AN INTERESTING ACCOUNT OF HOW THE ELEVATORS WORK.

In a Large City Hundreds of Thousands Ride on Them Daily-One Elevator Will Carry 10,000 Persons a Day-How Some

of Them Are Operated by Water Power. Five hundred thousand men ride in the elevators of New York city every day of the year, and not one man of them in a hundred has more than the vaguest idea how these sheeting cars work. As for out "up" or "down," the percentage who know what "makes the thing go" would

be sheekingly small. To get some more precise ideas about these vertical railways, the writer went down the other day into subterranean New York, into those wonderful modern catacombs where engines throb and electricity takes its birth, under one of the great down town buildings, which contains no less than 34 elevators, 21 for passengers, 13 for freight.

A strange and unfamiliar region is this, where giant wheels, belted to other wheels, make the foundations tremble and

the air roar in one's ears. "Here," said the engineer, to whom all this was as familiar as the schoolroom to its teacher, "here are the boilers which supply steam to work the elevator pumps and to turn the dynamos. There are nine of them, each 18 feet long and 6 feet in diameter. They burn 125 tons of coal a week, winter and summer. The seasons make very little difference; it is always

the same down here. "Now come this way, and you will see how this steam makes the pumps send water up to the tanks at the top of the building-5,000 gallons of it a minute. Say they work at full pressure half the time, or four hours a day, that gives 120,-000 gallons pumped up about 200 feet, which means nearly 240,000,000 foot pounds of energy a day to run the ele vators alone.

"Not so bad, is it? And the beauty of it is that in doing this work we use the water over and over again; pumped into the tanks above, then discharged into the big tank down here, then through the pumps again and so on until we change it

"And how does the water run through the elevators?" "I can make that plain to you in two minutes. You see each elevator has its water tank at the top of the building and its own hydraulic machine at the bottom,

and the two are connected by an Sinch iron pipe. That pipe lets the water from above into the 3 foot cylinder of the hydraulic machine, and this water is kept by the pumps at a pressure of 100 pounds to the square inch. "Consequently whenever the water presses into the cylinder it drives this pis-

ton red out to its full length, 16 feet, with the force of some scores of tons-the calculation is easy if you remember the formula. Now this piston rod in moving pulls apart what you might call the two blocks of an enormous pulley, with five wheels in each block. "Here they are, see. And the wire rope which runs around these pulley wheels

goes over a wheel up under the roof, and then down till it catches the top of the elevator car. As there are 10 wheels in the two palley blocks the end of the rope with the car attached travels 10 times as far as the piston rod does, or 10 times 16 feet, which is the distance the elevator traveis up and down "What brings the piston back and the

elevator down?" "The changing of this valve where the iron pipe joins the cylinder. When the valve is thrown one way, the water presses into the cylinder, and up goes the elevator; when the valve is thrown the other way, the pressure on the piston is relieved and the water is discharged into the tank over there, through these pipes. Then the elevator comes down by its own weight and that of the passengers.

"The valve is worked by the elevator boy when he pulls the cord either way, and if he should forget to pull the cord the valve would act automatically, just as the valves in an engine do. "The wider the valve is opened, going

either way, the faster the car goes, up to a certain point, where, whatever might happen, even supposing the valve to burst, a separate attachment, consisting of an independent cable, would stop the car by the action of what we call the safety governor. There you have the whole thing in a nutshell." "And what if the wire rope which holds the car should break?"

"The elevator would stop instantly, as it would also if one of the four ropes-for there are four, not one-should even stretch. The car would stop because by reason of a simple device a series of wedges would be thrown out and grip the iron frame in which the elevator slides. The heavier the load the harder the wedges

In some elevators the big cylinder is visible above the floor in a vertical instead of a horizontal position, with the pulley wheels scattered along at intervals on the way up, as if to give the passengers food

In some again there is no water tank at the top of the building, the requisite pressure being obtained by pumping compressed air. These are details which concern the elevator men only, and not the general public. It is a splendid achievement to have mastered the main point of a single system.

One point which I found interesting is the question of speed. How fast do these elevators run? How many miles do they cover a day?

This merely depends upon the number of pulley wheels you have attached to your piston rod. With six, seven or ten pairs of pulley wheels, instead of five pairs, the elevators just under consideration would run 32, 64 or 160 feet farther for each stroke of the piston than they do at pres-

The present rate is 500 feet a minute, so 10 pairs of pulleys would give 1,000 feet a minute. Twenty pairs would give 2,000 feet a minute, 40 pairs 4,000 feet a minute and 80 pairs 8,000 feet a minute, or over 80 miles an hour. Theoretically there is no limit, but as a matter of fact, with these constant stoppages at every floor the present speed of elevators is considred as great as will ever become advisable. Already in express elevators in Chicago, in such human beehives as the Rookery, where no stop is made before the tenth of twelfth floor, elevators are run at the rate

of 800 feet a minute. The average New York elevator may be said to carry 20 passengers; many carry more, some less; but, taking these figures and allowing 500 complete trips up and down as the daily work of an elevator in the busy buildings, then you find each of these elevators carry 10,000 persons daily when it runs full.—Boston Globe.

The Trouble With a Trained Dog. Doc Goldberger scared himself one day last week. He was out in Clifton with friends walking and admiring the suburbs. stition found expression in the forma-On Clifton avenue he met a coach dog. It | tion of wax images of hated persons, stopped and made friendly advances. Doc | into the bodies of which long pins were ordered it to sit up. To his surprise it stuck. It was confidently believed that obeyed. Then he ordered it to lie down, and it did so. His friends were astounded, but they weren't any better off than Doc. "You see, I'm a mesmerizer," he said as belief and practice continued down to he wondered what on earth ailed the dog. I the seventeenth century. The super-After causing it to jump through his arms | stition indeed still holds its place in and pretend to be dead Doc proposed going | the highlands of Scotland, "where," cable car at Seventh and Vine, the dog was

the first thing they saw. It had followed the car down town. The friends of the mesmerist were now completely puzzled. but Doc was in a delirious whirl. It took I him two hours to lose the pup, and now he | health of the hated one decline,"-New crosses over when he meets a spotted dog on the street. Trained dogs are too friendly.-Cincinnati Enquirer.



THE CALCIUM MAN'S VIEWS. stage Luminaries From a Hitherto Un-

discussed Point of Vision. "Actors are curious folks," observed the calcium light manipulator of one of the up town theaters to a reporter the other night. He was breathing upon the reflector and then polishing it carefully with a woolen rag. "Curious in what respect?" asked the

"Oh, they're queer creatures in ev-

the 100,000 or so women who daily call scene shifter, but Lord preserve me from being an actor! They get more money than most folks, but they never have a cent. Off the stage they're the biggest cranks in the world, and on the stage they're cranky enough, Lord knows. Now, look at me and my profession, for instance. Any one would think that I'd be in solid with the actors, seeing that I light 'em up in pretty poses and bring out the effective parts of the these stage folks had their way I'd be bounced 20 times a week by the management. Everybody that hoofs it before the footlights kicks at me from the

chorus to the star and from the second comedian to the supe. "There's 200 gray hairs in my head, for which these serpentine dancers are responsible. They're kickers with a vengeance, on and off the boards. Now, I guess I know more about the effects of lighting than they do, but whenever they come hopping on the stage I never catch 'em soon enough to their notions. When they swing around in the butterfly dance, they start off different every time, and if the light glances off 'em for the eighth of a second they're wild with rage. It's their conceit, you know. They want to look sweet 100 seconds to the minute. Then they complain that I catch 'em in the eyes and blind 'em, whereas it's the continual changing of

their regulation poses that rattles me. "Then, when it comes to the chorus, oh, my! If they had things their way, the leading lady wouldn't be illuminated at all. There isn't one of 'em that full minute for the benefit of their gentlemen friends in the audience. They besiege me every night for favors in

promise I'll light 'em. But do 1 do it?" The calcium man rubbed his forefinger and thumb in a suggestive way. "If there's a little half dollar fee forthcoming, they get a flash for 21/2 scconds. No fee, no flash!"-New York Recorder.

An Anecdote of Mr. Childs. This incident has been related of Mr. Childs, and I believe it has never been printed. Stopping one of his head employees one day, Mr. Childs said: "You are not looking well. I think you must be working too hard." "I am not feeling very well, Mr.

short time."

to Europe?" said Mr. Childs, smiling of mischievous disposition who happen-Heasantiv.

'but I cannot afford it." "You can afford it," said Mr. Childs, taking him by the arm, "if I pay your expenses and pay your salary to your | from another clock and placed this in family while you are gone, can't you?" months in Europe and returned com-

pletely restored to health. "That was one of the best investments I ever made," chuckled Mr. Childs when the matter was called to his attention. "Why, Mr. - returned so much improved in health that he could do twice as much work as he could before he left. You see, I was the real gainer by the transaction."

One of Mr. Childs' characteristics was that he never seemed to take any credit to himself for doing a kind act. -New York Press.

Curing Cobra Bite With Strychnine. Some alleged instances of cures of cobra bite are reported from India, but there is always the doubt that in the 'recoveries" reported there was really no poison injected, for the cobra does not inject poison every time it bites. It is stated that some cases of cobra bite have been cured by the hypodermic injection of strychnine, and full details will be awaited with interest, for it is possible that strychnine may be antagonistic to the peculiarly deadly poison ejected from the fangs of the cobra. The poison of that snake is, as a rule, so rapidly effective that few occasions occur where a remedy can be applied with sufficient promptitude to determine whether it is effective or not. All statements about alleged cores are, however, worth careful investigation, for an antidote may at last be found.-English Mechanic.

How Was It? "My good woman," said the learned judge, "you must give an answer in the fewest possible words of which you are capable to the plain and simple question whether when you were crossing the street with the baby on your arm, and the omnibus was coming down on the right side and the cab on the left, and the brougham was trying to pass the omnibus, you saw the plaintiff between the brougham and the cab, or whether and when you saw him at all, and whether or not near the brougham, cab and omnibus, or either, or any two, and which of them respectively or how it was."—Methodist Protestant.

Savagery In Hawaii.

Adolph Marcuse, a European traveler, describes in a vivid way the savngery which yet prevails in some portions of the Hawaiian Islands. In a vis-It to the crater of Kilauea he was accompanied by several natives. When night came, they threw into the crater as offerings sacred berries and live fowls, at the same time singing a monotonous chant to Pele, the fire god-

Malice and Superstition. In the middle ages malice and superin that way deadly injury would be done to the person represented. This says a well informed writer, "within the last few years a clay model of an enemy was found in a stream, having been placed there in the belief that as the clay washed away so would the York Journal.

A Curious Maine Law. A curious statue exists in the state of Maire, which banishes criminals from the state for transgressing the law there. This may operate well enough for Maine, provided it can be enforced there, but how is it to operate upon the other states of the Union, who are thus converted into a kind of Botany Bay for the reception of Maine's criminals?—Boston Her-

HE COLLECTED THE BILL

likewise Obeyed Orders and Established a Reputation That Made Ilim. "When I was a youngster of 17," said a successful business man, "I got a job as a collector with a man who was about as strict a martinet as I ever law. He insisted on everything being done just as he said, and there were times when life was verily a burden, but I stuck to him for six months; then we had a difference. It was this way:

ery way," returned the other. "Ought | One morning he called me up and handnot I to know? I've been everything ed me a bill on a man I knew. He said connected with a theater from usher to for me to take it around and collect it. "'It's one of our standbys,' he said, 'and every collector I ever sent to him reported him absent or not findable or comething. Now, you go and don't come back here till you see him.' "'Do you mean that?' I asked as two or three clerks looked up.

"'You know me,' was all he said in reply, and I went out after my man. "He wasn't at home, the people said, and wouldn't be for six weeks. So I scenes. But, would you believe it, if stuck the bill in my pocket and went off up the country for a visit. The old man sent after me half a dozen times, but my folks could only tell I was out of town, and I never paid any attention to a letter I got from the boss, but went on enjoying myself. Then I came back and had a visit with some other friends, and at the end of six weeks I called on my man again with the bill. I found him at home and told him what I had done, and he paralyzed me by paying the bill, with interest. Two

nours later I stepped into the boss' of-"'There,' I said before he had time to gather his wits, 'is the amount of your bill and interest. He was out of town for six weeks, and I couldn't see him before. You told me not to come back till I did see him, and 1 was obeying your instructions. I had a rattling good time, and the house owes me six weeks'

"The old man gasped, got blue in the face, and I thought he was going to explode, but he didn't. He gulped it all down and stuck out his hand.

"'Young man,' he said, 'you ought doesn't want me to show 'em up for a to have been a soldier. I am going to put you in charge of the collection department and double your salary. And," concluded the merchant, "when this way, and I promise—oh, yes, I I was 25 I was a partner."—Detroit Free Press.

An Amateur Tinker's Experience. A well known merchant of this city, who is of a saving disposition and of a mechanical turn of mind, has an inclination to attempt to do everything. He considers nothing well done that he does not do himself. The other evening one of the clocks at his home refused to keep time, so he thought he would repair it. He had repaired many a clock before and had not the least doubt of his skill. He took all the wheels and pinions apart and cleaned them. This occupied the entire evening, and when Childs, that is a fact," was the answer, but I guess I will be all right in a he retired he dumped all the cegwheels and parts of the clock into a drawer in his desk. The merchant is unfortunate, "How would you like to take a trip at least at this time, in possessing a son "Well enough, sir," was the response, | wheels. He knew what his father had been doing and thought he would have a little fun. He went to his room where he had a wheel that had been taken the drawer with the other "fixings." The result was the man spent two | That night the father commenced his work of putting the separate parts together. He tried it several times, but always had one wheel left over. The next night he tried the problem once more. Again he failed. For two weeks he puzzled over his mechanical problem, always having a wheel left over for which he could not account. Finally the son, who had been enjoying the sport, told his parent of his little joke. Then he wished he had made no confes-

sion.—Pittsburg Dispatch. Bronchos and Mustangs. Tenderfeet, by the way, are very and to mix up the terms "broncho" and 'mustang." The mustang is literally a wild horse-that is, one whose forefathers have never been in captivity and whose ancestry is believed to be derived from the horses of the old Spanish invaders-while the bronchos are the children of cow ponies, or horses which have been used and which have been turned out on the range for the purpose of breeding. These horses are branded, and the colts belong to the man whose brand is on the mother. Horses are rounded up every year, and the colts are caught and branded by the owners of the mares with which they are found running, and when they become of breakable ago they are taken by the men whose brand they bear. Of course there is more or less of false branding, but where a "hustler" is found engaged in this industry he is generally sent to a place where horses are not supposed to exist and where there is no temptation for him to indulge the fad .- New York Mail and

Express. Don't Crowd the Auctioneer. There is a diamond of rare value and fine water lying in the heart of the Bank of England vaults that has come to England from the Orange Free State, where it was found by a miner. The stone weighs nearly 800 carats and is the largest in the world. There is evidently to be some competition between would be buyers, among whom is the German emperor. The value of the diamond when it was estimated by the Free State government mine inspector was £25,060, but the price now put upon it is £1,000,000 .- London Court Journal.

Hadn't Seen Them All. "Your great men seem to carry their nonors most easily," said the observant foreigner. "I have met several of your senators, and they seem just as common

as any one." "That may be the case with senators," replied the citizen, "but you just ought to meet a newly elected justice

of the peace."-Indianapolis Journal Thomas E. McClelland, of Ellicott City, is selling the patented and im proved spring steel bread, cake and par ng knives one of each making a set, at \$1.00, very useful articles as every house wife knows who has tried them.

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A Great Mistake.

A recent discovery is that headache, dizziness, duliness, confusion of the mind, etc., are due to derangement of the nerve centers which supply the brain with nerve force; that indigestion, dyspepsia, neuralgia. wind in stomach, etc., arise from the derangement of the nerve centers supplying these organs with nerve fluid or force. This is likewise true of many diseases of the heart and lungs. The nerve system is like a telegraph system, as will be seen by the accompanying cut. The little white lines are the nerves which convey the nerve

convey the nervo every part of the body, just as the electric current is conveyed along the telegraph wires to every station, large or small. Ordinary they treat the part affected. Franklin Miles, M. D., L.L. B., the

specialist and specialist and student of nervous diseases, and author of many noted freatises on the latter subject, long since realized the truth of the first statement, and his Restorative Nervine is prepared on that principle. Its success in curing all diseases arising from derangement of the nervous system is wonderful, as the thousands of unsolicited testimonists in prepared of the greener manufacture. tul, as the thousands of unsolicited testimonials in possession of the company manufacturing the remedy amply prove.

Dr. Miles' Restorative Nervine is a reliable remedy for all nervous diseases, such as headache, nervous debility, prostration, sleeplessness, dizziness hysteria, sexual debility, St. Vitus dance, epilepsy, etc. It is sold by all druggists on a positive guarantee, or sent direct by the Dr. Miles Medical Co., Elkhart, Ind., on receipt of price, \$I per bottle, six bottles for \$5\$, express prepaid.

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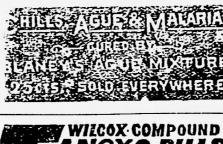
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Baltimore and Ohio Time Table. IN EFFECT NOV. 19, 1893. laltimore to Mt. Airy, Frederick and

Hagerstown. \$28 828 825 \$25 \$25 B

Daily. † Daily except Sunday. ‡ Sunday only. a Stop to let off passengers. The Theatre Train leaves Baltimore at 11 10 p. m., daily and arrives at Ellicott City at midnight. Hagerstown, Frederick and Mt. Airy to Baltimore.

Daily. Daily except Snuday. WESTERN MARY LAND RAILROAD. SCHEDULE TAKING EFFECT MONDAY, FEBRUARY 19, 1894. eave Hillen Station as follows:

A.D. A. M.—Fast Mail for Norfolk and West-ern R. R. the South and Southwest; also Glyndon, Westminster, New Windsor, Union Bridge, Mechanicstown, Blue Ridge, High-field, Edgemont, Hagerstown, and, except Sunday, Williamsport, Clear Spring and Cherry Run, Chambersburg, Waynesboro', B. and C. V. R. R., Martinsburg and Win-chester, Va.

DAILY EXCEPT SUNDAY.

7.22 A. M.—Accommodation for York, Hanover, Gettysburg, Pa., and all B. and H. Div. points; also Eastern Extension and Main Line east of Emory Grove; also Carlisle and G. and H. Railroad.

8.00 A. M.—Mail for Cherry Run, W. Va., Clear Spring, Williamsport, Hagerstown, Shippensburg and points on Main Line & B. & C. V. R. R.; also Frederick and Emmittsburg, also N. & W. R. R. to Shenandoah, Va. 10.65 A. M.—Accommodation for Union Bridge, York and Gettysburg, Carlisle and points on G. & H. R. R.

2.25 P. M.—Accommodation for Emory Grove 3.20 P. M.—Express for Arlington, Howardville, Mt. Wilson, Owing's Mill, Glyndon, York, Hanover, Gettysburg, B. & H. Division, Carlisle, Gettysburg and Harrisburg Railroad.

4.02 P. M.—Express for Arlington, Mt. Hope, Sudbrook Park, Pikesville, Green Spring Junction, Owings' Mills, Glyndon, Glen Falls, Finxaburg, Patapsco, Carrollton, Tannery, Westminster, Avondale, Medford, New Windser and Stations West to Cherry Run; also Emmitsburg, B. and C. V. R. R., Norfolk and Western R. R. and points South.

5.15 P. M.—Accommodation for Emory Grove, 8 5 P. M.—Accommodation for Union Bridge. DAILY EXCEPT SUNDAY.

South.

5.15 p. m.—Accommodation for Emory Grove.

6.15 p. m.—Accommodation for Union Bridge.

11.25 p. m.-Accommodation for Emory Grove.

9.30 A. M.—Accommodation for Union Bridge and Hanover. 2.30 P. M.—Accommodation for Union Bridge. 4.00 P. M.—Accommodation for Emory Grove. 10.30 P. M.—Accommodation for Emory Grove. TRAINS ARRIVE AT HILLEN STATION.

SUNDAYS.

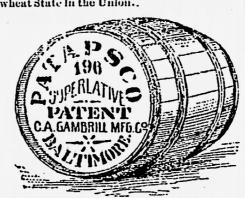
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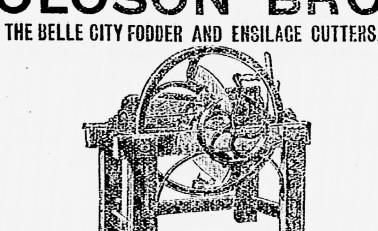
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