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If you are really interested about more business why not advertise. It is the only sure way of making your wants known. Try an ad in the RECORDER and watch your business grow.

ABSORB OXYGEN AND LIVE



OXYDONOR causes the whole body to drink freely of oxygen from the air through the pores of the skin and membranes, by the attraction it begets in the body imparting the strongest affinity for oxygen in the blood.

Oxydonor has been fully tested in all diseases, and has brought health and happiness to sufferers from Rheumatism (Inflammatory, Muscular, Sciatic), Neuralgia, Catarrh, Hay Fever, Asthma, Bowel Trouble, Indigestion, Liver, Kidney and Bladder Trouble, Nervous Diseases, Typhoid, Malarial and all Fevers, Female Complaint, and Diseases of Children.

Grateful Report—Rheumatism Dublin, Va., Oct. 18, 1905. Dear Sirs—Several years ago I purchased one of your Oxydonors, and have used it with great benefit for rheumatism and other diseases. It is far cheaper than medicine, more pleasant and more effective.

THE NEW HOME Sewing Machine advertisement with illustration of the machine and a woman sewing.

THE SUN newspaper advertisement with illustration of the sun and a building.

BACKACHE advertisement for Cardui medicine, including a testimonial from Lelia Hagood.

WINE OF CARDUI advertisement.

Neighbors Got Fooled. "I was literally coughing myself to death, and had become too weak to leave my bed; and neighbors predicted that I would never leave my bed alive; but they got fooled, for thanks be to God, I was induced to try Dr. King's New Discovery. It took just four one dollar bottles to completely cure the cough and restore me to good sound health," writes Mrs. Eva Uncapher, of Grovetown, Stark Co., Ind.

Thousands Have Kidney Trouble and Don't Know It. How to Find Out. Fill a bottle or common glass with your water and let it stand twenty-four hours; a sediment or settling indicates an unhealthy condition of the kidneys; if it stains your linen it is evidence of kidney trouble; too frequent desire to pass it or pain in the back is also convincing proof that the kidneys and bladder are out of order.

There is comfort in the knowledge so often expressed that Dr. Kilmer's Swamp-Root, the great kidney remedy, fulfills every wish in curing rheumatism, pain in the back, kidneys, liver, bladder and every part of the urinary passage. It corrects inability to hold water and scalding pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best. Sold by druggists in 50c. and \$1. sizes. You may have a sample bottle of this wonderful discovery and a book that tells more about it, both sent absolutely free by mail.

Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

Kodol Dyspepsia Cure Digests what you eat.

The World's Encyclopedia advertisement with illustration of a globe.

THE SUN, Baltimore, Md. NOW SELLS FOR 1 CENT, AND CAN BE HAD OF EVERY DEALER, AGENT OR NEWSBOY AT THAT PRICE. All subscribers in District of Columbia, Virginia, North and South Carolina, Pennsylvania, Delaware, and throughout the United States can get The Sun by Mail at 1 cent a copy.

THE SUN AT ONE CENT is The Cheapest High-Class Paper in the United States. The SUN'S special correspondents throughout the United States, as well as in Europe, China, South Africa, the Philippines, Porto Rico, Cuba and in every other part of the world, make it the greatest newspaper that can be printed. Its Washington and New York bureaus are among the best in the United States, and give the Sun's readers the earliest information upon all important events in the legislative and financial centers of the country.

FOLEY'S KIDNEY CURE advertisement.

The Underground Mail.

Eleven great engines, of the duplex pattern, compress the air that is sent into the tubes to hurl along the thousands of carriers used daily in New York and Brooklyn. In the basement of the general post-office three compressors are running and grinding for 19 hours in every 24, while a fourth is held in reserve, oiled and ready for immediate action in case of a breakdown. Under the Madison Square branch, two stories below the street level, is a plant of three engines. Two are installed in the shops of Dewey Place and Forty-third Street, near the Grand Central Depot, and two more, one auxiliary, are beneath the Brooklyn office.

From the compressors the air is conveyed to the tubes through pipes large enough to hold a small boy's body. So great is the pressure in these initial conduits that a sudden leak would turn loose a current almost strong enough to blow the near-by machinery; and if a man were in a range, he would likely be battered into a shapeless mass against the wall.

Let a penny on this valve-spring, if you wish to see how great is the force," suggested the superintendent, as he stood beside a pipe in the Dewey Place.

The valve was opened far enough to let the air through a crevice only as wide as a match. Within a second the coin had been projected into the wall-plaster like a bullet from a long distance rifle.

Once in the tubes, the current is continuous, the same air traveling through a circuit several times, with the compressors merely furnishing the quantity needed to replace what is lost at the outlets and to maintain the required force. Behind every carrier is at least 7 1/2 lbs. to the square inch in addition to the normal pressure; at some points it is kept up to 8 or even 12 pounds, and if the necessity arises, as when a broken carrier must be pushed out after becoming jammed in a curve, the power can be raised with in a few seconds to 30 pounds or more.

Besides the compressing engines, the machinery for operating the tube includes the complicated steel and brass mechanism attached to the outlets and inlets at each station. These contrivances, huge, appalling in their intricacy, working with a freedom from noise that seems inexplicable when their size is considered, vary slightly in pattern, but in general principle they are similar, all being modeled after what is called the Batcheller patent.

There are four styles of machines in use in Greater New York. At the Madison Square branch is the "open receiver and vertical transmitter" type, which means that the incoming carrier is propelled horizontally from the tube opening into a metal tray, thence to be lifted out by the man in charge, and that the departing carrier is deposited vertically, so that the initial outward course is down into the earth. The machines at Station U and the general postoffice have "open receivers and cradle transmitters." The intermediate outlets on the H line, at Stations D and F, are equipped not only with the simpler "vertical and horizontal" machines, but also with the "distributing wheels," the newest and most wonderful contrivance devised as parts of the system.

It has been said, in describing these wheels, that they possess human intelligence. The characterization does not appear exaggerated to one who sees them at work.

Each wheel has a hollow, cylindrical "diameter" (the technical name of the hollow bar across the wheel) which connects with the in-bound tube when the wheel is at rest. The carriers arriving at the station are distributed automatically, the diameter revolving as they enter it, and depositing them in the outgoing conduits leading to their proper destinations. For instance, a carrier intend for Station D will be dropped out of wheel at that point; but the next carrier, on its way to Station H, will not be visible at all as it passes through the "diameter," which will drop it into the continuation of the line leading to the northern terminus at H.

In short, the carrier is first hurled into the wheel, which turns just far enough to release it at the right opening. The automatic device that regulates the extent of the turn are disks attached to the ends of the carriers. If a down town dispatcher, for example, wishes to send a batch of mail to Station D, he places the letters in a carrier with a metal disk on its forward end—the disk, when the carrier approaches the wheel at D, touches a mechanism that causes the hollow "diameter" to deposit the freight there instead of sending it further up-town.

But even the marvels of the automatic machine dwindle in interest when one witnesses the nerve-racking scenes at the terminals. Besides the transmitter, feeding carriers into the enormous steel maw at the rate of four or five a minute, and at the receiver a few feet away, lifting out the incoming cylinders with equal rapidity, stand men whose duty it is to see that the underground road does not slacken its furious pace. Their foreheads beaded with perspiration, their hands and arms covered with oil, their eyes always strained to note the action of the machinery, and their ears alert for the slightest sound indicating that "something is wrong" with the delicate apparatus, they toil unceasingly through their long shifts.

In the "table room" of each office, within easy reach of the machines, are long tables upon which letters are sorted as they are about to be packed into the carries or after they have been dropped out of the inbound tube. At each table stand several postal clerks, their nerves tense in the continual effort to keep pace. Like the machines and operators at the terminals, they must not rest a minute; if they pause or relax, their watchfulness, the relentless Underground Mail will swamp them.

There is no time for talking, and hardly any for thinking, in the tube-room. Grind, grind, grind, all day and most of the night, is the rule there, and it is only a man of endless patience and untiring physique, who can endure permanently a daily 8 hour share of the toil.

And as the men work, the metal carriers are enduring a wear and tear that sends them to their graveyard, the scrap heap, in two years. That is the life of the steel frame, though the "packing" or bands of cotton duck and vulcanized rubber around each end, can be replaced after they have been ruined by the friction of 10,000 miles of travel.

A carrier is 8 1/2 inches in diameter and 24 inches long. At one end is a circular door, fastened by four lock bolts; on the other end is a steel plate, either left plain for a chalk destination mark, or capped by the disk that controls the turns on the automatic wheel machines in Stations D and F. The capacity of the carrier is 9 pounds of mail, and that 600 letters or 50 copies of a standard size, 16-page newspaper.

When the present operating company reorganized the service in New York about three years ago, the carriers were manufactured at a cost of \$16 each, but now one can be made for \$8.50 at the new shops established in Dewey Place. There have been improvements in the doors, too, and the joints are now constructed so perfectly that the old complaints about "damp letters from the tubes" is rarely heard.

At the general post-office the headway, or time between starting carriers, is 15 seconds; at Madison Square the half-way point on the H line, 12 seconds; at Station H 12; at Station D nine, and at Station F 8 seconds. The time it takes a carrier to go from "the general" to Madison Square, a distance of 14,000 feet, in five minutes and 17 seconds. From Madison Square to Station F, seven city blocks, the schedule is one minute, 7 seconds. Between the general post-offices of New York and Brooklyn, 1.7 mile, the time is three minutes; a visiting card, placed in the New York transmitter for a test, was returned from Brooklyn, stamped in 7 minutes.

The speed required by the Post-Office Department is 30 miles an hour, but in New York a 34 mile rate is maintained without difficulty during the busiest hours. On the H line which handles the fast

mail between the down town section and the Grand Central Depot, more than 3,000 carriers a day are handled, while about 850 travel each on the P line, and 800 each way on the Brooklyn section.

Pneumatic tubes, at least until their equipment is increased far above their present efficiency, will be used only for the most important business mails. Newspapers, except in the case of certain afternoon editions specially designated for hasty deliveries, and other heavy matter, will continue to be carried in wagons, which also must unbundle the great bulk of the letters, as long as Congress fails to appropriate enough money to connect all the branch offices in the cities. The busiest hours on most of the lines is between 3 o'clock in the afternoon and 11 at night, and the rush in New York during those hours became so great a few months ago that the postmaster issued an appeal asking business men to arrange for mailing more of their daily correspondence early in the morning, so as not to flood the tubes beyond their most strenuous limit.

So rigidly does the Government hold the tube company to its agreement that a delay of 3 or 4 minutes in the transmission of a carrier results in a formal complaint, requiring an official explanation.

The mail clerk at Station F knows that a letter from the Madison Square branch ought to reach there in one minute and 7 seconds," explained the tube superintendent, as he was disclosing the intricacies of the system. "The letter is stamped with the day, hour and minutes; if it is sent through the wrong tube and has to be re-shipped to its destination, the postal employees discover immediately that somebody has made a mistake. The delay is reported. The post-office authorities write a letter to the company, which holds me responsible for what is done by the men under me. I have to make an investigation, and submit a report on each case of error."

Occasionally, perhaps once in two months, there is a "block." A carrier, weakened by hard service, grows misshapen and becomes jammed in the tube, sometimes at a curve. The air pressure of seven or eight or ten pounds to the square inch is powerless to drive it forward. Behind it, if its predicament is not discovered instantaneously, other carriers are doomed to be stalled. The efficiency of the line and the prevention of a hopeless piling-up of mails at the terminals are dependent upon the celerity with which the superintendent

That he hears it in less than a minute is due to the safety-pressure gages at the power plants. It is a matter of seconds only before the interference with the air current is registered, and in another moment the central telephone bell of the company's private wire is signaling, "Stop the machines all along the line!" An instant later the superintendent or one of his aides is at the receiver. The operator at the pressure gage, which has indicated the location as well as the existence of the "block," reports the fact in a word.

While the superintendent remains on the telephone wire and gives rapid fire orders, the pressure in the blocked tube is increased. Fifteen, twenty, thirty pounds to the square inch, maybe! If the added power is not sufficient to dislodge the disabled carrier from behind, the direction of the current is reversed so as to force the wreck backward. Generally the end of the trouble is not far off, and the carrier, shattered beyond further usefulness, is hurled out; but sometimes the jam is so bad that there is a delay of many minutes.

Meanwhile, whether the lines is crippled for one minute or thirty, the mail at the transmitter is being heaped up in great stacks. The clerks are surrounded by enormous quantities of letters, the mechanics by scores of belated carriers that cannot start until the superintendent signals, "Go ahead!" From every quarter of the city brought in by collectors from hundreds of corner letter-boxes and by wagons from distant stations, the "rush" mails are concentrating themselves upon the tube-room. When at last the block is lifted the toilers at the terminals must redouble their exertions, if that is possible, to restore order before the end of the day.

"We can't afford to have it happen often," remarked the superintendent. "The Government is a hard master when its mails have to wait even for a few seconds." Accidents, for this obvious reason, are less and less numerous each year, and the safeguards

against them are being perfected continually. Although there has not been any mishap more serious than a jammed carrier within the last twelve months, every facility for overcoming vital accidents is installed on all the lines, and it has been established beyond a question that the Underground Mail, whatever may be its losses of time, is not liable to such delays as must attend the old system of delivery wagons traversing crowded city streets.

As preliminary safety devices, each terminal machine has various contrivances to aid the operators in avoiding mistakes or accidents. Then, too, there is attached to every transmitter a time clock, which automatically keeps the opening closed for the required number of seconds after a carrier has started, thus preventing a forgetful mechanic from sending the mail packages through the tubes too close together; and in order to prevent a carrier from being projected with two great force from the inbound tube, with a probability of its wrecking the room, the inventors have designed an automatic pilot valve, which is attached to the receiver and causes the pressure for some distance from the outlet to be diminished so as to let the carriage emerge at a reduced speed.

A VALUABLE LESSON.

"Six years ago I learned a valuable lesson," writes John Pleasant, of Magnolia, Ind. "I then began taking Dr. King's New Life Pills, and the longer I take them the better I find them." They please everybody. Guaranteed at K H Trimble, druggist, Monterey, Va. 25c.

Virginia: In Vacation: In the Clerk's Office of the Circuit Court of Highland County, January 18th, 1907. Geo. E. Swecker & others vs. Upon an amended bill, in chancery.

Trexler Bro's & Co. &c. The object of this amended bill, is to annul or dissolve the partnership known as the Bluegrass Percheron Horse Co., and to ascertain its assets and liabilities and ascertain the liability of Trexler Bro's & Co. and E W Armstrong and W F Jones to the plaintiffs and to attach the effects of H P Reynolds in the hands of one J H Yost for the amount of the indebtedness for the sum of \$2500.00 with interest from the first day of January 1906. And it appearing from affidavit, this day filed, that the defendants, J F Trexler, J L Trexler and H P Reynolds are non-residents of the state of Virginia; it is ordered that they appear here within fifteen days after due publication hereof and do what is necessary to protect their interest.

E H McClintic p. q. Teste: J C Matheny, Clerk.

Wintry winds whined weirdly, Willie wriggled while Winnie wheezed wretchedly, wisdom whispers, winter winds work wheezes, wherefore we write, "Use Kennedy's Laxative Cough Syrup" Nothing else so good. Sold by K H Trimble.

11 RISING FROM THE GRAVE.

A prominent manufacturer, Wm. A. Fertwell, of Lucama, N. C., relates a most remarkable experience. He says: "After taking less than three bottles of Electric Bitters, I feel like one rising from the grave, in the Diabetes stage. I fully believe Electric Bitters will cure me permanently, for it has already stopped the liver and bladder complications which have troubled me for years." Guaranteed at K H Trimble, druggist Monterey Va. Price only 50c.

VIRGINIA: In Vacation—In Highland Circuit Court Clerk's Office, January 29th, 1907.

Ambrose Price vs. In Chancery Arlie McCoy and others. The object of this suit is to procure the partition between the plaintiff and the defendants of the Harvey and Allen Armstrong land and McCoy land, devised to the said parties, by the last will of Townsend Price deceased, that is to say, one half to the plaintiff and one half to the defendants. Said land lies near Doe Hill, in said county and contains 202 acres more or less. And it appearing from affidavit filed, that the defendants Price McCoy and Jane Kennedy are non-residents of the said state of Virginia, it is ordered that they appear here within fifteen days after due publication hereof and do what is necessary to protect their interests. Jones & Son p. q. Teste: J C Matheny, Clerk.

Use a little KODOL after your meals and it will be found to afford a prompt and efficient relief. Kodol nearly approximates the digestive juices. It digests what you eat. It is sold on a guaranteed relief plan. Sold here by K H Trimble.