INCREASED SERVICE.

HOW THE TYPEWRITER HAS AFFECTED TELEGRAPHY.

Backed by an Extensive Code, the Telegraphic Service of the Various Big Press Associations Has Been Revolutionized by the Machine.

By far the most important and valuable improvement in the efficiency of the electric telegraph in the past three or four years has been brought about by the introduction into telegraph work of a machine that has absolutely nothing electrical about it—the typewriter. It has become absolutely indispensable in several of the more important branches of the telegraph service, a necessity to the complement of every first class operator, and soon its lively patter will be the unvarying accompaniment to the brisk clicking of the sounder in every telegraph office in the land.

The most striking example of the value of the typewriter in telegraphy is afforded by the press service. In this branch it has entirely superseded the pen and stylus throughout the whole country, and no operator is eligible for a position on a United Press or Associated Press circuit, or practically on any press wire, unless he is a typewriter expert. He simply could not do the work. The typewriter was first introduced into the office of the Associated Press as an experiment about seven years ago, and for the last two years it has been used exclusively in all offices of the United Press and the Associated Press.

The United Press has six circuits running out of New York, reaching all the principal points as far west as St. Paul and south to New Orleans. The number of offices on a circuit varies from eight to twenty. The Associated Press serves practically the same points by substantially similar circuits. Over these wires the special dispatches from the various points are received, and the main volume of news collected in New York, the great collecting and distributing point, is sent out for service to the newspapers in the associations. Before the introduction of the typewriter the "night report" averaged about 8,000 words on each wire, and the whole day's work amounted to about 18,000 words. Now the night report runs to about 14,000 words and the whole day's service averages about 30,000 words.

BENEFITS THE OPERATOR.

A first class operator can send about forty words a minute, continuously and well, but experience has shown that it is very difficult for a man to write with a pen or stylus more than thirty or thirty-five words a minute, steadily and continuously, for a number of hours. The service of the press associations in New York requires from twenty to thirty copies to be taken of every dispatch. In other cities the number varies from four or five copies upward. They were formerly made with an iron or agate stylus on tissue paper interleaved wit' carbonated sheets. The labor of pressing through so many thicknesses of paper in order to make a legible copy on each is enormous.

The strain, muscular and mental, of writing thirty-five words a minute in this manner for eight or nine hours nightly, following the dictation of a sender who could always greatly excel the writer in speed, has been responsible for the nervous and physical breakdown of hundreds of operators. On the typewriter a speed of seventy words a minute is easily acquired and maintained, and with slight modifications in the machine thirty copies and more can be taken with as much ease as one. There is no cramp and little fatigue in the operation of the typewriter, for eight fingers do what was the work of two, or practically eight motions take the place of one.

With the introduction of the typewriter the sending operator dropped away in the rear. Then the practice of abbreviating came into use, and the sender in his effort to keep up to the machine clipped his words and dropped out their vowels. Walter P. Phillips, general manager of the United Press, has devised and compiled a code of abbreviations and logograms, skillfully arranged with a view to the best utilization of the shortest and most convenient signals in the telegraphic alphabet. It is a very excellent system of telegraphic shorthand, and is now in general use for press work.

EXAMPLES OF THE CODE.

A few excerpts from the code will show its character and scope and give an idea of what may be accomplisbed in the way of speed with its aid. Short phrases that occur frequently are represented by single letters, as "F" means "of the," "K" means "out of the," "V" means "of which," and so on. There are about 6,000 abbreviations and symbols of two and three letters representing much used words or short phrases. "Pprn" stands for "preparation;" "Sby," "subsequently;" "Nbh," "neighborhood;" "Kcn," "concentration." There are some especially brief contractions, as: "Oljod," meaning "only a limited jobbing demand;" "Mwdc," "market without decided change."

This aggregation of letters, "If ou bldgs can n alw hv t supm adg o rpsntg trad, ty r at leas dilgnt in thr dvon to uglines," coming over a wire would be written out by the typewriting operator, "If our buldings cannot always have the supreme advantage of representing trade, they are at least diligent in their devotion to ugliness."

With the aid of the Phillips code the sending operator can transmit sixty words a minute with greater ease than he could send thirty without it. The receiving operator with his typewriter can keep up to his speed as a pleasant pastime. It is impossible to rush him. The actual speed of transmission has been increased from between thirty and thirty-five words to from fifty to sixty words a minute.—Electricity.

An Inviting Challenge.

In the Hungarian parliament the other day the secretary of state refused to give the name of an officer who had been punished for cruel treatment of a private soldier, alleging that publicity would be a double penalty. Upon this a member of the opposition rose and said, "I call that nameless officer a pig and a scoundrel, and now I think he will be anxious to give us his name." Perhaps not. The unnamed offender is, ex hypothesi, a coward and may prefer to remain in the safe shelter of obscurity. —London Globe.

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Job Work

We make a Specialty of both

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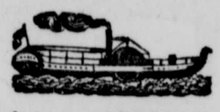
Call and examine Specimens of Work and also prices, before leaving orders elsewhere, and be convinced that we CANNOT BE EXCELLED.

American Union,

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THE STEAMER BRADFORD,

(CAPT. D. S. BROCKWAY, MASTER,)



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FREIGHTS MODERATE,

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Two doors below Brick Hotel.

Families and picnics furnished at reasonable prices. j1-3m

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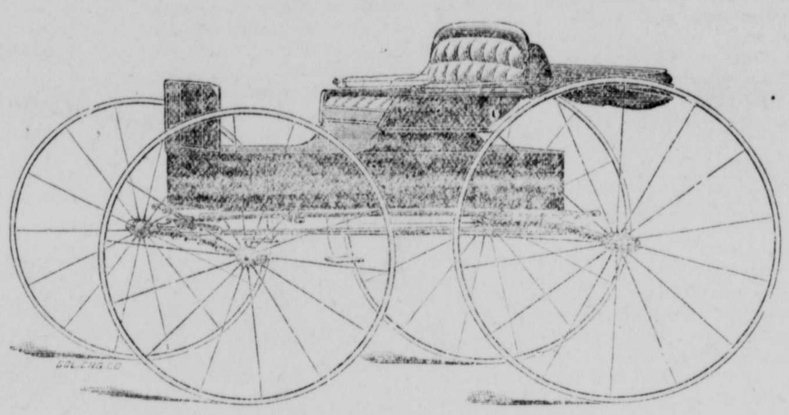
Physicians, State, Reformatory and Charitable Institutions furnished free.

THE HARVEST IS OVER

BUT WE ARE STILL AT

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WHERE WE ARE OFFERING



FINE CARRIAGES

HARNESS,

LAP ROBES,

WHIPS,

FLY NETS, &C.

STEAM, AGRICULTURAL AND MILL MACHINERY, CUCUMBER PUMPS, FERTILIZERS AND HARDWARE.

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GRAIN DRILLS

RICHARD T. CARTER.

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FOR

SPRING,

GOOD!

TRY

BLACKISTON

Delaware & Chesapeake R. R.



Commencing Monday, Nov. 30, trains will run as follows:

GOING SOUTH		STATIONS.	GOING NORTH	
201 Mail.	281 Pass		280 Mail.	274 Pass
A. M.	P. M.		A. M.	P. M.
9 42	5 55	.....Clayton	8 30	5 37
9 54	6 04	..... Kenton	8 21	5 27
10 05	6 14	.....Hartley	8 10	5 16
10 08	6 16	....Slaughters	8 08	5 13
10 19	6 23	.....Marydel.....	8 01	5 03
10 27	6 30	... Henderson....	7 54	4 54
10 35	6 37	.Goldsborough.	7 48	4 46
10 48	6 47	Greensborough.	7 39	4 35
11 00	6 56	.....Ridgely.....	7 29	4 23
11 12	7 05	..Queen Anne..	7 20	4 13
11 24	7 13	.....Cordova.....	7 11	4 02
11 34	7 20	..... Chapel	7 05	3 55
11 58	7 32	..... Easton	6 55	3 44
12 10	7 45	.....Trappe	6 39	3 20
12 20	7 55	.....Oxford	6 30	3 10
P. M.	P. M.		A. M.	P. M.

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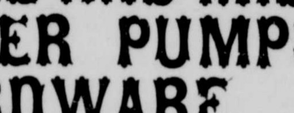
Preston, Caroline, County,

Apr. 28. 1y. Maryland.

THE

Chester River Steamboat Co

1891.



SPRING SCHEDULE.

On and after Wednesday June 1st the Steamer

EMMA A. FORD,

will begin daily trip (except Sunday). Will leave Chestertown at 7 a. m. Will leave Baltimora 2:45 p m, stopping at Rolphs, Bookers Quaker Neck, Eastern Neck, Queenstown Kent Island, and intermediate landings on Chester river; arriving in Baltimore about noon. Returning, will leave Pier 7, Light street wharf at 11 a. m., Tuesday, Thursday and Saturday.

☞Will leave Queenstown for Baltimore at 9:45 a. m.

Beginning on Friday, March 22, the Steamer Gratitude will make daily round trips (except Sunday) from Centreville to Baltimore. Will leave Centreville at 7 a. m., Jackson Creek about 8,15 a. m.

Returning will leave Baltimore daily (except Sunday) at 2, 30 p. m.

The U. S. Express Company service on both steamers, affording patrons an opportunity of making through shipments of freight to all parts of the United States.

GEO. WARFIELD,

Jan 9 President.