

AFTER 7 YEARS SUFFERING

I Was Cured by Lydia E. Pinkham's Vegetable Compound

Waurika, Okla.—"I had female troubles for seven years, was all run down, and so nervous I could not do anything. The doctors treated me for different things but did me no good. I got so bad that I could not sleep day or night. While in this condition I read of Lydia E. Pinkham's Vegetable Compound, and began its use and wrote to Mrs. Pinkham for advice. In a short time I had gained my average weight and am now strong and well." —Mrs. SALLIE STEVENS, R. F. D., No. 3, Box 31, Waurika, Okla.

Another Grateful Woman. Huntington, Mass.—"I was in a nervous, run down condition and for three years could find no help."

"I owe my present good health to Lydia E. Pinkham's Vegetable Compound and Blood Purifier which I believe saved my life."

"My doctor knows what helped me and does not say one word against it." —Mrs. MAHI JANETTE BATES, Box 134, Huntington, Mass.

Because your case is a difficult one, doctors having done you no good, do not continue to suffer without giving Lydia E. Pinkham's Vegetable Compound a trial. It surely has cured many cases of female ills, such as inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, and nervous prostration.

Reports that the seven thousand patrolmen of the New York police department were subscribing \$15 each to a fund for use in buying legislation providing higher pay for the force, have been in circulation for several days.

A granite shaft to perpetuate the memory of Confederate soldiers and sailors who are buried in the Pittsfield National Cemetery, Philadelphia, was unveiled with appropriate ceremonies.

Army officials hope by the first of the year that all members of that service are immune from typhoid fever. This will be accomplished through typhoid prophylactic.

Mayor Shank of Indianapolis continues his war on the alleged potato trust, although he may have to send five hundred miles to get his supplies for the local market.

TRADE EXPERT SEES BETTER OUTLOOK FOR BUSINESS SEASON

Henry Clews' weekly commercial letter, referring to the outlook, is more optimistic than usual and a more rosy color to business generally is seen in spite of some drawbacks. The letter says:

"A moderate degree of improvement has taken place in the financial markets, which should make further progress if nothing unfavorable intervenes. The most powerful influence upon values at present is the abnormal plethora and ease of money. This is usually a period of approaching stringency owing to crop demands and activity in trade. Quietness in the latter respect causes funds to accumulate hence our ability to lend many millions abroad, when, under ordinary conditions, we should be considering gold imports instead of gold exports. Such an unusual condition in the money market when banking conditions are generally sound cannot but have a strong supporting influence upon security values."

"To the ordinary buyer stocks look cheap when the returns on high grade securities are compared with current rates for money; and with the partial revival of confidence that has already taken place there has been some improvement in the investment market, showing itself particularly in the greater activity of bonds. There are indications that the bond market is receiving stronger support from banking interests who wish to have the market in better conditions for impending bond issues. It should not be forgotten that municipalities have been waiting for favorable opportunities to make new loans and that our railroads are still in need of large sums. Our Eastern trunk lines have only recently been obliged to put hundreds of millions into improvements and terminals to meet the rapidly growing traffic, which practically doubles every ten years. Many of our Western roads are vastly more deficient in terminals and modern improvements than Eastern roads, and during the next few years enormous outlays will be necessary to meet these imperative demands. For nearly six months the railroads have been practically out of the market as borrowers. Improvements have been curtailed and rigid economy enforced owing to the frequent shrinkage in traffic and a heavy increase in expenses arising from higher wages. In some cases economy has been carried to a point of starvation, and the raising of funds to carry on needed improvements will soon be a matter of absolute necessity. In all probability, therefore, we shall see ere long renewed applications by the railroads for new capital, whether in the form of bonds or short-term notes remains to be seen. The money market is in good position to finance such movements, provided the terms are satisfactory to investors who are likely to insist upon good returns."

"Another satisfactory feature in the situation is the continued expansion of our export trade. In September our agricultural exports amounted to \$95,700,000, the largest September on record, and more than \$14,000,000 in excess of this time last year. This increase in exports was fortunately well distributed between breadstuffs, provisions and cotton. The lower price of the latter is greatly stimulating the outward movement, and the October returns for exports are also sure to be gratifying. This creation of a large export surplus is the natural result of lower prices and has brought our foreign trade back to normal position, thus further strengthening American credit abroad and enabling us to recall our loans there whenever necessary."

"There is one other satisfactory feature which should not be overlooked, and that is the more reasonable attitude of our industrial leaders toward the mandate of the Supreme Court regarding monopolistic combinations. These gentlemen are now taking a calmer view of the situation. They recognize that obedience to the law is imperative. They recognize also that real property is not going to be destroyed. Later on they will learn that the restoration of the competitive basis and the check to monopolistic power which has recently been applied will place them in a much better attitude toward the public and save them from many of the legislative attacks which have been so disturbing in the past. In some cases abnormal profits may be curtailed, a matter which will be of benefit to the consumer. But the consequent loss in dividends will be no greater than might be anticipated at any time from trade reactions, and nobody believes otherwise than that these great organizations will be abundantly capable of securing their share of the country's business upon a reasonable profitable basis. Our monopolistic industries have always been particularly exposed to popular hatred, and the removal of this drawback will eventually prove beneficial and aid the stability of such interests."

The French Minister of Marine issued orders that hereafter no powder shall be kept aboard warships over four years. The order is the result of an investigation of the explosion on the battleship *Liberte* at Toulon a few weeks ago.

Count Wolf-Metternich, nephew of the German ambassador to Great Britain, whose wife recently committed suicide, was found guilty at Berlin of obtaining goods under false pretenses and sentenced to nine months in jail.

Owen Wister, the author, says the rumors of his ill-health are unfounded.

HOW A TROLLEY CAR IS RUN

This is to tell boys and girls how a trolley car is run and what is inside the mysterious box with the brass crank on top. We have seen the motorman move the crank handle a notch to start the car and then in an instant another notch—a little later another and another. If he wants his car to make its best time he quickly passes from the fifth to the sixth notch and then slowly again from notch to notch up to the last point, which is usually the ninth notch. Just a good motorman runs his car on the fifth or the last notch, according to whether he wants half speed or full speed, and never lets the handle dwell on the other notches more than a few seconds. If there is some reason why he may not go full speed, he will go half speed. If he may not run at half speed he will give the car a start by using the second or third notch and then quickly shut off the power entirely, letting the car "coast" along by itself slowly until another impulse is needed. But you never see a good motorman run for any length of time with the controller on these intermediate notches. Why?

You will understand this better when you know what the controller is designed to do. Its function is to control the amount of electricity supplied to the two motors under the car so as to control the speed of the car itself. This it does by regulating the amount of electrical "pressure" applied to the motors. The greater the pressure applied to the motor the higher the speed. The pressure in the trolley wire is always about the same—500 volts, a volt being a measure of electrical pressure just as a pound is a measure of water pressure. Now, since the trolley has a definite constant pressure, and the pressure on the motor must be varied to change the speed, a way must be found to choke down the trolley wire pressure so as to bring only part of it to the motors, and this is what the controller is for.

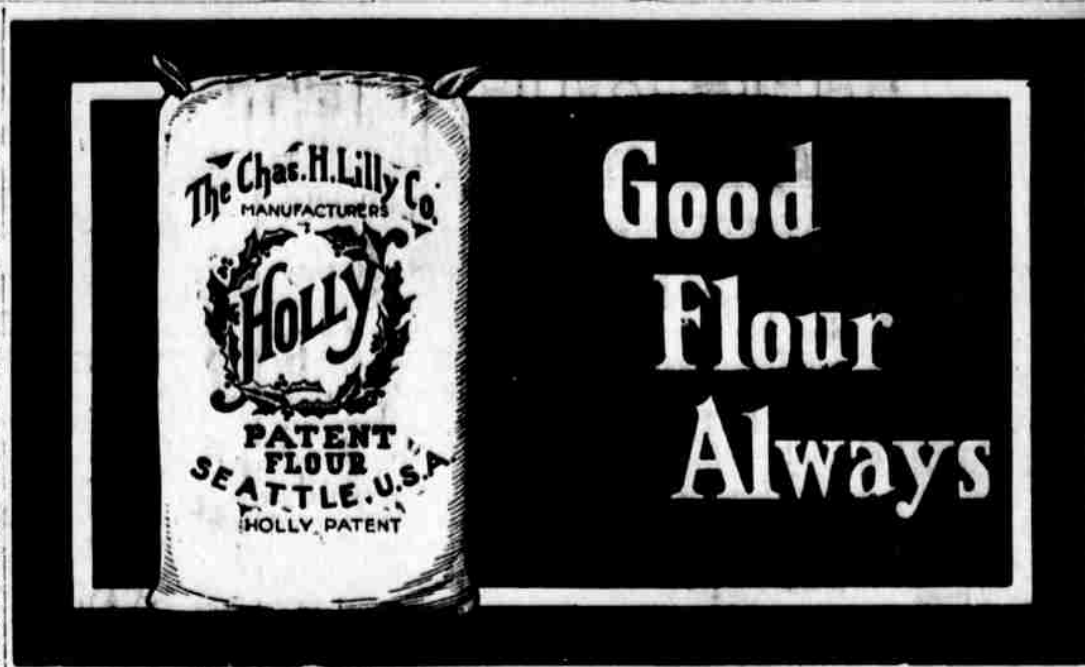
In the controller is a row of "fingers" arranged on one side from top to bottom of the box. Attached to the motorman's crank-handle is a cylinder or "drum" with projections on it so arranged that when the motorman turns the handle, these projections come in contact with the fingers one after another in a certain definite order. But until he turns it there is a space between the fingers and the projections on the drum. A wire runs from the trolley pole to two of the fingers and carries to them the trolley pressure of 500 volts.

When the motorman turns his handle to the first notch, he moves the drum so that two projections on it touch these two fingers and, at the same time, another projection touches another finger of the row farther down. In other words it bridges the space between this top pair of fingers and the other finger, and allows the electricity to pass across the gap, for the drum is made of metal and the current can flow through it very readily. From this point a wire carries the current to the motors, first, however, passing through a series of "resistances" which choke down, or cut off part of the pressure. The current then flows under diminished pressure from the last resistance grid to one motor and from that to the other motor. So each motor gets only half the pressure remaining after the resistance grids have cut it down and the car, therefore, starts gently and slowly.

The next notch on the controller bridges between the upper pair of fingers and still another one lower down. This second move cuts out part of the resistances and allows the motors to have a little more pressure and develop a little more speed. The third notch cuts out a little more, the fourth still more, and the fifth cuts out the last of it. There is now a bridge to the fifth of the lower fingers and the current from the trolley passes directly with undiminished pressure to the two motors, each of which has half of the pressure, or 250 volts, put upon it, since they are "in series," the current passing from one to the other. On this notch they will therefore run about half speed and no current is being wasted in the resistance grids.

If it is desired to run faster the full trolley pressure can be put directly across each motor by itself, when it will develop full power and run full speed. But this is too great a change to make directly. The car would jump violently if full pressure were to be thrown on in one move. It is therefore necessary to use the resistances again to make the steps more gradual. The sixth notch, then, sends the current through all the resistances, again cutting down the pressure so that what remains can be put directly upon each motor by itself instead of the two in series. This is done by the controller sending the current over a divided path over two parallel wires to each motor which thereby gets the full pressure less what has been taken off by the resistances. These are then cut out step by step as before till on the last notch the full 500 volts of the trolley are impressed on each motor and the car comes to full speed, no current at all passing through the resistances. This is called running "in parallel" since the current has two parallel paths, flowing, as it does, through the two motors at once.

The reason, therefore, the motorman does not run on any but the two positions where the resistances have been switched out is because there is a waste of power just in proportion to the amount the pressure is cut down. The power wasted is thrown away as heat. The grids become very hot even when the motorman is careful to keep them in use as little as possible. If he should keep on running on the notches where the resistance is used the grids would get red hot and be likely to melt or burn up. You can see these resistance grids, by the way, under almost any car. They are hung from under the car floor and are usually in plain sight right at the edge of the car about half way between the platforms.



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NEW - TO-DAY

NOTICE.

WAIALUA AGRICULTURAL COMPANY, LIMITED.

The stock books of WAIALUA AGRICULTURAL COMPANY, LIMITED, will be closed to transfers Tuesday, November 7, 1911, at 12 o'clock noon, to Wednesday, November 15, 1911, inclusive.

CHAS. H. ATHERTON, Treasurer, Waialua Agricultural Company, Ltd. Honolulu, Nov. 6th, 1911. 5076-11