

Unparalleled feats in engineering and construction are represented by the opening Saturday of Henry Ford's giant exposition at the Chicago World's Fair.

Ford was not in the Fair last year. He got away to a late start this year. The result was that he was faced with what ordinarily would have been a year of work to be completed in three months.

Sixteen hundred men working day and night under the direction of a whole regiment of engineers, technicians, artists, architect's field men and Ford officials smashed even wartime construction records in doing this job, the biggest ever done by a single exhibitor for any World's Fair.

The Ford project covers eleven acres. Some idea of the immensity of it is indicated by the fact that it employs more than 700 permanent employees. Twenty-one big manufacturers in addition to Ford are participants.

The main building with its twelve-story high rotunda in the shape of a truncated gear and its 600,000,000 candlepower "pillar of light" in itself covers five acres. The Industrial Hall, a single wing, is the size of three football fields placed together.

Fourteen thousand tons of steel, 1,600,000 lineal feet of lumber, 5000 cubic yards of concrete, 7,500 cubic yards of gravel, 700,000 square feet of wall board and 200,000 square feet of roofing were required for the job.

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9,000 multi-colored flood-lights, thousands of lineal feet of lighting units, more than 300 loudspeakers, and other units that will consume a power load of 7,000 kilowatts, more than a third of the total power load of the entire Fair last year.

Exhibits totalling more than 2500 tons in weight and including more than a thousand separate machines, to be used in telling the complete story of the manufacture of automobile parts from raw materials to finished products, are now in place and in operation. They were assembled at rush speed from all parts of the United States. Most of them were lifted bodily from factories.

The "Roads of the World", unique 2000 foot stretch of roadway in Ford Gardens, illustrating in exact reproduction nineteen of the most famous roads of road-building history, have been entirely completed in less than three weeks of working time.

Ford Gardens itself, two weeks ago a mere stretch of sand waste, has been transformed into a Lake Front park, complete with shrubs, flowers and trees, in less than two weeks. A huge shell, to be the scene of a thirteen-week series of twice-a-day concerts by the Chicago Woman's Symphony Orchestra and the Detroit Symphony Orchestra, not needed until June 7, is complete in structure and is receiving final acoustical treatment.

The world's largest geographical globe, twenty-feet in diameter, 12,000 pounds in weight, electrically driven and illuminated, is completed and in operation in "the Court of the World", central open court in the Ford Rotunda.

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The world's largest photographic mural, 600 feet in length, 20 feet high, 40,000 pounds in weight, printed on four-fifths of a mile of photographic paper, is in position on the interior wall of the great rotunda.

Sixty-nine historic vehicles, comprising the Ford "Drama of Transportation", tracing the development of vehicular transportation from prehistoric times to the present, are in place on the concrete and tile platforms in the Grand Concourse.

The Ford Museum, containing priceless relics of Ford and his life-long friend, Thomas A. Edison, and showing the evolution of the machine shop during the last century, is completed and with its ancient machines humming.

The Ford Industrialized Barn, built in 1863 on Henry Ford's father's farm, and transported board by board and shingle by shingle from Dearborn, stands in striking contrast in the lee of the big main building - demonstrating Henry Ford's ideas on how the farmer may improve his status by adopting industrial methods.

A battery of twenty-four thirty-six inch projector searchlights, which will send a 600,000,000 candlepower "torch of light" 200 feet broad and a mile in height from the Ford rotunda is the marvel of Chicagoans by night.

A battery of twenty-four loud-speakers, capable of amplifying the chime of the smallest clock so tremendously that it can be heard a distance of two miles, and totalling 750 watts in volume, tolls off the time hourly for all who might care about it.

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A complete hospital, employing three registered physicians, three graduate nurses, and two first aid men, with pulmotor, oxygen tanks, and all other necessary first aid equipment for the protection of Ford visitors, is installed and ready for action in need.

A ventilating system, which will lower the temperature of a large part of the building by at least ten degrees even on the hottest days, is in and working.

The force of 700 employees has been uniformed, trained and rehearsed to handle 200,000 visitors daily.

Such is the record accomplished by an army of workmen which at times reached figures close to the two thousand mark, in a project which in all, required almost 350,000 man hours of labor, and employed members of more than thirty separate labor unions.

And in the whole job at break-neck pace not one man was badly injured and nobody was killed.

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