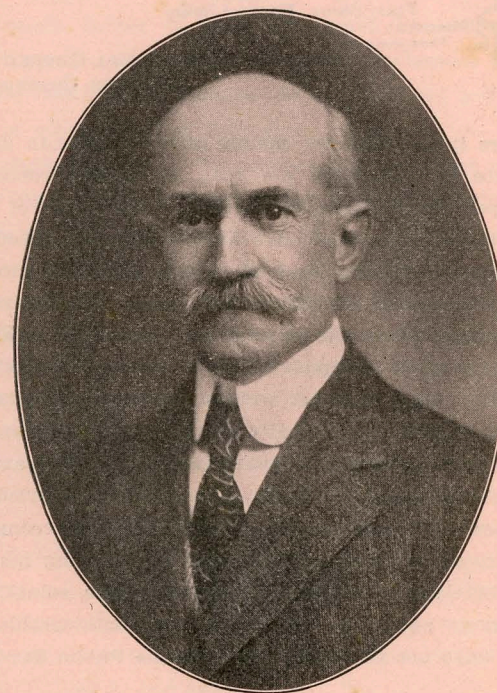


Courtesy.

True courtesy is from the heart—an emanation, not a reflection; a genius, not an art; something to be cultivated, not learned as a code. It is the instinctive homage paid to the little or much of real manhood, or womanhood or childhood in those we meet; it is the expression of kindness, patience, reverence for good, respect for knowledge, age and experience. It makes labor better than mere toil, business higher than mere money-making. It promotes confidence, honesty, diligence and effort. It is indispensable to our highest success.

H. H. Sherman

THE POSTAL TELEGRAPH



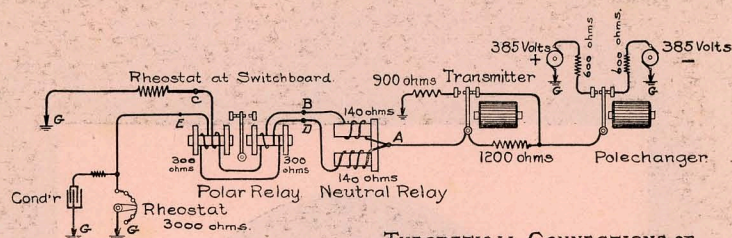
MINOR M. DAVIS
ELECTRICAL ENGINEER
NEW YORK

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ENGINEERING DEPARTMENT

TESTING QUADRUPLIX AND DUPLEX INSTRUMENTS.

By M. M. DAVIS.



THEORETICAL CONNECTIONS OF
STANDARD QUADRUPLIX.

For years it has been my custom at lunch time to put away my frugal piece of sustaining pie with no special concentration of thought upon the ultimate destination of the pie or of myself; but recent articles by my associates have completely upset this peaceful rumination. d'Humy says the pie is merely a group of ether vortices which can be rearranged but cannot be compressed. Sherman says that unless I'm careful not to let the light strike the pie when it is finely subdivided it (the pie) may be wafted through interplanetary space to other worlds, and Skirrow says I ought to consider whether eating is really worth while before spending time on it. Their thoughts are so interesting and so well expressed that I have followed them until I'm pretty nearly snarled up in the limitless possibilities of their speculations. If it becomes generally known that a few ether whirls make a satisfying meal and that infinite subdivision is as good as a railroad pass, solution of several of the biggest and more troublesome economic problems may be sought in ways not yet offered, even to the Public Service Commission.

The recent Postal Telegraph articles are so well done that they will stand a little chaff (perhaps it will even direct attention to their excellence) and I should like to write something equally interesting. Although we are constantly immersed in the Ether Ocean, it seems quite a drop from the boundless Ether of Space to the

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Operating Room. Wide outlooks are fascinating and it is with considerable timidity that I offer suggestions of easy ways to do the day's work. I do not fear lack of general interest in that subject (even Postal Chief Operators are not so full of energy that they are looking for the hardest way to do things); but my topic has been somewhat fully written up by others and it lacks novelty. Let's get at it.

Any quadruplex or duplex set may become faulty in one or more of a number of places. Defects that cause entire failure to operate are the easiest to detect. Such defects are usually remedied promptly. Defects that only slightly cripple the set but do not stop it are much harder to place and much less certain to get treatment. Many defective relays, rheostats, condensers and resistance coils are doing harm because their defects are not even suspected. It is often assumed that there is no way to test them without disconnecting them. The method here described is not new, but there is good reason to believe that it is not commonly used.

First, measure the total resistance of the balancing coils of a spare rheostat to make sure it isn't defective. If you have no means of measuring the spare rheostat, try it anyway.

Put the line wedge of the set to be tested in a grounded flip at the switchboard in series with this rheostat. Make the resistance of the rheostat at the switchboard, 2,000 ohms. Then balance the rheostat on the table in the set against the one at the switchboard. After securing a rheostat balance (a static balance is not needed), let your long end remain closed a few minutes to heat up the instruments and coils and develop the defects if there are any. Get a voltmeter and connect a cord and wedge to each of its two terminals. By the time it is ready the quad set will have warmed up a little. Change the resistance at the switchboard to 5,000 ohms and quickly take a new balance. Now touch the voltmeter terminals at the points lettered in the above sketch. The balancing resistance has been calculated to permit you to use the low reading scale of the voltmeter. If the difference of potential (volts) between A and B is the same as the d.p. between A and D the neutral relay is o.k. If the volts between B and C are the same as between D and E the polar relay is o.k. Obviously A to C should be equal

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to A to E; but this drop will be above the range of the low voltmeter scale.

To test the condensers use the high voltmeter scale, and measure the volts between E and G. If the condensers are not leaky the difference of potential should be the same when the condensers are all in as it is when they are all out. (Be careful not to let the condensers discharge through the voltmeter and bend the needle.)

Having assured yourself that the relays and condensers are o.k. you can readily and rapidly test the rheostat by having some one change the resistance in the rheostat at the switchboard, naming the values. If there is nothing defective the same resistance in the rheostat on the table ought to give you a balance.

The voltmeter needle will be a trifle unsteady during all these readings, because the dynamo pressures are not constant and if the dynamos are extremely variable you will have to be careful not to be misled by them; but after a little practice you are pretty sure to detect a defective instrument if you observe the readings carefully.

To measure the proportion between the long and the short ends, read C to G with the long end closed, then with the long end open. As quads are usually operated the first reading will be about three times the value of the second.

Instruments in duplexes can, of course, be tested by similar methods.

An interesting incident of the preparation of this paper is that Mr. O'Donohue, who kindly went to the New York Operating Room to check the practicability of these tests by actually making them, discovered an unsuspected defect in the set that he happened to take for the purpose. This is the best kind of proof that this quick and ready means of testing is practicable.

The text of the back cover of this issue was contributed by Mr. H. H. Sherman, of our Electrical Department, New York.

COMMERCIAL CABLE COMPANY'S 25TH ANNIVERSARY.

PRESIDENT DINES THE STAFF AT ALL STATIONS TO COMMEMORATE EVENT.

President Clarence H. Mackay gave a dinner to the staffs at all of the Commercial Cable stations on December 27th last, to commemorate that company's twenty-fifth anniversary.

On account of the death of Mr. Dumont Clarke, a director of the company, the New York dinner was postponed until January 8th, when it was held in the Hardware Club, Postal Telegraph Building. Two hundred guests, composing the officers of the Commercial and Postal companies and such of the operating staff as could be spared from duty, attended and enjoyed themselves immensely. The rooms were literally transformed into a bower of flowers, palms, green foliage and festoons of smilax. Flags and shields of all nations adorned the walls. Two large illuminated translucent geographical globes showing the company's cable systems, were hung from the ceiling about fifty feet apart, and were connected by five silver cables emblematical of the five transatlantic lines of the Commercial Cable Company.

Messages of congratulation and sentiment were exchanged with the company's stations in Europe and the Far East, through a special wire operated in the dining room, joined to the Atlantic and Pacific Cable systems. The rapidity of the Commercial Cable service was demonstrated. Messages were sent to London and Shanghai, and replies received thereto in less than three minutes and five minutes respectively.

The table decorations were particularly suggestive of the occasion, everything possible being finished in silver. The menu cards were of a very handsome and appropriate design, richly embossed. Several favors were given, the most interesting and unique of which, was a small piece of the Commercial Company's original cable, which was recently recovered from great depths in the Atlantic, after having been submerged twenty-five years. Although the cable has been lying in water under a very heavy pressure for so many years, little deterioration has taken place, and the sheathing wires are in almost as sound a condition as the day the cable was laid.

Mr. Mackay, as host of the evening, welcomed the men and paid a splendid tribute to Mr. George Gray Ward, the Vice-President and General Manager of the Company.

Mr. Mackay's address was as follows:

"Gentlemen of the Commercial Cable Company, and guests of the evening:—I esteem it a great privilege to bid you welcome on this, the twenty-fifth anniversary of the Commercial Cable Company.

The occasion is one for which we have every reason to rejoice, and it is with the warmest feeling of good-will to you all that I extend to you my heartiest greetings.

"Twenty-five years brings great changes in the march of Time, and no better illustration can be drawn than that of the organization of which we are so justly proud, the Commercial Cable Company. I do not propose at this time to retrospect or recite the evolution of the company, for its history and development I will leave to others who have been connected with the company since its inception. Time has thinned our ranks; the founder of this company has been taken from us, his spirit has passed beyond the Great Divide, and only recently Death has laid its heavy hand on two of our number—Mr. Dumont Clarke, associated with this company for nearly twenty years, a loyal, stanch and trusted adviser,—and Mr. Chas. A. Gill, who joined the company in 1885 and remained at his post until the day of his death, leaving a record unsurpassed for fidelity and trustworthiness. Gentlemen, I wish to propose a silent toast: 'To those who have passed from us, and whose memory we will revere for all time.'

"As I look around this room to-night, I see gathered about me the familiar faces of those whom it has been my good fortune to come in daily contact with for a number of years, men whom I have learned to admire and respect for their loyalty, zeal and uprightness. Never has any company had an abler or finer executive staff than that of the Commercial Cable Company. For bringing together and moulding an organization such as I see here to-night, the credit belongs more to one man than to another, and that is, to George Gray Ward.

"Gentlemen, you should be proud of George Gray Ward, as I am. For twenty-five years he has devoted himself untiringly to the interests of this company, and by that I mean your interests. In good times or bad, in sunshine or storm, he has always been imbued with the same spirit, to zealously safeguard the interests of the company, and to see that every man was given a square deal. To you, Mr. Ward, I give credit in a large measure for the results that have been achieved by this company, and I am glad, old and trusted friend, of the opportunity to pay you this tribute to-night, for, gentlemen, to know him is to love him."

Mr. Ward then recited the company's history showing its steady development. His review was as follows:

"Mr. President, and gentlemen: We are assembled here to-night, by the invitation of our President, to celebrate the company's twenty-fifth or silver anniversary. As I look around the tables, it is pleasant to see so many familiar faces, and especially those whose qualities and devotion to the company's interest in the early

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days of its existence, helped so materially to establish the company as an important factor in Atlantic telegraphy.

"When this company was incorporated by the late Mr. John W. Mackay (whose name we shall ever revere), and Mr. James Gordon Bennett, and it first became public, the companies then operating in the Atlantic, were not very seriously alarmed, doubtless because they felt that their combined strength was sufficient to overcome any threatened competition.

"I am quite sure, that whatever views of that character may have been entertained then, have been entirely replaced by a more wholesome respect for our strength.

"I think this occasion is an appropriate one to review the company's history and development during the past twenty-five years, and in doing this I shall relate briefly the steps of progress from its inception.

"After Mr. Mackay's work of developing his great mining interests, he devoted himself largely to other business enterprises, chief among which was the establishment of an Atlantic cable system. This system was designed to oppose the monopoly existing at that time.

"On December 13, 1883, the Commercial Cable Company was legally born, and steps were immediately taken to launch the new enterprise on its active career. Landing places were selected, cables and apparatus were contracted for, arrangements for the establishment of stations were made and all other details necessary to the organization of a high-class institution were thoroughly mapped out. There was some doubt at that time as to the company's purpose and its strength to introduce and maintain competition, but this was dispelled by Mr. Mackay in a letter to the press, which read as follows: 'We have no intention of entering into any agreement or coalition whatever with the existing companies. We are in a position to take our stand and defy all attempts at coercion. In founding this new trans-Atlantic cable company, we were of the opinion that the time had come to give the public, on a permanent basis, a somewhat cheaper and at the same time a thoroughly reliable and prompt cable service.'

"You all know how well Mr. Mackay carried out these promises. Weaker men than he would have yielded to the pressure of the powerful forces united to crush out our existence. Although the matter is now cobwebbed with age, it must not be allowed to be forgotten, especially in an epoch so filled with 'trusts and combinations.'

"Recent events have brought forth inferences of a combination between our land line properties and the telephone interests, but our President, Mr. C. H. Mackay, has, I am sure, set all such thoughts at rest by his public statement the other day, in which he reiterated

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the policies of his father, namely, to maintain independence and competition.

"I am, however, turning out of my course. The landing places selected as stations for the company's trans-Atlantic cables, as you are aware were Waterville, Ireland and Dover Bay, Nova Scotia.

"Our first trans-Atlantic cable was completed on July 20, 1884, the cable from Nova Scotia to Rockport, Cape Ann, Mass., having been completed shortly before that date.

"On October 9 the laying of a second trans-Atlantic cable was completed, and on October 18 the cable from Nova Scotia to New York City was successfully laid, thus forming the first all-cable route between New York City and Europe.

"In the midst of our enthusiasm over the success thus far attained, first one and then the other of our main cables became interrupted on ground over which the cables should never have been laid. These cables were repaired in December, 1884.

"Our New York-Canso cable has the distinction of being the first submarine cable landed and operated in a large city, and has proved a great boon to the business people on many occasions, notably the blizzard in 1888, when all communication to places outside of New York City was entirely interrupted except by this cable.

"I distinctly remember the impression my words made upon a number of the representative business men in a few remarks I made to them at Coney Island, at the time this cable was landed, in which I ventured to say that a cablegram could be transmitted between New York and London inside of three minutes. That prophecy seemed too sanguine to some, but it is unnecessary for me to tell you that we have carried out this prognostication and, in fact, very materially reduced that time.

"On December 24, 1884, the cables were opened for public use, at a twenty per cent reduction, from fifty cents to forty cents per word and from the first were well patronized. The first paid message that passed over the line from America was sent by Mr. I. C. Reiff, of Woerithoffer & Company and this gentleman I may say, has always been very proud of the fact. The other companies naturally met our reduced rates. Scenes of unusual activity and stern expressions were visible everywhere in the cable offices as the fight for prestige and supremacy began.

"To be prepared at all times to restore interrupted communication without undue delay, the cable ship 'Mackay-Bennett' was contracted for, and launched in 1883, and was put into commission in the winter of 1884.

"On February 1, 1885, our cable between Waterville and Havre was opened for business, thus establishing direct cable communication with France.

"On June 26, 1885, the first cable was laid between Waterville and

Weston-Super-Mare, England, thus establishing direct cable communication with England, the manifest advantage of which was reliability of service.

"The company operated its lines in undisturbed tranquility until April 20, 1886, when placards and circulars were issued by our pooled competitors, announcing a reduction in the rates from 40 cents per word to 12 cents per word. The object was perfectly clear. The popularity of the Commercial Cable Company's service and its firm establishment of independence, from which it could not be swerved, became a serious menace to the prosperity of the other combined forces, and in their desperation they determined to make a strong effort to free themselves of our opposition by commencing a ruinous war of rates. It was a war waged at a great financial loss to Mr. Mackay and others, not only for our own existence, but for the benefit of the public who now enjoy a competitive cable service unequalled in any part of the world.

"Our opponents, however, miscalculated the resources and character of their antagonist. We met the first attack by reducing our rate to twenty-five cents per word and secured a good deal of public support by giving a faster service.

"In September, 1887, we decided to meet the twelve-cent rate. We were seriously handicapped by not having adequate and suitable land line facilities in the United States and Canada and our opponents made use of every message we handed over to them for further transmission, for canvassing purposes. We were also at a great disadvantage in Europe because the old companies had the exclusive right to all unrouted messages. The rate war lasted two years and five months, both sides suffering very heavy losses. It however, as you well know, ended in a decided victory for the "Commercial," which maintained its independence and gave the public a superior service through keen competition at a twenty-cent rate, saving them hundreds of thousands of dollars annually.

"From that time onward, our progress has been steady and rapid. Under the able direction of our friend Colonel A. B. Chandler, whom we are all delighted to see here to-night, land lines were gradually acquired throughout the United States, rebuilt and organized into the great Postal Telegraph system, which with its connections now comprises over 330,000 miles of wire. A connection was also established at Canso, Nova Scotia, with the Canadian Pacific Railway Telegraphs; the largest telegraph system in Canada.

"In 1894 we laid our third cable between Canso and Waterville.

"In 1901 our Canso-Azores-Waterville cables were laid, thus completing our fourth trans-Atlantic route to Europe and establishing connection with the great systems of the Eastern and Western Telegraph Companies at the Azores. We also laid an additional cable between Canso and New York City the same year.

"For many years we were unjustly discriminated against in our efforts to secure traffic in Germany, but our prestige increased in proportion to our strength and when the two German cables were laid in 1900 and 1904 they were brought into our New York office and operated by us through the successful business relations arranged with the German enterprise.

"In 1901 we laid a second cable from Waterville to Weston-Super-Mare, England. We now felt that we had an adequate, up-to-date cable and telegraph system in the Atlantic and United States and Canada respectively. We then shifted the scene for our activities to the Pacific. You all remember the governmental agitation for an American Pacific cable; how for years the matter was debated in Congress; that private interests offered to lay the cable conditional upon receiving a large annual subsidy, and when finally Mr. John W. Mackay agreed to lay the cable without subsidy or guarantee of any kind, we had to overcome strong and influential opposition. But we finally conquered, and in 1902-3 the Commercial Pacific cables between San Francisco, Honolulu, Midway Islands, Guam, and the Philippines were laid, and the long cherished desire of the government and public was realized.

"When we laid our fourth trans-Atlantic cable, there was a sufficient margin of facilities available to make it doubtful in our minds whether we should require any further cable facilities for many years to come, but only four years elapsed before another cable was found necessary, and in 1905 the company's fifth trans-Atlantic cable was laid.

"In 1906 the Commercial Pacific extensions to China and Japan were made.

"For some years the company had been endeavoring to extend its system to Cuba, but was prevented from doing so by other interests which held an extensive monopoly of the telegraph privileges on that island. This monopoly expired in 1907, however, and a cable was at once laid from New York direct to Havana. The introduction of our competition again resulted in a much improved service and a large traffic.

"Our present systems in the Atlantic and Pacific comprise 28,379 miles, compared with 6,922 miles in 1885, a development of over four hundred per cent.

"During the past year we have diverted our two 1884 trans-Atlantic cables from a point in the Atlantic known as the Flemish Cap into St. Johns, Newfoundland, and have also laid a cable from St. Johns to New York, and a second cable from St. Johns to New York already partially laid will be completed in due course. The diversion of these two cables removes them from dangerous locations, shortens their length and gives us a practical transmitting

speed between New York and Europe faster than the speed of any other trans-Atlantic cable route.

"This review would not be complete without a few words concerning the relations between the staff and the company. No organization can attain its highest success without harmony and confidence between the management and the employees, and I want to say that I am unaware of any institution where the harmony, zeal, fidelity and keen devotion to the company's interest exists in a greater measure, than in the service of the Commercial Cable Company. Our gratifying success is the result of twenty-five years of arduous and unremitting activity, resolution and unity of purpose. The Commercial Cable Company will continue to expand and prosper.

"We have made it a power in the submarine telegraph world. It is looked up to by every other cable company as the company to follow.

"I heartily thank you, my friends and co-workers, for the unsurpassed co-operation you have always given the management; without your co-operation, loyalty, devotion and determination to make our institution the leading Atlantic cable company we could never have succeeded, and I am sure you will never relax your efforts to maintain this supremacy, of which we are all so proud.

"The requirements of the service are exacting, and those who would succeed in it must display loyalty and zeal. There is no duty, whether performed by office boy or by superintendent, that does not require intelligent execution. The efforts of its employees are reflected in the company's success. The company on its part has treated you generously, and notably in its establishment of a pension by virtue of which any of you shall be entitled to a pension upon attaining the age of sixty years after forty years service, or before attaining such age any of you who may become physically incapacitated through no fault of your own shall after ten years' continuous service be entitled to a pension based on the length of such service.

"The Company will continue this policy towards you and I know that you on your part will continue to give the company a full measure of loyalty and co-operation.

"In conclusion, I desire to thank the President most cordially for this celebration which, through his liberality, I am happy to say, has extended throughout the service, and for the exceptional kindness and interest he has always shown to the whole staff, and to warmly congratulate him on the exemplary manner in which he has pursued his father's policies, honored his name, and enhanced the prosperity of the company by his active association in the administration of its affairs.

"Mr. President: Your kind remarks concerning me personally are indeed very gratifying. It has always been my great pleasure to

serve the company, but whatever success may have resulted from my administration could not have been achieved without the confidence your late father and yourself have always placed in me and the able and loyal assistance at all times afforded me by my lieutenants, with whom I gladly share the honor which you do me. We have all worked together toward one objective point—success, and the realization that this has been attained, is my greatest reward.

"Gentlemen, I ask you to fill your glasses to the brim and drink to the continued prosperity of the Commercial Cable Company and I hope that you will be able to drink to the toast of its golden jubilee. I couple the toast with the name of our President and friend, Mr. Clarence H. Mackay.

Mr. Mackay then responded to the toast proposed by Mr. Ward, saying:

"Gentlemen of the Commercial Cable Company and guests: I will gladly respond to the toast, 'Prosperity to the Commercial Cable Company,' and, please God, I hope to continue to do so for many years to come.

"In my previous remarks I mentioned that I would leave to others the telling of the company's history, but in view of the times we are living in, it seems to me it would not be inopportune if I should dwell on certain matters as directly affecting your interests.

"The last quarter of a century has witnessed momentous events in the history of nations; the world seems to have been passing through a peculiar process of evolution—the whole tendency of the age has been directed towards a desire on the part of every civilized country to have closer intercourse, and which year by year seems to be accumulating momentum.

"Twenty-five years ago, important news was confined to the few great capitals. To-day we are not satisfied with that; we must be kept informed of all that is passing in every quarter of the globe; the statesman, banker, merchant, journalist and man of affairs all wish to know what is transpiring daily, and whether their interests are affected.

"To tell what the cable has done for the progress of the world would be to tax the imagination of the poet and the historian, but the fact remains that the cable has been the greatest human agency for bringing nearer to each other the civilized nations of the globe, and the part you have played in this development cannot be overestimated.

"I attribute the successful results which have brought about the present efficiency in the transmission of intelligence, to the aggressive competition of the Commercial Cable Company and its allied interests. When I look back and think of the time before the Commercial Cable Company entered the field, when rates were double what they are to-day, and when the whole cable and tele-

graph situation of the United States was in the hands of an iron-clad monopoly, I sometimes wonder how this company ever managed to live through it all. Wherever the arm of the Commercial Cable Company has stretched forth, whether in the Atlantic, Pacific or Cuban waters, invariably there has followed a reduction of rates, better facilities and better service. If ever there should exist any doubt in the mind of the public as to the benefits of competition, one has only to take what I have just stated as an example.

"If this company, through the untiring efforts and loyalty of its officials and staff, has been able to create a system extending two-thirds of the way around the globe, it has been due in my opinion primarily to the fact that it has always endeavored to deal with the public fairly and squarely, and let it be said, gentlemen, to your everlasting credit, that of the thirty million messages that have passed over the cables of our Atlantic system in the last twenty-five years, there is not a single instance on record of the contents of a message ever having been divulged. As your President, it is a source of great satisfaction to me to say this, and I always believe in giving credit to the 'man behind the gun.'

"And now, gentlemen, I trust I may be excused if in concluding my remarks, I should make a personal reference to our relations. Situated as we are, both engrossed with the affairs of the company, it is but natural that the time for intercourse should be limited, and that consequently we are unable to have as close a view of each other as we might wish, but I do wish to say this to you, and I am addressing particularly the rank and file, and that is I most earnestly desire your welfare—that at all times I will do all in my power to promote it, and further, if there should arise an occasion regarding which you would like to see the President of this company, the door of my office will always be open to you and I shall be glad to welcome you.

"Because we have prospered, gentlemen, this is no time to relax our efforts. Already a large opposition is looming up ahead of us, and while I have no fear of the result, nevertheless I say to you, 'buckle on your armor and see that there are no loose joints.'

"There have been momentous changes of late in the telegraph world, and for all we know there may be more to follow; but there is one change that will never take place, gentlemen, and I can give you my positive assurance that as long as I live the Commercial Cable Company will never lose its identity. The Commercial Cable Company was created independent and so it shall remain, and as long as we will pull together, shoulder to shoulder, creating and building greater things, I have no fear of any competitive system that has been devised or will ever be devised.

"So with every hope of the future, with grateful appreciation of your loyalty and zeal, with every wish for your happiness, I say

to you, gentlemen of the Commercial Cable Company, 'well done, good and faithful servants'—may you all live long and prosper!"

Mr. Ward was followed by Mr. George Clapperton, Traffic Manager of the Company, who spoke as follows:

"The speed of the electric current remains the same as before, but cable transmissions have been improved, they have been made more certain, we do not have to make so many twice to get them done once, and we have eliminated delays at initial, intermediate and terminal points. As was to have been expected, there has been a steady natural growth of cable communications, and this growth has been stimulated as never before by multiplied instrumentalities, greater efficiency of operation and better business organization.

"Since 1884, not counting the original cables, the Commercial Cable Company has laid one-half of the new cables in the Atlantic and Commercial Cable employees have contributed to the art of working cables two of the three really notable improvements since the siphon recorder and the application of the duplex. The principle discovered by Cuttriss, and it was pure discovery, is the principle that has survived, and the work of Wilmot remains a monument to his patience and his persistency. The results of the work of these Commercial Cable men have been of world-wide adoption. Their contributions first, so helpful to the separate and individual advance of the Commercial Cable Company, became in time their contributions to the common progress of cable telegraphy.

"The third improvement was contributed by one not previously identified with our branch of applied electricity and this makes the names of Cuttriss and Wilmot still more conspicuous in cable history.

"The company has always provided cables equal to the need and generally in advance of the time. The first cable ever brought from under seas into a great seaport was the cable brought by the Commercial Cable Company into New York City in 1884. Before that time it was settled practice to lay cables to some out-of-the-way place and to make the connection between the cable and the real objective point by land line. It was thought to be courting disaster to lay a cable in the track of commerce on the way to a great city. Bringing a cable into New York City is a commonplace nowadays, but it was an extraordinary step forward in 1884, a step that had to await the event for its justification. The event justified it so amply that what had been called foolishly adventurous became the evidence of foresight and courage.

"Now, gentlemen, cables do not do anything themselves. If the continents are not to remain as wide apart as ever the cables must

be operated. It is only when animated by the informed touch of the operator that the dumb lifeless thing becomes the living, speaking thing expressing the current thought and telling the story of the current action of and to the peoples of the hemispheres. The operator is the living medium between the men of the one side of the world and the men of the other, and largely it rests with him whether by his skill and diligence the energy, the labor and the anxiety of negotiation that go to the making of world transactions shall be fruitful and their objects advanced or attained, or whether by his indifference they shall be marred and their objects delayed if not defeated. Gentlemen, the cable operator as we know him is skillful, diligent and self-respecting, he approaches his task with feelings of responsibility and pride, responsibility because he knows the importance of his work, and pride because of his mastery of the craft that enables him to perform that work. Cable telegraphy is not a precise and definite art. It cannot be performed in a perfunctory, machine-like manner. At every step the operator has to deal with indefinite conditions that call for judgment and decision, and he cannot be successful unless he have in large measure in what he does a keen interest that amounts to inspiration, makes work worth while and distinguishes the man from the trained creature, wonderful in its way, but only because its trainer has made so much out of so little.

"Gentlemen, there is not much the matter with a man who is proud of his calling. We have good reason to be proud of ours. It is no humble place that has been assigned to us in the march of civilization, and we prove our right to it by keeping up with the procession. Temporary successes may be achieved by accident or expedient. Permanent successes must depend on real worth. The factors that have made the success of this enterprise are the only factors that can be relied on to continue it; a good plant and a good staff, that is what has given the company its eminence among cable companies; intelligent work under the direction of a leader who knows how, himself, that is what we have had for twenty-five years, and that is why we are here to-night celebrating and receiving congratulations from the ends of the earth.

"Gentlemen of the Commercial Cable Company, we have come to the end of a quarter of a century. We are engaged in a great competing enterprise. The best we can do to-day is only sufficient for the day and only marks the line below which we must not fall to-morrow. Our master, the customer, is exacting, often intolerant. If we do not suit him he goes, if we only suit him as well as somebody else, he divides. To hold him complete we must suit

him best. We want to suit him best because we are jealous of the credit of our institution, but no Commercial Cable man ever abases himself. He has caught the spirit of his surroundings, and he is saturated with the sustaining conviction that he himself is as honorable as any adversary and that no adversary represents anything more honorable than the thing he himself represents.

"We have entered our twenty-sixth year. We cannot stand still, we must move, if not forward, then backward; if we do not expand we shall contract, and as it is with the aggregation so will it be with the individual. So long as he remains a part of it he cannot separate his fortunes from the whole, and it is of the utmost importance to him and his associates that this aggregation, a reliance for the present and a hope for the future, shall continue its onward march, and this it will surely do if everyone of us, living up to our traditions, continues to do his share resolutely and faithfully, each one aiming with real active loyalty to make his work the best work, his department the best department, his company the best company."

Col. A. B. Chandler then spoke:

"Mr. President, and my Comrades of the Commercial Cable and Postal Telegraph Companies: Having been somewhat closely related, almost from its inception, to the progress and development of the great enterprise projected and carried out by our rare and ever-to-be-remembered friend, Mr. John W. Mackay, which gave to the world one of its most important, extensive and valuable means of communication—the Commercial Cable Company, I am glad to join in this commemoration, and hope it may interest you to learn something of a generally unknown feature of the initial work necessary to the bringing of the cable itself into this great commercial center of the new world.

"Early in the year 1884, at the instance of my friend, your Vice-President and General Manager, Mr. George G. Ward, whom I had well known as Superintendent of the Direct United States Cable Company for nine years previously, I undertook to obtain the right of way for laying an underground conduit from the sea shore at the eastern end of famous Coney Island, to receive the new cable, which was expected to be completed before the end of that year. I supposed it would only be necessary to make the proper officers of the three towns to be traversed, of the then City of Brooklyn, and of the wonderful Brooklyn Bridge, which had only been opened for traffic one year before, acquainted with the facts concerning our project to secure recognition of its importance to the public, and ready consent to our application, upon reasonable terms. I found, however, that it required many interviews and much explanation

and persuasion to finally succeed, as we fortunately did just in time to complete the connection with the cable which, in the meantime, had been safely brought to its landing place, a short distance east of the Oriental Hotel. In securing this result I had the efficient aid of my friend, Mr. Chas. C. Martin, then Chief Engineer of the Brooklyn Bridge; of the Honorable Seth Low, then Mayor of Brooklyn, and of a young lawyer of my acquaintance, who was familiar with the conditions in the towns of Flatbush, Flatlands and Gravesend, and who was only a few days ago duly installed as Mayor of the Greater City of New York—the Honorable William J. Gaynor.

"Within that same month of December, 1884, I was invited to examine into and report upon the conditions surrounding the many-sided competition with the Western Union Telegraph Company then existing, and this led to my undertaking, by Mr. Mackay's request, to 'bring order out of chaos,' as I think I may fairly express it, and this I have no doubt most of those here present know was accomplished during the following sixteen years, to a degree beyond the expectations of anyone living at that time and which I wish to testify here and now would have been quite impossible but for the full confidence, co-operation and friendship of the senior Mr. Mackay. The close alliance of the cable and land line service, from the beginning, and their practical oneness since 1896 have enabled these appropriately named "Mackay Companies" to perform a service to the public, and especially to the business public of the commercial centers, of such merit as had never before been deemed practicable, and which is not likely to be surpassed, except perhaps by themselves, in their own further development. And we are glad that the mantle of their founder has fallen upon a worthy son as his successor, in administering their affairs.

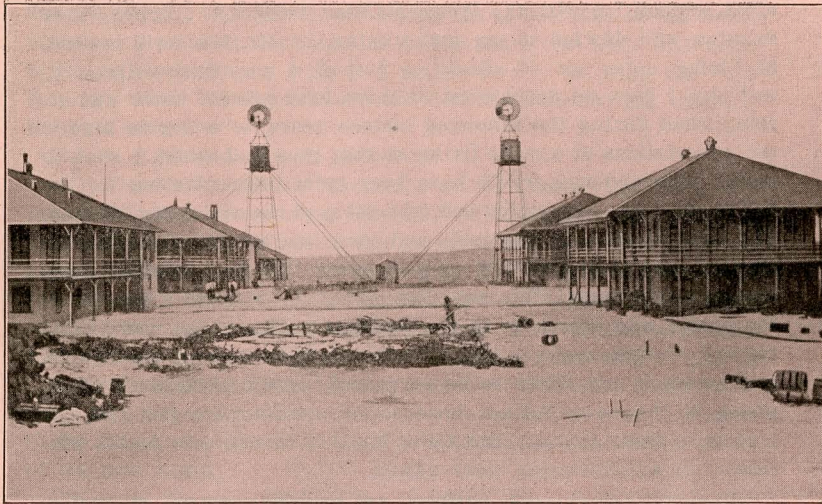
"Singleness of purpose, uniform, yet moderate, rates; the determination on the part of officers and employes throughout the whole extent of our system to render a superior service, combined with personal courtesy towards and interest in our patrons, together with our unsurpassed equipment in every department, have placed us in the front rank of all telegraph enterprises; and I feel that we may justly felicitate each other at this time upon the completion of a full quarter of a century of useful endeavor, and that we may reasonably expect from our present ground of vantage to continue for a long time to come, to deserve, and hence to receive, an increasingly large share of public favor."

The evening was voted one of the most pleasant occasions ever participated in by those present.

DANGER AND DARING IN A COMMONPLACE CALLING.

BY CHAS. P. BRUCH.

The invention and development of the telegraph have made possible the marvelous progress in civilization that has rendered the times in which we live noteworthy beyond all others in the history of the world. Without the telegraph—and the applications of electricity that have been directly or indirectly the outgrowth of the telegraph—commerce, manufacture, science and art as they are to-day would not have been developed and could not exist. The



CABLE STATION ON MIDWAY ISLAND.

pioneers in the world's progress during the nineteenth century were the men who on the foundation of the American Morse's invention built up the network of wires that encircle the globe, and upon the telegrapher of to-day depends primarily the carrying on of the world's affairs.

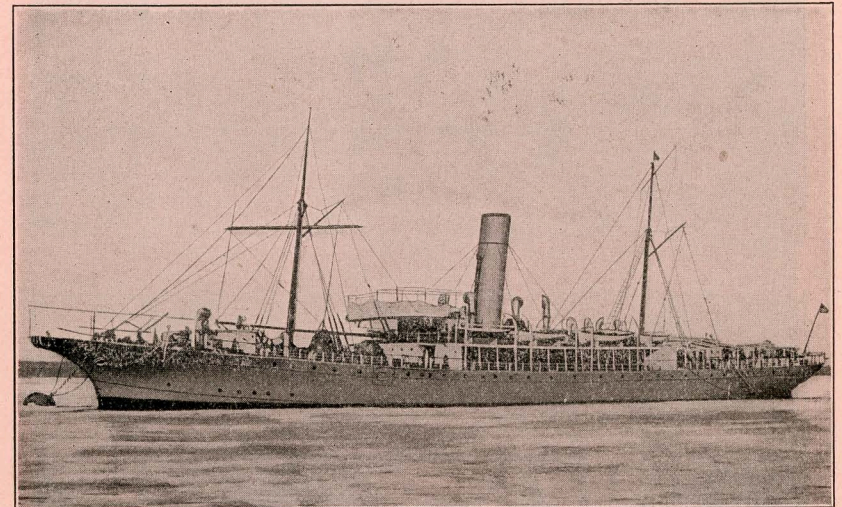
The story of the hardships endured and the dangers faced in the truceless fight against the elements by men whose lives are devoted to the telegraph service, would, if fully told, fill volumes, and its thrilling incidents would surpass in vital interest any tale of adventure and daring ever written.

In mid-Pacific, a thousand miles from the nearest civilization

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and out of the track of vessels, is a coral atoll scarcely three square miles in extent. Its white sands gleam in the glare of the tropic sun, and are soaked with salt spray driven by the merciless storms that sweep those lonely seas. Fancy living on such an island, wholly dependent upon infrequent supply ships for every necessary of life, ever on the alert and prepared to defend with arms; and without news, save for meagre items gained in intervals when for a moment the passing stream of meaningless code messages ceases to flow over a fragile copper thread.

And yet this is what a little company of men are now doing in order that communication between the Far West and the Far East



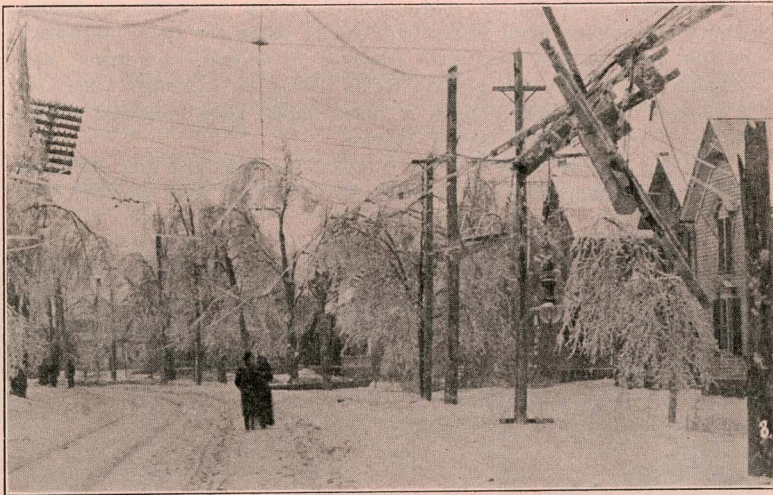
THE CABLE REPAIR SHIP "RESTORER."

may be unbroken. There is no other way; no other available spot for the necessary repeating station could be found.

But these men are envied by many a member of the cable repair ships' crews, who are always waiting and ready at all seasons to put to sea upon a few hours' notice, uncertain as to their destination or how long it may take to finish their task and return to port. Under discipline more strict than that of a man-o'-war, the cable ship sailor spends long months in port, doing over and over from day to day the wearisome work necessary to keep the ship in perfect condition. At other times he tosses at sea—often for weeks together—in winter gale or smothering fog, waiting a clear day and smooth water to enable him to get his bearings and grapple

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and repair the damaged cable. His family ties, everything in his life, are all subject to orders to put to sea.



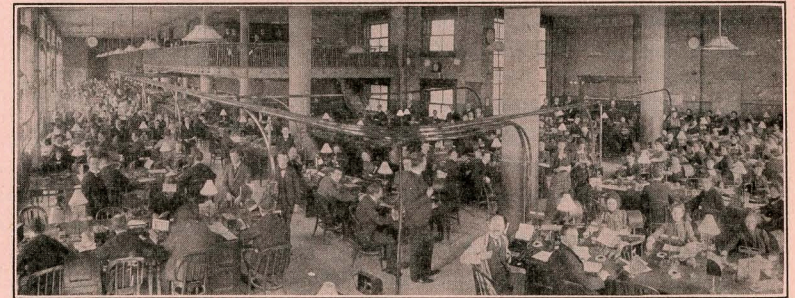
"STORM AND SLEET ARE THE WIRES' WORST ENEMIES."

Even the marooned islanders and the sailors seldom or never have to face the discomforts, hardships and unseen perils that

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regularly fall to the lot of the land-line repairer. He must tramp by day and night, through flood, snow and summer heat, keeping up the wires. The worse the weather the more certain it is that he must "go out on the line," for sleet and gale are the wires' worst enemies and the lineman is their sole defender. Not only by exposure to Nature's dangers does he risk life and limb. On a peaceful summer day he climbs a pole to make some slight repairs, perhaps to replace an insulator that has been the target of a thoughtless sportsman. Miles away, where the village authorities have by law forced electric light wires to be carried on telegraph poles, his wire, normally harmless, is by accident in contact with a power "feeder." He has no warning and cannot know that a deadly shock will follow his first touch; and he is dashed to the ground a subject for the hospital or for the coroner.

Nor does the telegraph operator lead a life of ease. He is comfortably housed, as a rule, but upon his brain and nerves falls the



"KEEPING THE TRAFFIC MOVING."

strain of "keeping the traffic moving." He maintains a perpetual struggle with time: seconds and fractions of seconds count with him—none may be lost; and until his "hooks are clear" he knows no quitting time. At times he also has his share of physical discomfort and even danger. He marches with the army, reeling out his wires, pausing now and again to send reports or receive orders while his clicking sounder plays an accompaniment to the songs of bullets. On the heaving deck of an anchored schooner, he grits his teeth in a seasick struggle to decipher the yacht race "copy" of a still more seasick reporter. He coolly transmits from the swaying basket of a captive balloon an account of the movements of yachts almost beneath him, heedless of the danger that the restive balloon will break away and drive to sea on the northwest gale. He stands on a scaffold under the July sun, translating dots and dashes into chalk marks that tell the yelling crowd of victory

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at Santiago. He sits, half frozen and unsheltered from drizzling rain, and flashes with stiffened fingers the story of a great football match. From the platform of the convention hall, calm and observant amidst excitement and din, he steadily ticks the details of the scene and announces results so promptly that all the country has the news sooner than those within the building itself. Amid the horrors of earthquake he calmly sends news while the building crumbles. He sticks to his post in the plague-stricken town and falls and dies beside his table. He continues to work in a burning structure until flames scorch him and drive him to safety. From a sinking liner he flashes messages of farewell from hopeless passengers to friends on shore until the waters choke him.

He is not only brave—he is trustworthy. In his keeping are the social and business secrets of the community. He never betrays them, even for great personal gain.

It is the patient, self-sacrificing devotion to duty, not alone of telegraphers, but of all men in the service of the public, that makes possible the uplifting of the race by the development of a mighty civilization. Their deeds are common, but not commonplace. Neither wishing nor seeking praise or great reward, they are intent only upon the tasks that each day brings and content in the satisfaction of work well done.

ENJOY LIFE AS YOU GO.

From Mutual Interests.

"Rejoice, O young man, in thy youth." Spend all you make and have your fun as you go. Old age is a long way off—plenty of time to make provision for that. To be sure, you "may die young," but so much the more reason for enjoying life while you can. "There are the wife and baby"—yes; but they like to have a good time, too, as they go.

Very well; but if you are bent on laying up nothing for the future, carry life insurance at any rate, in order that the wife and baby, in the contingency of your death, may not be left helpless. Read the following clipping from an exchange—a little story of "Those Who Don't Look Ahead":

"Give me two of the best orchestra seats that you have for next Monday night." These words were spoken by a well-dressed young man who stood in front of a Broadway theatre office, holding an agreeably smelling cigar in his hand.

"You always ask for Monday night," answered the ticket seller, with a look of recognition.

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"Yes, that's our night. My wife and I both enjoy the theatre and find that we can usually get good seats for Monday. I don't like to get them too far ahead. So Monday is our theatre night each week. We would rather stay away than not have the seats we want. Two and four F, that's good. Thank you."

He stepped down from the theatre into a passing car, rode three blocks and went into a cigar store, where he bought twelve cigars, paying two dollars for them. He then entered a subway train and in twenty minutes was home.

"I have the tickets for Monday," he said to his wife, who met him at the door with a kiss. "How about the bridge for to-night?"

"They are all coming," answered his wife, "and we can have three tables."

"Good," he quickly replies. "Now I will go order some refreshments."

"Ice cream and cake will be enough," his wife suggested.

"Hardly! I know that the boys will be hungry when eleven o'clock comes and will enjoy some chicken salad. I'm not going to skimp them."

The bridge party was a success and was the subject of conversation when the host reached his office the next morning.

"We had a swell time at your house last night," said a fellow-clerk, who, like the other, drew a fairly comfortable salary. "We always enjoy ourselves there."

"I'm glad to hear it," was the answer. "Has a package come for me this morning? I told my tailor to send a suit of clothes C. O. D."

"Yes, the cashier paid \$50 for you."

"Good! I'll have to hang him up for a week for that. I will have my vacation money in fifteen days, and then I will be on velvet."

"Where are you going on your vacation?"

"To the Thousand Islands. My wife likes boating and fishing, and so do I. I have arranged to charter a steam launch for a week."

"Isn't that expensive?"

"Yes, but it is all in a lifetime, and all the pleasure we get is what we take from day to day when it is offered. I have no use for a tightwad."

That vacation trip was not taken. The next week the easy man was absent from the office on account of illness, and the week after he died.

"I have just come from his home," said one of the men at the office, "and his wife hasn't a dollar in the world. We will have to help her with the funeral."

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HEARD AT THE CLUB.

Mr. Geo. Irwin, Banker.

Mr. Jno. Smith, of Jno. Smith Company, Inc.

(LARGE USERS OF THE WIRES)

Mr. Irwin: "Speaking of telegraph service, Mr. Smith, your company now seems to be using the lines of the Postal Telegraph Company almost exclusively. How do you find the service of that company?"

Mr. Smith: "Yes, Irwin, you see our competitors are using that line and 'beating us to it.' The Postal has recently inaugurated a Rush Service, and we find it the fastest and best telegraph service we've ever had."

Mr. Irwin: "Harry Jones, the merchandise broker, was telling me something about it, and how it helped him to win out. He said that he was in competition with Jefferson, another broker, for a big order, and they found it necessary to wire for authority to shade prices, and they both wired their houses at the same moment. Jones used the Postal and had his answer within a few minutes, and naturally he secured the order. Jones says the Postal's Special Rush Service is praised by everybody."

Mr. Smith: "Well, we found out that the largest concerns and most important houses all over the country were using the Postal, and that the Postal seemed to be the preferred company for fast service, so we tried it and we have found their Special Rush Service most satisfactory."

Mr. Irwin: "We have the Postal's account, you know. Their business is growing by leaps and bounds and it is due to this new service."

Mr. Smith: "I believe it, Irwin, and confidentially, I will tell you I have just wired each of my travelling men informing them that our competitors are having their travelling men use this new Special Rush Service of the Postal Company, and that they must do the same. Fast and accurate telegraph service is so essential in our business."

Mr. Irwin: "About the merging of telegraph and telephone interests, Mr. Smith, do you think the Postal Company will keep out of such alliances, remaining independent?"

Mr. Smith: "Yes, Irwin, I am inclined to believe that the Postal will remain independent and progressive. Why, every move the Postal has made since its inception has shown permanency of purpose. They have two of the finest office buildings in the world in New York, the best cable system in the world. Their land lines are the best that can be constructed with money. Yes, they are certainly here to prevent any monopoly in the telegraph business."

Mr. Irwin: "Am glad to hear that, Mr. Smith. Good-bye."

Mr. Smith: "Good-bye, Irwin."

CONTRIBUTED BY W. C. BLACK, SUPERINTENDENT, DENVER, COL.

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REASONS WHY

This department will be continued monthly, and managers and employes generally are invited to send in inquiries concerning any branch of the business. ¶ These queries, if pertinent and timely, will be answered by the official in charge of the particular department to which they refer. ¶ The name of the employe will be omitted if requested.

QUESTION: Why is it important that all wires be cut out in the switchboard at intermediate stations, before closing at night?

ANSWER: Mainly because a fuse may be blown in an intermediate office and open a wire which cannot be closed until morning. Also because lightning or a cross with a power wire might burn instruments left in circuit. All connections to a wire involve some risk that they may become defective and all unnecessary connections should be removed at all times. It is particularly necessary to remove them before closing the office because of the delay in restoring service if anything becomes defective during the night.—M. M. D.

QUESTION: When a stranger wires asking for money to be telegraphed him by our lines and a "vigilant" transfer is received in response to such request, why is the fact that the person who sent the request is the same person who claims the money not sufficient identification?

ANSWER: Because a false name may have been signed to the request. This is one of the most common forms of swindling. When a "vigilant" transfer is received, positive evidence of identity is required. The transfer may be paid by draft, but in such case the transfer agent must not identify the payee at the bank, unless he has already been fully identified to him as required by the money transfer instructions. This rule applies to any holder of a draft given in payment of a "vigilant" transfer.

E. S. B.

QUESTION: What kind of a material are the tops of resonators made of. It would seem that wood would be more economical than this material. What are its advantages above wood?

ANSWER: Resonator tops are made of compressed fibre. This material is practically indestructible. Our resonator tops were

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formerly made of wood, but the amount of breakage was so great that the use of wood was abandoned. There is another reason for the use of fibre. Fibre does not conduct sound as readily as wood, *i. e.*, it is not so resonant. As a result signals from a sounder enclosed in fibre do not pass through the back of the hood, where they are not desired, as they do in a wooden resonator. M. M. D.

QUESTION: Why can't a small dynamo, say of 60 or 70-cycle C dimensions, be maintained cheaper than 50, or 60, cells of battery, which is necessary to operate an office of the second class?

Calculations show that blue vitriol to the value alone of \$28.00 per annum, is consumed in maintaining this number of cells, exclusive of copper and zincs, which will run the amount almost \$8.00, making a total of \$36.00 worth of material necessary to run this class of office. As a general rule, towns or cities of the second class have facilities which will warrant their supplying this power throughout the 24 hours. I presume that this would be cheaper than wet battery, and would like to have your opinion on the subject.

ANSWER: It usually costs less for current to run a motor generator than it does to maintain 50 or 60 cells of battery, but sometimes the cost of the dynamo machines and the difficulty of getting them properly cared for stand in the way of an advantageous change from battery to machines. This Department is trying to put machines in place of battery wherever it can be safely and economically done.

M. M. D.

QUESTION: A party comes into our office and addresses a telegram to our Manager at a distant point, requesting him to forward following telegram. He then writes the telegram to some party to be dated from the distant station, containing information as to his whereabouts which is usually meant to lead the party receiving the telegram to believe that he is at a distant station. He pays the tolls on the telegram he is sending, as well as sufficient tolls to cover the telegram which he wishes sent. Shall we accept or decline such a telegram?

ANSWER: Such a message should not be accepted.

Rule 8, page 695, covers this question. No employee of this company will be permitted to act as agent for the sender and by so doing change the point of origin. Any deviation from this rule might lead to serious frauds, making the company liable for damages.

S. B. H.

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GENERAL INSTRUCTIONS

Under the above heading will appear, from time to time, resume of General Orders and explanations of Rules and Regulations which are often misunderstood and sometimes violated.

PAID STAMPS.

Paid Stamps are good until December 31, 1910, and officers will accept them during that year, their limitation to 1909, being hereby extended.

TOLLS ON TELEGRAMS TO EXCLUSIVE W. U. POINTS IN CANADA TO BE REPORTED ON A SEPARATE SHEET.

Tolls on telegrams destined to exclusive Western Union points in Canada will hereafter be reported separately on one sheet.

GERMAN CABLE SIGNS.

TO ALL GENERAL SUPERINTENDENTS:

We have on hand about 130 German Cable signs. It is desired to distribute these where they can be used to the best advantage, either to replace similar signs that have become worn or to make a new display.

If you can use any in your division please send requisition for same.

SAVE LABOR.

A word to the Chief Clerk of the various offices, as to saving labor.

In sending requisitions or other papers to an office, or a Superintendent or others, do not fold each one separately, but lay them out flat, and then fold in neat packages before placing them in envelopes. It saves time by the one who receives the papers.

PLAN FOR SAVING MONEY IN THE SHIPPING OF CALL BOXES.

In shipping old style call boxes to the Supply Department for repairs or credit, where the top or shell of same is the old style red or black cast-iron style, take it off, throw it away, or sell for scrap iron if you can. Wrap the call box works up in paper, packing carefully and ship by freight. The shells are useless and cost money for freight and cartage.

In returning old style covered porcelain fuse blocks, remove the cover and ship base only. Cover is useless and costs money for freight.

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PRIZES FOR VALUABLE SUGGESTIONS.

In order that there may be no misunderstanding of the prizes to be awarded for valuable suggestions, as announced in the January number of "The Postal Telegraph," attention is called to the fact that these prizes are to be awarded only to the rank and file of our employees; no one in an official capacity above the rank of manager shall participate in the contest.

VERIFYING CODE MESSAGES RECEIVED OVER TELEPHONE.

Manager Siferd, Lima, O., sends forward a plan he has adopted for repeating back to the sender difficult coded messages, received over the telephone.

"In receiving code messages or cable messages which are very frequently in code, repeat each word back to the sender by the 'town method' (our own name); that is, should the word be 'Percudido' start out P for Pittsburgh, E for Erie, R for Rochester, etc. It is surprising with what speed and little time you can repeat back an entire code message and can satisfy yourself that you have it correctly as well as put the sender at ease. We have no special list of towns we use in doing this but use them as they come to our mind. It takes only a second at first and in a short time the operator need not hesitate a second for a town, as it will be on his tongue ready to drop."

The liability of errors resulting from the dropping off or adding of prefixes and suffixes and from other chirographic and telegraphic similarity makes it desirable to again call the attention of operators to the necessity for great care in the handling of all telegrams. Special care should be taken in sending and receiving the following words and figures and similar words and figures:

1. All words and figures in the address.
2. In the body: "one," "on," "ten," "two," "three," "thirty," "thirteen," "four," "for," "fourth," "forty," "fourteen," "five," "fifth," "fifty," "fifteen," "six," "sixth," "sixty," "sixteen," "seven," "seventh," "seventy," "seventeen," "eight," "light," "eighth," "eighty," "eighteen," "nine," "ninety," "nineteen," "eleven," "twelve," "twenty," PARTICULARLY "FIFTEEN" and "FIFTY" and "TWENTY" and "SEVENTY," "can," "can't," "cannot," "our," "own," "your," "PROTECT," "PROTEST," "Tuesday," "with," "without," "affection," "affliction," "afforded," "affording," "absolute" and "absolutely."

Guard against such errors as AKRON for WARREN, NEWARK for NEW YORK, OWEGO for OSWEGO, or vice versa.

Avoid timing telegrams while sending or receiving any of the foregoing numbers or words.

THE POSTAL TELEGRAPH—THE FASTEST SERVICE IN THE WORLD

REQUESTS FOR REPORT OF DELIVERY TO BE MADE DIRECT TO OFFICE AT DESTINATION.

The practice of obtaining report of delivery by tracing a message forward through the relay offices seems to be quite general. If only report of service at the point of destination is desired, this practice is absurd. Requests for report of delivery should be made direct to the office at destination.

REGARDING DELIVERY OF TELEGRAMS BY TELEPHONE.

One of the telegraph companies is in legal difficulties because of the carelessness of a delivery clerk who used the telephone for delivering a telegram, but neglected to make sure that the addressee himself was at the other end of the line. The result was that the open telegram passed through several hands before it reached the addressee, and its privacy was destroyed.

It should be distinctly understood by every employe who delivers telegrams by telephone that delivery must not be made unless the addressee himself is at the telephone, or unless we have received written authorization to make delivery by telephone to persons other than the addressee.

In this connection, especial attention is called to the delivery of telegrams directed to the care of a second party or to the care of a hotel. Such telegrams must not be telephoned unless the addressee personally answers the 'phone.

REPAIRS TO CONE-SHAPED SPINDLE FILE.

The cone-shaped spindle file issued by the supply department is arranged so that the spindle may be renewed. This is done by removing the machine screw under the base and punching out the broken spindle end. A new spindle may then be inserted and the screw replaced. New spindles may be had on requisition. The bases should *not* be returned to the supply department, as the repairs can be made locally by any one, as above indicated.

D. H. TELEGRAMS—ANSWERS.

The instructions on page xii of Tariff Book reading:

"No telegram may be accepted 'D. H.' for the reason that it is an answer to a 'D. H.' telegram received requiring an answer,"

is hereby amended so as to read as follows:

"No telegram will be forwarded 'D. H.' for the reason that it is an answer to a 'D. H.' telegram received requiring an answer, but such replies may be accepted and forwarded collect."

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EMPLOYEES ASSOCIATION

This is a voluntary association organized in the interests of the staff of the Postal Telegraph-Cable Company. Sick and death benefits paid by the Postal Telegraph-Cable Company in accordance with a schedule provided by the company, based on length of continuous service.

No initiation fee.

No dues.

No payment of any kind asked or demanded except loyalty and devotion to the Company's interests.

All employees of the Postal Telegraph-Cable Company in good health are eligible to membership.

S. B. HAIG, - - - - - **PRESIDENT**
NEW YORK
ALFRED BASSETT, VICE-PRES. **THOS. E. FLEMING,** SEC'Y
CHICAGO NEW YORK

EXECUTIVE COMMITTEE

JOHN J. COCHRANE, - - - - - New York
JOHN A. McNICHOL, - - - - - Philadelphia
CHAS. A. RICHARDSON, - - - - - Boston
F. N. ROBERTS, - - - - - Chicago
FRANK ARNBERGER, - - - - - San Francisco
A. M. BEATTY, - - - - - Atlanta

BOARD OF DIRECTORS FOR 1910

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First District.....**J. J. COCHRANE**.....New York, N. Y.
Second District.....**J. F. COOGAN**.....Newark, N. J.
Third District.....**J. A. McNICHOL**.....Philadelphia, Pa.
Fourth District.....**C. A. RICHARDSON**.....Boston, Mass.
Fifth District.....**C. H. NEWMAN**.....Buffalo, N. Y.
Sixth District.....**A. W. RINEHART**.....Pittsburg, Pa.

WESTERN DIVISION

First District.....**GEORGE SMALLBONE**.....Chicago, Ills.
Second District.....**B. J. ROSS**.....Cleveland, O.
Third District.....**W. S. DANIEL**.....St. Louis, Mo.
Fourth District.....**B. F. RAMSDELL**.....Detroit, Mich.
Fifth District.....**B. F. ROMMELL**.....Kansas City, Mo.
Sixth District.....**M. E. COZZENS**.....Chicago, Ills.
Seventh District.....**JEROME B. COGGINS**.....Denver, Colo.
Eighth District.....**W. W. MORRISON**.....Salt Lake City, Utah

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PACIFIC DIVISION

First District.....**T. H. BERRY**.....San Francisco, Calif.
Second District.....**J. J. DUNNE**.....Seattle, Wash.
Third District.....**E. K. BACKUS**.....Los Angeles, Calif.

NORTH AMERICAN TERRITORY

J. R. BROWN.....Minneapolis, Minn.

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Association Notes

ON SICK LIST.

Connolly, W. J......Clerk.....New York City.
Corgill, H. A......Operator.....Johnstown, Pa.
Corper, S......Operator.....New York City.
Farber, A. C......Branch Manager.....Philadelphia, Pa.
Harrison, W. H......Station Lineman.....Jersey City, N. J.
Irwin, Chas.....Chief Clerk.....Nashville, Tenn.
Jessen, Meta S......Operator.....New York City.
Kelly, Cath.....Stenographer.....San Francisco, Cal.
Kelly, J. T......Operator.....New York City.
Manion, P. J......Operator.....New York City.
McGill, Henry.....Clerk.....New York City.
Neelon, Thos......Lineman.....Atlanta, Ga.
O'Neal, J. T......Night Chief Operator....Richmond, Va.
O'Neill, Jerome.....Operator.....Philadelphia, Pa.
Rex, J. B......Chief Operator.....New York City.

RETURNED TO DUTY.

Bethel, M......Operator.....Cincinnati, O.
Bowman, W. H......Operator.....Chicago, Ill.
Collins, J. J......Operator.....New York City.
Ernewein, A. X.....Wire Chief.....Cleveland, Ohio.
Kearns, J. P......Operator.....New York City.
Nealon, J. T......Assistant Chief Operator.Chicago, Ill.
Nolan, F. G......Operator.....New York City.
Shock, E. O......Branch Manager.....Baltimore, Md.
Spurlock, E. M......Branch Manager.....Atlanta, Ga.

THE POSTAL TELEGRAPH—THE FASTEST SERVICE IN THE WORLD

NEW OFFICES.

Following is a list of important new offices most recently added to the Postal system, also Summer offices now open.

Managers should study carefully in order that proper canvass for business to these points may be made.

Receiving clerks should study and keep at hand for ready reference.

ARKANSAS.

Arkansas City,
Baxter,
Blissville,
Collins,
Dermott,
Dumas,
Eudora,
Gould,
Grady,
Malvern,
Portland,
Walnut Lake,
Wilmar,
Wilmot,
Winchester.

CALIFORNIA.

Glendora.

COLORADO.

Byron,
Fort Morgan.

FLORIDA.

Pierson.

GEORGIA.

Merrillville.

IDAHO.

Coleman,
Moscow,
Rathdrum,
Spirit Lake.

ILLINOIS.

Cambridge,
Granite City.

KANSAS.

Pawnee Rock.

LOUISIANA.

Gallion,
Lafayette,
Tallulah.

MAINE.

Grand Isle,
Keegan,
Long Pond,
Mapleton,
Maxime,
Notre Dame,
Perham,
Washburn.

MASSACHUSETTS.

Somerville.

MICHIGAN.

Big Rapids,
Rowley,
Sigma,
Walton.

MINNESOTA.

Rochester.

MISSISSIPPI.

Ecor,
Mathiston,
New Houlika,
Pontotoc,
Woodland.

MONTANA.

Deer Lodge.

NEVADA.

Bullfrog,
Carson City,
Goldfield,
Leeland,
Manhattan,
Reno,
Rhyolite,
Tonopah.

NEW MEXICO.

Silver City,
Springer.

NORTH CAROLINA.

Ashville,
Goldsboro,
Hendersonville.

OHIO.

Cedarville,
Port Clinton.

OKLAHOMA.

Bartlesville,
Sapulpa,
Yukon.

PENNSYLVANIA.

Middletown, D. Co.,
Milton, Northumberland Co.,
St. Thomas, Montgomery Co.

SOUTH CAROLINA.

Bamberg.

TEXAS.

Abilene,
Ballinger,
Bowie,
Bradshaw,
Italy,
Ovala,
Winters.

VIRGINIA.

Greenbush.

WASHINGTON.

Dalkena,
Ione,
Newport,
Usk.

BOOKS OF STAMPS AND CARDS AUTHORIZING SERVICE, CANCELLED.

Book of Stamps No. 2882 has been cancelled.

Should a telegram be offered under these Stamps, the office manager will take up the Stamp and forward it to the Superintendent with explanatory letter.

TARIFF CHANGES

WIRELESS TELEGRAPH.

The following vessel is now equipped with the Marconi apparatus, and messages may be accepted and routed via Sagaponack and Sea Gate :

ROYAL MAIL STEAM PACKET CO.

Avon.

CHANGES AND ADDITIONS.

This Notice contains all changes and additions that have been made since Tariff Book No. 24.

NO OTHER TELEGRAPH SERVICE EQUALS THAT OF THE POSTAL.

ALABAMA.

NEW OFFICES.

Sqr.

*** Axis, 20 0 Mobile.

ALBERTA.

CHANGES.

* Meighen, changed to Viking,
252 Edmonton or 755 Winni-
peg, Man.

NEW OFFICES.

Sec.
C P 8 PEIGAN.

Sec.
C P 8 KANANASKIS.

THE TELEGRAPH TRIUMPHANT:—POSTAL SPECIAL RUSH SERVICE."

BRITISH COLUMBIA.

CHANGES.

* McLeods, closed.

*** Port Essington, now free
Prince Rupert.

NEW OFFICES.

Sec.
C P 9 Bostrome, 1.25 10 Ashcroft.
9 CHASES
* Hydraulic, 50 3 Ashcroft.

Sec.
*** Oyamo, 25 2 Vernon.
* Sheadys Camp, 1.25 10 Ash-
croft.

CALIFORNIA.**CHANGES.**

P P Calera, changed to Vallemar.

NEW OFFICES.

Sqr.

* Adin, 40 3 (N M 30 2) Reno, Nev.
 * Amedee, 30 2 (N M 25 1) Reno, Nev.
 * Ash Valley, 65 5 (N M 55 3) Reno, Nev.
 * Beckwith, 25 2 Reno, Nev.
 * Becrofts, 25 2 (N M 25 1) Reno, Nev.
 * Bellevue Mining Camp, 50 4 Reno, Nev.
 * Bieber, 40 3 (N M 30 2) Reno, Nev.
 * Brockmans, 40 3 (N M 30 2) Reno, Nev.
 * Buchers, 40 3 (N M 30 2) Reno, Nev.
 * Buntingville, 30 2 (N M 25 1) Reno, Nev.
 * Butt Valley, 50 4 (N M 50 2) Reno, Nev.
 * Canby, 65 5 (N M 55 3) Reno, Nev.
 * Cedarville, 40 3 (N M 30 2) Reno, Nev.
 * Chester, 50 4 Reno, Nev.
 * Chilcoot, 50 4 Reno, Nev.
 * Clairville, 50 4 Reno, Nev.
 * Clinton, 30 2 (N M 25 1) Reno, Nev.
 * Clio, 50 4 Reno, Nev.
 * Constantia, 30 2 (N M 25 1) Reno, Nev.
 * Crescent Mills, 50 2 Reno, Nev.
 * Cromberg, 50 4 Reno, Nev.
 * Decious, 30 2 (N M 25 1) Reno, Nev.
 * Doyle, 30 2 (N M 25 1) Reno, Nev.
 * Engleville, 65 5 (N M 55 3) Reno, Nev.
 * Fall City, 75 5 (N M 55 3) Reno, Nev.
 * Fall Rivers Mills, 65 5 (N M 55 3) Reno, Nev.
 * Folsoms Ranch, 30 2 (N M 25 1) Reno, Nev.
 * Fort Bidwell, 40 3 (N M 30 2) Reno, Nev.
 * Genesee Valley, 50 2 Reno, Nev.
 * Gibsonville, 50 4 Reno, Nev.
 * Grasshopper, 40 3 (N M 30 2) Reno, Nev.
 * Greenville, 25 2 (N M 25 1) Reno, Nev.
 * Hayden Hill, 40 3 (N M 30 2) Reno, Nev.
 * Hot Springs, Lassen Co., 30 2 (N M 25 1) Reno, Nev.
 * Janesville, 30 2 (N M 25 1) Reno, Nev.
 * Jesse Valley, 65 5 (N M 55 3) Reno, Nev.

Sqr.

* Johnstonville, 30 2 (N M 25 1) Reno, Nev.
 * Lake City, Modoc Co., 40 3 (N M 30 2) Reno, Nev.
 * Langhorst, 50 4 Reno, Nev.
 * Liegan, 30 2 (N M 25 1) Reno, Nev.
 * Likely, 40 3 (N M 30 2) Reno, Nev.
 * Long Valley, 30 2 (N M 25 1) Reno, Nev.
 * Lookout, 65 5 (N M 55 3) Reno, Nev.
 * Loyalton, 25 2 Reno, Nev.
 * Madeline, 40 3 (N M 30 2) Reno, Nev.
 * McArthur, 65 5 (N M 55 3) Reno, Nev.
 * McDermotts, 30 2 (N M 25 1) Reno, Nev.
 * Meadow View, 35 2 (N M 25 1) Reno, Nev.
 * Milford, 30 2 (N M 25 1) Reno, Nev.
 * Mohawk, 50 4 Reno, Nev.
 * Moss Ranch, 40 3 (N M 30 2) Reno, Nev.
 * Mountain Meadows, 35 2 (N M 25 1) Reno, Nev.
 * Nelson Point, 50 4 Reno, Nev.
 * New Mohawk, 50 4 Reno, Nev.
 * Onion Valley, 50 4 Reno, Nev.
 * Pauleys, 50 4 Reno, Nev.
 * Pittville, 75 5 (N M 50 2) Reno, Nev.
 * Plumas Junction, 25 2 (N M 25 1) Reno, Nev.
 * Prattville, 25 2 (N M 25 1) Reno, Nev.
 * Purdy Station, Sierra Co., 25 2 (N M 25 1) Reno, Nev.
 * Quincy, 25 2 (N M 25 1) Reno, Nev.
 * Shumway, 35 2 (N M 25 1) Reno, Nev.
 * Spanish Ranch, 50 4 Reno, Nev.
 * Spoonville, 30 2 (N M 25 1) Reno, Nev.
 * Spring Garden, 50 4 Reno, Nev.
 * Standish, 30 2 (N M 25 1) Reno, Nev.
 * Susanville, 30 2 (N M 25 1) Reno, Nev.
 * Taylorsville, Plumas Co., 50 2 Reno, Nev.
 * Termo, 40 3 (N M 30 2) Reno, Nev.
 * Tules, 30 2 (N M 25 1) Reno, Nev.
 * Turner Station, 50 4 Reno, Nev.
 * Upland, Subscribers only, free Ontario.
 P P 1276 VALLEMAR.
 * Vinton, 25 2 Reno, Nev.
 * Wilsons, 40 3 (N M 30 2) Reno, Nev.

COLORADO.**CHANGES.**

P M Ault, closed.

** now ** Two Buttes, 30 0 Lamar.

NEW OFFICES.

Sqr.

P M 785 Fort Morgan.

FLORIDA.**CHANGES.**

P Pierson is now in Sqr. 158.

NEW OFFICES.

Sqr.

P 190 Tampa Bay Hotel.

S-R-S HAS EVOKED MORE FAVORABLE NOTICE FROM BUSINESS MEN THAN HAS BEEN ACCORDED ANY PREVIOUS IMPROVEMENT IN TELEGRAPHY.

GEORGIA.**CHANGES.**

P Acworth, closed.

NEW OFFICES.

Sqr.

P 175 Bon Air Hotel. Tariff same as and Check Augusta.

IDAHO.**NEW OFFICES.**

Sqr.

*** Carbon Station, 30 2 (N M 25 1) Coeur d'Alene.
 *** Cataldo, 30 2 (N M 25 1) Coeur d'Alene.
 *** Delta, 30 2 (N M 25 1) Coeur d'Alene.
 *** Dudley, 30 2 (N M 25 1) Coeur d'Alene.
 *** Hoo Hoo, 30 2 (N M 25 1) Coeur d'Alene.
 *** Kingston, 30 2 (N M 25 1) Coeur d'Alene.
 *** Lane, 30 2 (N M 25 1) Coeur d'Alene.

Sqr.

*** Medimont, 30 2 (N M 25 1) Coeur d'Alene.
 *** Mission, 30 2 (N M 25 1) Coeur d'Alene.
 *** Murray, 30 2 (N M 25 1) Coeur d'Alene.
 *** Osburn, 30 2 (N M 25 1) Coeur d'Alene.
 *** Rose Lake, 30 2 (N M 25 1) Coeur d'Alene.
 *** Springston, 30 2 (N M 25 1) Coeur d'Alene.
 *** Tamarack and Chesapeake Mine, 30 2 (N M 25 1) Coeur d'Alene.

DESPATCH IS THE SOUL OF BUSINESS—USE THE POSTAL TELEGRAPH.

ILLINOIS.**CHANGES.**

P Assumption, closed.

*** Livingston is in Clark Co. Subscribers only, 15 0 Martinsville.

INDIANA.**CHANGES.**

*** Mongo, now 10 0 La Grange.

LOUISIANA.**NEW OFFICES.**

Sqr.

*** Longville, 25 0 Lake Charles.

MAINE.**CHANGES.**

C U Indian Pond, closed.

*** West New Portland, closed.

NEW OFFICES.

Sqr.
N X 6 MAPLETON.
N X 6 NOTRE DAME.
N X 6 PERHAM.

Sqr.
N X *** Steuben, 25 1 Bar Harbor.
6 WASHBURN.

MANITOBA.**CHANGES.**

C P Belleview, closed.
C P Durban, closed

*** now C P Hallsboro.
* Oakner, closed.

NEW OFFICES.

Sec.
C P 5 HALLSBORO.

Sec.
C P 5 HARROWBY.

**THE TELEGRAPH TRIUMPHANT—POSTAL SPECIAL
RUSH SERVICE."**

MARYLAND.**CHANGES.**

*** Belcamp, now subscribers only, 10 Havre de Grace.
*** Buckeystown, now subscribers free, others 15 1 (N M 10 1) Frederick.
*** Limekiln, now subscribers free, others 15 1 (N M 10 1) Frederick.
*** Mount St. Mary's College, Emmitsburg, subscribers only, free Frederick.
** now *** Schleysville, subscribers free, others 25 0 spec'l del'y Frederick.
*** Stepney, now 10 0 Havre de Grace.
*** Van Bibber, now 10 0 Havre de Grace.

MASSACHUSETTS.**CHANGES.**

*** Cochesett, closed.

NEW OFFICES.

Sqr.
*** Nichewang, 25 1 Athol.

*** North Leominster, subscribers only, free Leominster.

**S-R-S HAS EVOKED MORE FAVORABLE NOTICE FROM
BUSINESS MEN THAN HAS BEEN ACCORDED ANY
PREVIOUS IMPROVEMENT IN TELEGRAPHY.**

MINNESOTA.**CHANGES.**

* Bassett, changed to Fairbanks, 25 2 Duluth.

NEW OFFICES.

*** Kinmount, 50 4 Duluth. Telegrams must be prepaid and sent at senders' risk.

*** Meadowlands, 25 2 Duluth.
* Ranier, 50 4 Duluth.

MISSISSIPPI.**CHANGES.**

*** now *** Rodney, by mail Lorman.

MONTANA.**CHANGES.**

* Lewistown, now 25 2 (N M 25 1) Butte.

THE POSTAL TELEGRAPH—THE FASTEST SERVICE IN THE WORLD

NEVADA.**NEW OFFICES.**

Sqr.
P 1214 Carson City.
*** Steamboat Springs, 25 2 Reno.

Sqr.

*** Wedekind, free Reno.

NEWFOUNDLAND.**NEW OFFICES.**

* Garnish, 60 6 Canso, N. S.

S-R-S SURPRISES EVEN THE MOST ENTHUSIASTIC.

NEW HAMPSHIRE.**CHANGES.**

*** Newington, closed.

NEW JERSEY.**CHANGES.**

** Mauricetown, closed.

NEW YORK.**CHANGES.**

** Flatlands, closed.
** Flatlands Neck, closed.

*** now *** Rosebank, free Quarantine.
*** Westport, closed.

NORTH CAROLINA.**CHANGES.**

*** Gorman, closed.

NEW OFFICES.

Sqr.
P 206 Ashville.

Sqr.
P 184 Hendersonville.

NOVA SCOTIA.**CHANGES.**

* Broad Cove Mine, now 15 1 Port Hawkesbury.
*** Cleveland, now 15 1 Port Hawkesbury.
* Craigmore, now 15 1 Port Hawkesbury.
*** Creignish, now 15 1 Port Hawkesbury.
* Glencoe, now 15 1 Port Hawkesbury.
*** Grand Anse, now 15 1 Port Hawkesbury.
*** Inverness, now 15 1 Port Hawkesbury.
* Juduque, now 15 1 Port Hawkesbury.
*** Lower River Inhabitants, now 15 1 Port Hawkesbury.
* Mabou, now 15 1 Port Hawkesbury.
C P Port Hastings, closed.
* Port Hood, now 15 1 Port Hawkesbury.
* Port Malcolm, now 15 1 Port Hawkesbury.
*** Strathlorne, now 15 1 Port Hawkesbury.
*** West Bay, now, 25 0 Port Hawkesbury.

**DESPATCH IS THE SOUL OF BUSINESS—USE THE
POSTAL TELEGRAPH.**

NORTH DAKOTA.**CHANGES.**

* Bowman, closed.
* Lanona, closed.

* Lemert, closed.

THE POSTAL TELEGRAPH—THE FASTEST SERVICE IN THE WORLD

OHIO.

NEW OFFICES.

Sqr.

*** Laferty, 20 0 Wheeling, W. Va.

NO OTHER TELEGRAPH SERVICE EQUALS THAT OF
THE POSTAL.

OKLAHOMA.

CHANGES.

*** Allison, now 75 0 Muskogee.
*** Antioch, now 75 0 Muskogee.
*** Arlington, now 45 0 Muskogee.
*** Barnesdale Oil Co., now 40 0 Muskogee.
*** Blackburn, now 50 0 Muskogee.
*** Brewerville, now 40 0 Muskogee.
*** Bushyhead, now 35 0 Muskogee.
*** Catale, now 40 0 Muskogee.
*** Centralia, now 45 0 Muskogee.
*** Cookson, now 25 0 Muskogee.
*** Crekola, now 15 0 Muskogee.
*** Delaware, now 45 0 Muskogee.
*** Dodge, now 40 0 Muskogee.
*** Elliott, now 50 0 Muskogee.

NEW OFFICES.

Sqr.
*** Albia, 45 0 Muskogee.
*** Alluwe, 45 0 Muskogee.
*** America, 1 05 0 Muskogee.
*** Appalachia, 40 0 Muskogee.
*** Armstrong, 75 0 Muskogee.
*** Armstrong Academy, 90 0 Muskogee.
*** Ashland, 65 0 Muskogee.
*** Avant, 45 0 Muskogee.
*** Bald Hill, 35 0 Muskogee.
*** Barnett, 45 0 Muskogee.
*** Beland, 15 0 Muskogee.
*** Boudinet, 75 0 Muskogee.
*** Bowles, 90 0 Muskogee.
*** Bray, 90 0 Muskogee.
*** Bressie, 70 0 Muskogee.
*** Bromide, 75 0 Muskogee.
*** Burbank, 80 0 Muskogee.
*** Burlington, 1 00 0 Muskogee.
*** Burney, 30 0 Muskogee.
*** Burneyville, 95 0 Muskogee.
*** Butner, 65 0 Muskogee.
*** Cache Bottom, 50 0 Muskogee.
*** Capitol Hill, 70 0 Muskogee.
*** Cavinal, 45 0 Muskogee.
*** Celestine, 65 0 Muskogee.
*** Center Point, 25 0 Muskogee.
*** Chaffee, 35 0 Muskogee.
*** Chambers Switch, 40 0 Muskogee.
*** Chigley, 75 0 Muskogee.
*** Childers, 45 0 Muskogee.
*** Choska, 30 0 Muskogee.
*** Citra, 50 0 Muskogee.
*** Civet, 75 0 Muskogee.
*** Clay Pool, 95 0 Muskogee.
*** Cleora, 45 0 Muskogee.
*** Clyde, 85 0 Muskogee.
*** Coal Creek, 55 0 Muskogee.

*** Enterprise, now 35 0 Muskogee.
*** Fame, now 25 0 Muskogee.
*** Fisher, now 35 0 Muskogee.
*** Fry, now 30 0 Muskogee.
*** Glen Pool, now 35 0 Muskogee.
*** Huttonville, now 30 0 Muskogee.
*** Jackson, now 25 0 Muskogee.
*** McClure, now 45 0 Muskogee.
*** Oktaha, now 15 0 Muskogee.
*** Park Hill, now 25 0 Muskogee.
*** Sinnett, now 50 0 Muskogee.
*** Spavinaw, now 35 0 Muskogee.
*** Sterrett, now 75 0 Muskogee.
*** Texanna, now 20 0 Muskogee.
*** Whitefield, now 30 0 Muskogee.

Sqr.

*** Coldwater, 90 0 Muskogee.
*** Coody's Bluff, 45 0 Muskogee.
*** Courtney, 95 0 Muskogee.
*** Curty, 80 0 Muskogee.
*** Duval, 75 0 Muskogee.
*** East Hulbert, 20 0 Muskogee.
*** Echo, 45 0 Muskogee.
*** Etheridge, 70 0 Muskogee.
*** Fillmore, 65 0 Muskogee.
*** Folsom, 85 0 Muskogee.
*** Frogville, 75 0 Muskogee.
*** Gas City, 35 0 Muskogee.
*** Gatesville, 30 0 Muskogee.
*** Gibbon, 90 0 Muskogee.
*** Gideon, 35 0 Muskogee.
*** Globe, 60 0 Muskogee.
*** Glover, 75 0 Muskogee.
*** Goodwater, 95 0 Muskogee.
*** Gowan, 40 0 Muskogee.
*** Gray Horse, 60 0 Muskogee.
*** Greenville, 90 0 Muskogee.
*** Hamden, 65 0 Muskogee.
*** Happendora, 1 20 0 Muskogee.
*** Harrington, 80 0 Muskogee.
*** Hillsboro, 85 0 Muskogee.
*** Hodgins, 55 0 Muskogee.
*** Houston, 55 0 Muskogee.
*** Hoyt, 40 0 Muskogee.
*** Iona, 75 0 Muskogee.
*** Isadore, 1 20 0 Muskogee.
*** Jackson's Switch, 15 0 Muskogee.
*** Katie, 80 0 Muskogee.
*** Kellond, 65 0 Muskogee.
*** Kelso, 45 0 Muskogee.
*** Kemp, 80 0 Muskogee.
*** Kinlock, 80 0 Muskogee.
*** Klondike, 75 0 Muskogee.
*** Laverty, 85 0 Muskogee.

OKLAHOMA—Continued.

NEW OFFICES.

Sqr.

*** Lawrence, 60 0 Muskogee.
*** Lee, 30 0 Muskogee.
*** Legal, 65 0 Muskogee.
*** Lenna, 30 0 Muskogee.
*** Leon, 95 0 Muskogee.
*** Lewis, 60 0 Muskogee.
*** Linn, 75 0 Muskogee.
*** Lone Elm, 90 0 Muskogee.
*** Lula, 60 0 Muskogee.
*** Lynch, 35 0 Muskogee.
*** Meggs Ferry, 70 0 Muskogee.
*** Midway, 60 0 Muskogee.
*** Mission City, 55 0 Muskogee.
*** Moyer, 60 0 Muskogee.
*** Mulkey, 85 0 Muskogee.
*** Murrow Orphan's Home, 70 0 Muskogee.
*** Mustang, 70 0 Muskogee.
*** Nail, 85 0 Muskogee.
*** Narcissa, 50 0 Muskogee.
*** Nashville, 90 0 Muskogee.
*** Newburg, 50 0 Muskogee.
*** Newport, 85 0 Muskogee.
*** Nida, 75 0 Muskogee.
*** Numa, 85 0 Muskogee.
*** Oglesby, 50 0 Muskogee.
*** Okesa, 50 0 Muskogee.
*** Oseuma, 45 0 Muskogee.
*** Otco Agency, 70 0 Muskogee.
*** Owl, 60 0 Muskogee.
*** Palmer, 75 0 Muskogee.
*** Paucauna, 80 0 Muskogee.
*** Peggs, 40 0 Muskogee.
*** Pierce, 35 0 Muskogee.
*** Pirtle, 75 0 Muskogee.
*** Pleasant Hill, 95 0 Muskogee.
*** Plymate, 62 0 Muskogee.
*** Prairie View, 45 0 Muskogee.
*** Pryor Creek, 30 0 Muskogee.

Sqr.

*** Quay, 50 0 Muskogee.
*** Randolph, 75 0 Muskogee.
*** Richards Spur, 1 00 0 Muskogee.
*** Roberta, 75 0 Muskogee.
*** Rubottom, 95 0 Muskogee.
*** Ruby, 45 0 Muskogee.
*** Sac & Fox Agency, 45 0 Muskogee.
*** Sand Spur, 35 0 Muskogee.
*** Sawyer, 70 0 Muskogee.
*** Sequoyah, 35 0 Muskogee.
*** Shay, 85 0 Muskogee.
*** Snake Creek, 95 0 Muskogee.
*** Spaulding, 50 0 Muskogee.
*** Stoner, 95 0 Muskogee.
*** Sunnyside, 55 0 Muskogee.
*** Swink, 70 0 Muskogee.
*** Tribby, 65 0 Muskogee.
*** Trousdale, 60 0 Muskogee.
*** Troy, 75 0 Muskogee.
*** Tucker, 50 0 Muskogee.
*** Tullahassee Mission, 30 0 Muskogee.
*** Unchuka, 70 0 Muskogee.
*** Utica, 80 0 Muskogee.
*** Verdigris, 30 0 Muskogee.
*** Walker, 35 0 Muskogee.
*** Walling, 60 0 Muskogee.
*** Watova, 45 0 Muskogee.
*** Wecharty, 50 0 Muskogee.
*** Welta, 40 0 Muskogee.
*** Williams, 45 0 Muskogee.
*** Woodley's Ranch, 35 0 Muskogee.
*** Wynona, 55 0 Muskogee.
*** Yarnaby, 80 0 Muskogee.
*** Yeager, 50 0 Muskogee.
*** York, 65 0 Muskogee.

S-R-S HAS EVOKED MORE FAVORABLE NOTICE FROM
BUSINESS MEN THAN HAS BEEN ACCORDED ANY
PREVIOUS IMPROVEMENT IN TELEGRAPHY.

ONTARIO.

CHANGES.

*** Aberfoyle, now 20 0 Schaw.
*** now *** Achigan, 25 2 Water Power.
*** Barrie, now subscribers only, free Utopia.
*** now *** Bellevue, 25 2 Water Power.
*** now *** Dam Creek, 25 2 Water Power.
*** Campbellville, now subscribers, free; others 10 0 Guelph Junction.
C P Eau Clair, closed.
*** now *** Ferguson's Falls, 15 0 Carleton Place
C P Garden, closed.
*** now *** Helen Mine, 50 5 Grasset.
*** now *** Heyden, 25 2 Water Power.
*** Highland Creek, closed.

*** now *** Innisville 15 0 Carleton Place.
C P Irish Creek changed to Jasper.
C P Larchwood, closed.
*** now *** Mashkode, 25 2 Water Power.
*** now *** Michipicoten Harbor, 50 5 Grasset.
*** Middleville, now subscribers only, free Almonte.
*** New Dublin, now 20 0 Brockville
*** now *** Ogidake, 25 2 Water Power.
*** now *** Root River, 25 2 Water Power.
*** now *** Searchmont, 25 2 Water Power.
C P Stonecliff, closed.
*** now *** Superior Mine, 25 2 Water Power.

ONTARIO—Continued.**CHANGES.**

* now *** Superior Mine Station, 25 2 Water Power.
 * now *** Tagona, 25 2 Water Power.
 * now *** Trout Lake, 25 2 Water Power.

NEW OFFICES.

Sec.
 *** Beecher's Corners, 10 0 Brockville.
 *** Brodie, 20 0 Alexander.
 *** Clydesdale, 15 0 Coe Hill.
 *** Dalkeith. Subscribers, free; others 20 0 St. Eugene.
 *** Dominionville, 25 0 Monklands.
 *** Faraday, 15 0 Coe Hill.
 *** Galbraith, 25 0 Almonte.
 *** Galetta. Subscribers, free; others 20 0 Arnprior.
 *** Glen Alda, 15 0 Coe Hill.
 *** Glen Buell, 15 0 Brockville.
 *** Glen Sandfield, 15 0 Alexandria.
 *** Green Bush, 20 0 Brockville.
 *** Halls Mills, 25 0 Almonte.
 *** Hazeldean, 15 0 Ottawa.

C P

Sec.
 *** Huntley, 25 0 Stittville.
 1 JASPER.
 *** Kirk Hill, 20 0 Alexandria.
 *** Lloyd. Subscribers only, free Almonte.
 *** Martintown, 35 0 Monklands.
 *** Maxville, 25 0 Monklands.
 *** McCreary, 15 0 Carleton Place.
 *** Rock Springs, 20 0 Brockville.
 *** Rose Island, 10 0 Coe Hill.
 *** Rosetta. Subscribers only, free Almonte.
 *** Skye, 20 0 Alexandria.
 *** Spring Valley, 15 0 Brockville.
 *** Stafford, 20 0 Pembroke.
 *** Union Hall. Subscribers only, free Almonte.

S-R-S MARKS AN EPOCH IN FAST TELEGRAPHY.**OREGON.****CHANGES.**

* Adel, now 1.00 3 (N M 80 2) Reno, Nev.
 *** Coquille, now 50 4 Roseburg.
 *** Danielson, now 60 4 Roseburg.
 *** Gardiner, now 50 4 Roseburg.
 * Lake View, now 50 3 (N M 80 2) Reno, Nev.
 *** Lampa, now 60 4 Roseburg.
 *** Lyons and Johnson Mill, now 60 4 Roseburg.
 *** Myrtle Point, now 50 4 Roseburg.
 * New Pine Creek, now 50 3 (N M 80 2) Reno, Nev.
 *** North Bend, now 50 4 Roseburg.
 * Paisley, now 1.00 3 (N M 80 2) Reno, Nev.
 *** Parkersburg, now 60 4 Roseburg.
 * Plush, now 1.00 3 (N M 80 2) Reno, Nev.
 *** Port Orford, now 50 4 Roseburg.
 *** Riverton, now 60 4 Roseburg.
 *** Springfield, now subscribers only, free Eugene.

NEW OFFICES.

Sqr.
 *** Ashton, 60 4 Roseburg.
 *** Bandon, 50 4 Roseburg.
 *** Black Creek, 50 4 Roseburg.
 *** Corbins, 50 4 Roseburg.
 * Crane Lake, 75 3 (N M 55 2) Reno, Nev.
 *** Fahy's Mill, 50 4 Roseburg.
 *** Glasco, 50 4 Roseburg.
 *** Gold Beach, 50 4 Roseburg.
 *** Langlois, 50 4 Roseburg.
 *** North Slough, 50 4 Roseburg.
 *** Petersons, 50 4 Roseburg.
 *** Prosper, 50 4 Roseburg.
 *** Reedsport, 50 4 Roseburg.
 *** Schofield, 50 4 Roseburg.
 *** South Slough, 50 4 Roseburg.
 *** Ten Mill, 50 4 Roseburg.
 *** Wedderburn, 50 4 Roseburg.
 *** Woodruff, 50 4 Roseburg.
 *** Zumwalt, 50 4 Roseburg.

PENNSYLVANIA.**CHANGES.**

*** now P R R Cessno.

*** now P R R Imler.

NEW OFFICES.

Sqr.
 P R R 112 CESSNA.
 P R R 112 IMLER.
 Sqr.
 P R R 59 ST. THOMAS, Montgomery Co.,
 P O White Marsh.

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SASKATCHEWAN.**CHANGES.**

C P Boharm is night office only.
 C P Erwood, closed.

C P Howell is in Section 7.
 C P Keeler, closed.

NEW OFFICES.

Sec.
 * Coblenz, 60 4 Winnipeg, Man.,
 or 40 3 Edmonton, Alb.
 C P 6 KILLALEY.
 Sec.
 C P 7 KINDERSLEY.
 C P 7 ROSETOWN.

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SOUTH CAROLINA.**NEW OFFICES.**

Sqr.
 P 175 Hampton Terrace Hotel.
 Tariff same as and check
 Augusta, Ga.

SOUTH DAKOTA.**CHANGES.**

* Lemmon, closed.

VIRGINIA.**CHANGES.**

*** now P N Greenbush.

NEW OFFICES.

Sqr.
 P N 61 GREENBUSH.
 Sqr.
 P 77 Relee, Check Washington,
 D. C.

WASHINGTON.**CHANGES.**

*** Ocean Park, now 50 4 Astoria, Ore.
 *** Seaview, erase Summer office, now 50 4 Astoria, Ore.
 *** Loomis Station should read Loomis, now U. S. Govt. telegrams and all others. 50 4 Astoria, Ore.

NEW OFFICES.

Sqr.
 * Fort Ward, 25 2 Seattle.
 *** Oysterville, 50 4 Astoria, Ore.
 Sqr.
 *** Meglar, 50 4 Astoria, Ore.

NO OTHER TELEGRAPH SERVICE EQUALS THAT OF THE POSTAL.

MONEY TRANSFER SERVICE.**Changes.**

Transfers for Courtland, Ariz., should be sent to Douglas, Ariz., using code with Douglas. Codes must not be exchanged with Courtland.

TRANSFER SERVICE HAS BEEN SUSPENDED OR DISCONTINUED AT THE FOLLOWING OFFICES:

Cordele, Ga.
 Crowley, La.
 Jefferson City, Mo.
 MacLeod, Alb.
 Oskaloosa, Iowa.

CHANGES IN CLASS.

Albany, Ga., is now a Class "B" office.
 Hamilton, Ohio, is now a Class "B" office.
 Rochester, Minn., is now a Class "B" office.

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MONEY TRANSFER SERVICE—Continued.**New Offices.**

Ashland,* Ohio Class C.
 San Bernardino, Calif. Class C.
 *Transfers for Ashland should be sent to Cleveland, using codes with Cleveland.
 Codes must not be exchanged with Ashland.

ALASKA.

St. Petersburg.

THE TELEGRAPH TRIUMPHANT: POSTAL "SPECIAL RUSH SERVICE."**CABLE INFORMATION.**

The attention of all offices is called to the order prohibiting the use of code and cipher words in messages to Turkey in Europe and Turkey in Asia. The Turkish Government is displaying much activity in stopping such messages. Senders should be notified, when filing, that if their messages contain code or cipher they are liable to be confiscated by the Turkish Administration.

Owing to riots, messages for Barcelona can only be accepted at senders' risk.

Following changes in effect February 1, 1910.

	Per word Beyond London.
CHINA (including Manchuria, the Peninsula of Kwan Toung and Hong Kong, but excepting Macao) VIA COMMERCIAL PACIFIC, \$1.10 PER WORD BE- YOND SAN FRANCISCO; via Azores, via Indo, or via Northern \$1.35	\$1.35
Macao, no change VIA COMMERCIAL PACIFIC, \$1.15 PER WORD BEYOND SAN FRANCISCO; via Azores, via Indo, or via Northern 1.41	1.41

CUBA—**New Offices.**

Carahatas, Province of Santa Clara.

INTERRUPTIONS.

January 24, 1910.

Cable Caphaiti Mole St. Nicholas is interrupted. Traffic for all points in Republic of Hayti except Caphaiti should be sent via New York-Havana Cable.

December 27, 1909.

Communication between Santarem and Obidos (Amazon Stations, Brazil) is interrupted cutting off Manaos.

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October 23, 1909.

Communication with Macao interrupted. Steamer twice a day when weather permits.

October 18, 1909.

Nicaraguan land lines interrupted. During interruption certain parts of Nicaragua can be reached by wireless at following rates beyond Colon: Bluefield, \$2.00 and 15. For points beyond collect 5 cents per word in addition.

Also, in addition to these rates add rate to Colon. This service is not continuous, there being no communication between Tuesday afternoon and Thursday morning, and no guarantee as to accuracy and speed. All messages at senders' risk.

July 7, 1909.

Code and cipher is prohibited in messages to Roumania. Senders must be warned that they send messages containing code or cipher to Roumania at their risk of suppression.

July 7, 1909.

The Government Telegraph line to Barranquilla, U. S. of Colombia, is interrupted. Until further notice messages for that place should be accepted only at sender's risk.

June 19, 1909.

Paraguayan Government advises Martial Law and censorship on all messages to Paraguay, and same are accepted at the risk of the senders.

The Chinese Administration advises that Cablegrams from Chinese political societies in America or elsewhere, addressed to any person in China, bearing evidence of revolutionary agitation or disloyal sentiments, will be stopped by Chinese authorities.

E. J. NALLY,

Vice-Prest. and Gen'l Manager.

I. SMITH, *Supt. Tariffs.*

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 BUSINESS MEN THAN HAS BEEN ACCORDED ANY
 PREVIOUS IMPROVEMENT IN TELEGRAPHY.**

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