

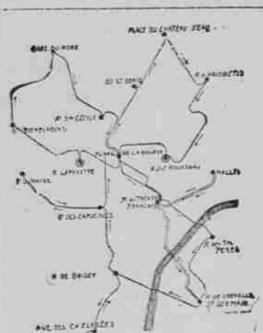
A PNEUMATIC POSTAL SYSTEM.

FORMIDABLE RIVAL OF THE TELEGRAPH AND EXPRESS COMPANIES—INSTALLATION OF A GENERAL SERVICE IN PHILADELPHIA AUTHORIZED BY THE GOVERNMENT—ITS GENERAL ADOPTION WOULD QUICKEN BUSINESS METHODS—FEASIBILITY OF CONNECTING BOSTON, NEW YORK, WASHINGTON AND CHICAGO IN ONE GRAND SYSTEM—WHEN THIS IS ACCOMPLISHED, A LETTER OR PACKAGE COULD BE SENT FROM ONE CITY TO ANOTHER AS SWIFTLY AS A TELEGRAPH MESSAGE.

(Copyright, 1896, The S. S. McClure Co.) It is now proposed to gridiron Philadelphia with pneumatic tubes so that mail matter, telegrams and packages can be sent instantly to any part of the city in any direction and from any point. The government has authorized the installation and the work of construction is to be begun at once. There will be a main central pumping station somewhere in the vicinity of the new city hall and the tubes will radiate in all directions. Smaller pumping stations will be located in outlying parts of the city and these will control local delivery and will have the quickest and most effective delivery system in the world. It has been several years since the first application of the pneumatic tube to the mail system of the United States was made, but during the time it has been in operation it has been eagerly watched by the postmasters of other American cities because its success has indicated a revolution in the collection and distribution of mail matter. The pioneer American work, as it is now known, extends from the Philadelphia Bourse to the main postoffice, a distance of half a mile. The diameter of the tube is six inches and the carriers which can be detached at a rate of eight a minute, are carrying capacity of 45,000 letters an hour. It has been successful far beyond the expectations of the postoffice department and it has led to what will be the first general pneumatic tube system in the United States.

THE USE OF THE SYSTEM IN EUROPE.

But while the tubes will be new in the United States they are an old story in Europe, for just such systems as that to be established in Philadelphia, more limited, perhaps, but as proportionately efficient, have been in operation for years in London, Paris, Berlin and Vienna. The pneumatic tubes in European cities are none of them very large as far as their diameter is concerned. Their carrying capacity is thus somewhat limited, but only as to



the transmission of packages. Otherwise these systems are very complete, and in London, Paris, Berlin and Vienna our American method of message delivery would seem very slow indeed. The London pneumatic tubes differ very materially from those of Paris, not only in the mechanical method of transmission but also in the manner in which the circuits are arranged around the city. London uses what is known as the radial system. Paris uses the circuit system. In London the pipes or tubes radiate from the central station in which in this case in the general postoffice. Outgoing and return tubes are laid to and from the outlying stations. In Paris, however, a single pipe starting from the central station makes a circuit of outlying stations and then returns to the starting point. This circuit arrangement is also used in Vienna, but it may be said in favor of the London method that Berlin which originally employed this system, replaced it in 1882 by the radial system. The Paris plant is in some parts a combination for the reason that double

ITS GENERAL ADOPTION WILL PROVE EPOCH MAKING.

The general adoption of pneumatic

as the London carriers which are made of gutta serena, covered with the same London carriers will stand 2,000 miles of travel, but the Paris carriers usually give out after having traveled twelve hundred miles. There is also less trouble in London with carriers sticking in the tubes than there is in Paris where it is claimed the annoyance is frequent.

AN ELECTRIC DEVICE FOR LOCATING OBSTRUCTIONS.

This brings forward a very curious instrument which is used for locating an obstruction in the underground Paris. The magnificent sewer system of the French capital makes the inspection of the tubes an easy matter, as they are all laid in the sewers. When a pipe is obstructed, however, other means of inspection must be resorted to. A diaphragm is attached to the end of the obstructed tube and a pistol is discharged into the tube through an opening just below where the diaphragm is placed, the sound acting on the diaphragm causes an electric circuit to be closed, which in turn causes a mark to be made on a chronograph. The sound wave traveling through the tube finally meets the obstruction and is reflected, causing another mark to be made on the chronograph. The interval time between the two sounds can thus be easily determined and the position of the obstruction located. The rest is easy. The pipe being measured it is only necessary to descend into the sewer, make up the sections of the pipe and remove the offending obstruction.

A PROPOSED TUBE BETWEEN LONDON AND PARIS.

It has been proposed that a pneumatic tube be laid from London to Paris by way of the English channel. This somewhat realized that the possibility of a person going to Europe in a pneumatic tube, and the distinct possibility of "getting stuck in the middle." There will have to be some better method devised, however, before a tube could be laid under water. There would be no reason to suppose that the possibility of "getting stuck in the middle" would be any more than the possibility of laying it would be another difficulty. The method of laying a cable could hardly be used in this case, for the flexibility of even a leaden tube would not adapt itself to circumstances and it would be equally as hard to adapt any system of coffer-dam construction to the needs of a tube. The London pneumatic tubes are not reached by the ordinary method and the slightest break would mean chaos for the time being. Even with forty years of European experience to draw upon, the Philadelphia engineers have had grave difficulties to cope with, and as the diameter of the tube increases the difficulties increase with it, until when ten inches diameter has been reached, anything further than this is not considered feasible, because the weight becomes so great that the packing wears out very rapidly.

One of the features of the London service is the regularity with which it is operated. The block signaling devices of railroads have been made to suggest means to prevent disastrous collisions between carriers in the tubes. Each section of the tubing all over the route is provided with an electric apparatus for keeping the carriers controlled. If two carriers should inadvertently try to occupy the same section, the last carrier to come in would start an electric switch, operating a mechanism so contrived as to keep the carrier in its section until the carrier ahead had passed out of the way. Something of the same kind will be used in Philadelphia when the large plant is installed. One of the new tubes which will be used for carrying packages will be eight inches in diameter, almost the limit as to size, and if a collision was to occur between two heavily laden carriers of this size the result might be disastrous.

Pneumatic tubes have been in successful operation so long in Europe that the great wonder is they have not

MANLY VIGOR. ONCE MORE in harmony with the world, 2000 completely cured men are singing happy praises for the greatest, grandest, and most successful cure for sexual weakness and loss of vigor known to medical science. An account of this wonderful discovery in book form, with references and proofs, will be sent to suit. For men (sealed) free. Full many free permanently restored. Buffalo, N.Y. ERIC MEDICAL CO., BUFFALO, N.Y.

VITALITY IN MEN Restored. Pulling Sexual Strength. Young Men can be made healthy and vigorous by the use of this medicine. It is a Nervous Debility Weakness Varicocele and all wasting diseases. It is a permanent cure.

THE CULLEN. Rates—\$2 and \$2.50 Per Day. S. C. EWING, Prop.

UNION PACIFIC. THE THROUGH CAR LINE. Trains arrive and depart at Salt Lake City daily as follows: (In Effect May 10, 1895.)

Commercial National Bank. CAPITAL PAID IN, \$300,000. General banking in all its branches.

Clairvoyant. The rush continues with Professor Stoddard, the world-renowned of Belfast, Ireland. He gives names, etc.; tells you the month, year and date of your birth. His predictions of future events are correct. He makes no mistakes, either in the past, present or future.

He Diagnoses Disease Free. He sells remedies that cure when all others fail. Try one month's treatment of the wonderful remedies that he has on sale and you will never use any other.

Ladies, beautify your complexion by using Prof. Stoddard's Cocaine. Remedies for troubles that cure the most difficult cases in from one to six months.

Diagnoses of disease by mail free. Address: PROF. STODDARD, 508 East Third South Street, Salt Lake City, Utah.

THE RIO GRANDE WESTERN RAILWAY. Current Time Table. IN EFFECT JUNE 1st, 1896.

Dr. J. B. Keyser Dental Parlors. 240 MAIN STREET, FIRST DOOR NORTH OF WALKER HOUSE.

THEATRE: SENDING LETTERS, FRESH FLOWERS, ETC., FROM NEW YORK TO BOSTON.



tubes in the United States will mean a greater revolution in business and governmental affairs than might be surmised at first glance. It will be as epoch making in its way as was the invention of the telegraph and telephone. With the telegraph and telephone particularly it is likely to play a great part. Under the new arrangement no one would be willing to trust to the inaccuracies of a telegraph clerk when it would be as easy and easier, in fact, to send a long letter to the point of destination. No newspaper, for instance, would be willing to pay the telegraph tolls when original accounts of the news in the handwriting of the correspondent could be had for the asking, not to mention that very important element of secrecy which would pervade all pneumatic tube transmissions. The law which puts a seal upon the public telegrapher's lips would become obsolete—there would be no longer use for it. Government secrets also would run little risk of leaking out in transit. Business would be better arranged everywhere because more minute instructions could be instantly transmitted to distant agents. Think of carrying on a lengthy correspondence with a man two or three hundred miles away, sending and receiving several long letters in the course of a day. It would, in fact, revive the almost lost art of long letter writing. It is probable that letter writing booths would be established at all the terminal points of the tube lines and one could go to these places, send a letter, receive an answer, or even a picture of an event, in a short time. Hereon slow-going telegraph would become a thing of the past. Packages would be quite as quickly transmitted as letters. The express companies would have to discontinue business so far as small parcels are concerned or else set up a tubing system of their own. It would become a common event for New York and Philadelphians to exchange tokens on the same day. The ardent lover in New York could send flowers to his sweetheart in Boston. Miss Knickerbocker could very easily borrow the latest novel by tube from her Washington friend. The jaded business man could have his wife put him up a French lunch at home and send it by tube to his office, where he could

lines of tubes have been laid from the Place de la Bourse to the Place du Theatre Francaise and from thence to Hautes to the Rue de Grenelle. Also single lines of pipe have been extended to the Place du Havre and to the Avenue des Champs Elysees. London operates forty-two stations and thirty-four miles of tubes. It is estimated that over 57,000 messages are transmitted daily. Paris on the other hand operates less than twenty stations and transmits nearly as many messages as London. There is therefore something to be said in favor of the Paris system as opposed to that of London by reason of the economy of its working force. Berlin operates over twenty-eight miles of double tubing and has thirty-eight stations. The Vienna plant corresponds in its operation to that of Paris, only in smaller proportion. There is greater simplicity in the London arrangement of the tubes which may be said to resemble a double track railroad, while some confusion is apt to be met in the operation of the Parisian tubes. The latter form a succession of loops and once a carrier starts out from the central station, it is compelled to make a complete circuit of the city before it can return to its starting point. It might be supposed from this that much time would be lost in the transmission of empty carriers, but this difficulty is overcome by the fact that the carriers themselves are not acted upon by compressed air or vacuum. The propelling force in the pipes is exerted upon a small piston which is shot through the tubes and drags after it long trains of carriers, just as a locomotive pulls a train of cars. In London the carriers themselves are acted upon by the propelling force and are shot through the tubes in the same manner as those in the Philadelphia postoffice. Pneumatic tubes are operated on the principle which causes a vacuum to be created in the tube in front of the carrier thus compelling the air behind the carrier to drive it through the tube, or in the projection of compressed air into the tube behind the carrier or in a combination of both methods. The carriers used in the tubes of Paris are made of iron covered with leather, yet do not last nearly so long

been adopted in the United States; that is, so far as public service is concerned. As our mail service now stands it is almost impossible to get a letter from New York to Boston and have it delivered on the day it is mailed. Telegraphing is expensive to the average person, nor can one accept a telegram as sufficient documentary evidence for certain classes of business. With pneumatic tubes, however, all parts of cities, the business methods of the nineteenth century will be quickened one hundred fold. Perhaps, after all, though the delay in their installation in this country has been due to that fact which engineers have never failed to quote, i. e., that pneumatic tube propulsion is not mechanically economical, about 90 per cent. of the total force being required to actually move the carrier. Nothing, in fact, but the great necessities of having quicker transportation facilities than we have now makes the scheme admissible from an engineering point of view. THEODORE WATERS.

To brace up the system after "La Grippe," pneumonia, fevers, and other prostrating acute diseases; to build up needed flesh and strength, and to restore health and vigor when you feel "run-down," and used-up, the best thing in the world is Dr. Pierce's Golden Medical Discovery. It promotes all the bodily functions, rouses every organ into healthful action, purifies and enriches the blood, and through it cleanses, purifies and invigorates the entire system. For the most stubborn scrofulous, skin or scalp diseases, dyspepsia, biliousness, and kindred ailments, the "Discovery" is unqualified as a remedy.

Becklen's Aromatic Salve. The best salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever-Sores, Tetter, Chapped Hands, Canker, Corns, and all Skin eruptions, and positively cures Piles, no Pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price, 25 cents per box. For sale by Z. C. M. I. drug department.

BEETH EXTRACTED 25. GOOD SET OF TEETH 85.00. BEST SET, NO BETTER MADE, 100.00. AMALGAM OR SILVER FILLINGS 81.00. GOLD FILLINGS 81 AND UP. TEETH CLEANED 81.00. GOLD BRIDGE WORK 85.00. Tooth 85.00. CROWN AND BRIDGE WORK. A SPECIALTY. I CHALLENGE COMPETITION IN THIS SPECIALTY EITHER AS TO PRICE OR QUALITY OF WORK AT ANY PRICE.

National Bank of the Republic. Frank Knox, President. Ed. W. Dwyer, Vice-President. E. O. Gates, Assistant Cashier. Capital paid in, \$300,000. Surplus, \$20,000.

McCormick & Co., BANKERS, SALT LAKE CITY, UTAH. Established 1873. Transact a General Banking Business.

L. S. HILLS, President. MONS. TEACHER, Vice-President. H. S. YOUNG, Cashier. U. S. DEPOSITORY.

DESERET NATIONAL BANK. SALT LAKE CITY, UTAH. CAPITAL.....\$500,000. SURPLUS.....\$50,000. Safety Deposit Boxes for Rent.

THE CULLEN. Rates—\$2 and \$2.50 Per Day. S. C. EWING, Prop.

UNION PACIFIC. THE THROUGH CAR LINE. Trains arrive and depart at Salt Lake City daily as follows: (In Effect May 10, 1895.)

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Clairvoyant. The rush continues with Professor Stoddard, the world-renowned of Belfast, Ireland. He gives names, etc.; tells you the month, year and date of your birth.

He Diagnoses Disease Free. He sells remedies that cure when all others fail. Try one month's treatment of the wonderful remedies that he has on sale and you will never use any other.

Ladies, beautify your complexion by using Prof. Stoddard's Cocaine. Remedies for troubles that cure the most difficult cases in from one to six months.

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WELLS, FARGO & CO'S BANK. SALT LAKE CITY, UTAH. Established 1852. Transacts a General Banking Business.

J. E. DOOLY, Cashier. T. R. JONES & CO. BANKERS. SALT LAKE CITY, UTAH.

WALKER BROS. BANKERS. Established 1855. Successors to THE UNION NATIONAL BANK, of Salt Lake City.

THE STATE BANK OF UTAH. Capital, fully paid.....\$500,000. Cor. Main and South Temple streets. SALT LAKE CITY, UTAH.

HEBER J. GRANT, President. WM. HEBER M. WELLS, Cashier. Directors: Heber J. Grant, Isaac Barton, William B. Preston, Charles S. Burton, Joseph F. Smith, Philo T. Farnsworth, Abraham H. Cannon, Heber M. Wells, Spencer Clawson.

B. H. Schettler BANKING & BROKERAGE. 22 South East Temple Street. Real Estate, Stocks and Bonds Bought and Sold. Notary work.

DESERET SAVINGS BANK. SALT LAKE CITY, UTAH. Capital, \$100,000. Surplus, \$40,000. Directors: James T. Little, President. Moses Thatcher, Vice-President.

IN THE DISTRICT COURT OF THE Third Judicial District of the State of Utah, county of Salt Lake, Sue B. Ebert, et al., Plaintiffs, vs. E. Kennedy, et al., Defendants.

R. G. DUN & CO. THE MERCANTILE AGENCY. GEORGE OSBOND, General Manager Utah and Idaho, 300 Main Street, Salt Lake City, Utah.

Hotel Knutsford. Now an elegant in all its appointments, 120 rooms, single or double, with bath.

NOTICE OF ASSESSMENT. Utah State Gold Mining Company, place of business Salt Lake City, Utah; location of mines, Camp Floyd mining district, Utah county, Utah.

NOTICE OF ASSESSMENT—GOLD BELL Mining and Milling Company, principal place of business, Salt Lake City, Utah. Location of mines, Ohio district, Pile county, Utah.

NOTICE OF ASSESSMENT. In the District Court of the State of Utah, county of Salt Lake, Robert Munroe, Plaintiff, vs. Sarah G. Boggs, Defendant.

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NOTICE TO LIEN CLAIMANTS—IN THE District Court of the Third Judicial District, in and for Salt Lake county, James B. Ebert, et al., Plaintiffs, vs. E. Kennedy, et al., Defendants. Whereas the plaintiff in the above entitled action has begun an action to foreclose a mortgage on the premises described in the complaint, and the defendant therein has begun an action to set aside the same, and the court has ordered that the plaintiff in the above entitled action shall file a bond to secure the payment of the sums of money specified in said bond, the said Fred Smith, trustee, has filed a bond to secure the payment of the sums of money specified in said bond, and the court has ordered that the plaintiff in the above entitled action shall file a bond to secure the payment of the sums of money specified in said bond, and the court has ordered that the plaintiff in the above entitled action shall file a bond to secure the payment of the sums of money specified in said bond.

TRUSTEE'S SALE—WHEREAS, Fred Smith, Lottie J. Smith, E. E. Little and J. B. Ebert, one the 18th day of May, 1896, executed and delivered to the undersigned, E. E. Little, as trustee, a deed of trust, the terms of which are set forth in the deed, and the said deed of trust is recorded in the office of the county recorder of said county in book 2 Q of mortgages, on pages 124-25 of the records of said office; and whereas, said deed of trust provides that should default be made in the payment of said bond of any part thereof, or of the interest, fines and dues that may accrue thereon, as the same became due and payable for more than six months prior to this date, whereby the condition of said trust deed has been broken, and therefore, justice requires that I, Frank L. Holland, trustee, or in the event of my death, disability or absence from the county of said county, disqualifying, then Harvey Harty, agent of said Salt Lake county, state of Utah, as successively named in the deed of trust, trustee by virtue of the power vested by said trust deed and at the request of the said E. E. Little, trustee, and in accordance with the terms of said deed of trust, the owner and legal holder of said bond, will offer at public sale to the highest bidder for cash, at the first floor of the Utah National Bank building (joint city and county building), facing on State street, in the city and county of Salt Lake, Utah, on Thursday, the 20th day of July, 1896, at 9 o'clock a. m., the above described real estate, situate, lying and being in said county and territory of Utah, to-wit: Lot thirty-three and the south five feet of lot thirty-two in block ten, city of Park, subdivision of blocks twenty, twenty-one, twenty-eight and twenty-nine, plat of Salt Lake City survey, containing with 9 shares of stock of said association, when said trust deed was recorded in the office of the county recorder of said county in book 2 Q of mortgages, on pages 124-25 of the records of said office; and whereas, said deed of trust provides that should default be made in the payment of said bond of any part thereof, or of the interest, fines and dues that may accrue thereon, as the same became due and payable for more than six months prior to this date, whereby the condition of said trust deed has been broken, and therefore, justice requires that I, Frank L. 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