
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Tenders will not be considered unless made on form supplied, and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, and to the full amount of the tender, must accompany each tender. This cheque will be forfeited if the party declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,
E. F. E. Roy,
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Department of Public Works,
Ottawa, 2nd August, 1893.

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