Butler Citizen.

VOL. XVI. BUTLER, PA., WEDNESDAY, SEPTEMBER 24, 1879. NO. 43.

SUBSCRIPTION RATES:

Per year, in advance.....$1 50
Otherwise..... 2 00

No subscription will be discontinued until all arrearages are paid. Postmasters neglecting to notify us when subscribers do not take out their papers will be held liable for the subscription.

Subscribers removing from one postoffice to another should give us the name of the former as well as the present office.

All communications intended for publication in this paper must be accompanied by the real name of the writer, not for publication, but as a guarantee of good faith.

Marriage and death notices must be accompanied by a responsible name.

Address
THE BUTLER CITIZEN,
BUTLER, PA.

ADVERTISING RATES.

One square, one insertion, $1; each subsequent insertion, 50 cents. Yearly advertisements exceeding one-fourth of a column, $5 per inch. Figure work double these rates; additional charges where weekly or monthly changes are made. Local advertisements 10 cents per line for first insertion, and 5 cents per line for each additional insertion. Marriages and deaths published free of charge. Obituary notices charged as advertisements, and payable when handed in Auditors' Notices, $4; Executors' and Adminis trators' Notices, $3 each; Estray, Caution and Dissolution Notices, not exceeding ten lines, $2 each.

From the fact that the CITIZEN is the oldest established and most extensively circulated Republican newspaper in Butler county, (a Republican county) it must be apparent to business men that it is the medium they should use in advertising their business.

TRAVELERS' GUIDE.

BUTLER, KARNS CITY AND PARKER RAILROAD
(Butler Time.)

Trains leave Butler for St. Joe, Millerstown, Karns City, Petrolia, Parker, etc., at 7.25 a. m., and 2.05 and 7.20 p. m. [See below for connections with A. V R. R.]

Trains arrive at Butler from the above named points at 7.15 a. m., and 1.55, and 6.55 p. m. The 1.55 train connects with train on the West Penn road through to Pittsburgh.

Sunday trains arrive at 10.55 a. m. and 3.55 p. m., and leave at 11.10 a. m. and 4.10 p. m.

SHENANGO AND ALLEGHENY RAILROAD.

Trains leave Hilliard's Mill, Butler county, for Harrisville, Greenville, etc., at 7.40 a. m. and 12.20 and 2.20 p. m.

Stages leave Petrolia at 5.30 a. m. for 7.40 train, and at 10.00 a. m. for 12.20 train.

Return stages leave Hilliard on arrival of trains at 10.27 a. m. and 1.50 p. m.

Stage leaves Martinsburg at 9.30 for 12.30 train.

P. N. C., & L. E. R. R.

The morning train leaves Zelienople at 6 11. Harmony 6.16 and Evansburg at 6.32, arriving at Etna Station at 8.20. and Allegheny at 9.01. The afternoon train leaves Zelienople at 1.26, Harmony 1.31, Evansburg 1.53, arriving at Etna Station at 4.11 and Allegheny at 4.46. Trains connecting at Etna Station with this road leave Allegheny at 7.11 a. m. and 3.51 p. m. By getting off at Sharpsburg station and crossing the bridge to the A. V. R. R., passengers on the morning train can reach the Union depot at 9 o'clock.

PENNSYLVANIA RAILROAD.

Trains leave Butler (Butler or Pittsburgh Time.)

Market at 5.11 a. m., goes through to Allegheny, arriving at 9.01 a. m. This train connects at Freeport with Freeport Accommodation, which arrives at Allegheny at 8.20 a. m., railroad time.

Express at 7.21 a. m., connecting at Butler Junction, without change of cars, at 8.26 with Express west, arriving in Allegheny at 9.58 a. m., and Express east arriving at Blairsville at 11.00 a. m. railroad time.

Mail at 2.36 p. m., connecting at Butler Junction without change of cars, with Express west, arriving in Allegheny at 5.26 p. m., and Express east arriving at Blairsville Intersection at 6.10 p. m. railroad time, which connects with Philadelphia Express east, when on time.

Sunday Express at 4.06 p. m., goes through to Allegheny, arriving at 6.06 p. m.

The 7.21 a. m. train connects at Blairsville at 11.05 a. m. with the Mail east, and the 2.36 p. m. train at 6.59 with the Philadelphia Express east.

Trains arrive at Butler on West Penn R. R. at 9.51 a. m., 5.06 and 7.11 p. m., Butler time. The 9.51 and 5.06 trains connect with trains on the Butler & Parker R. R. Sunday train arrives at Butler at 11.11 a. m., connecting with train for Parker.

Main Line.

Through trains leave Pittsburgh for the East at 2.56 and 8.26 a. m. and 12 51, 4.21 and 8.06 p. m., arriving at Philadelphia at 3.40 and 7.20 p. m. and 3.00, 7.00 and 7.40 a. m.; at Baltimore about the same time, at New York three hours later, and at Washington about one and a half hours later.

FINANCIAL.

$10 to $1000 Invested in Wall St. stocks makes fortunes every month. Book sent free explaining everything. Address
BAXTER & CO., Bankers,
oct9 17 Wall street, N. Y.

PHYSICIANS.

JOHN E. BYERS,
PHYSICIAN AND SURGEON,
my21-1y] BUTLER, PA.

EDUCATIONAL.

Allegheny Collegiate Institute
FOR YOUNG LADIES.
ALLEGHENY CITY, 30 Stockton Ave.
Rev. THOS. C. STRONG, D. D., President.

Will open on MONDAY, SEPTEMBER 8th. School hours from 9 A. M. to 1.30 P. M. Its convenient distance from the depots will permit pupils living outside the city to return home each day, thus saving expense for board.
For circulars address promptly as above.
aug27-2m

Pennsylvania Female College,
EAST END, PITTSBURGH.

A first class College for women. Educational standard high. Advantages complete. Most delightful situation in the whole country.—Terms quite moderate Opens SEPTEMBER 10TH. Address
MISS HELEN E. PELLETREAU,
jly30-2m Acting President.

DENTISTS.

DENTISTRY.

O. K. WALDRON, Graduate of the Philadelphia Dental College, is prepared to do anything in the line of his profession in a satisfactory manner.
Office on Main street, Butler, Union Block, up stairs. apl1

INSURANCE.

BUTLER COUNTY
Mutual Fire Insurance Co.
Office Cor. Main and Cunningham Sts.

G. C. ROESSING, PRESIDENT.
WM. CAMPBELL, TREASURER.
H. C. HEINEMAN, SECRETARY.

DIRECTORS:

J. L. Purvis,	E. A. Helmboldt,
William Campbell,	J. W. Burkhart,
A. Trontman,	Jacob Schoene,
G. C. Roessing,	John Caldwell,
Dr. W. Irvin,	Samuel Marshall,
J. W. Christy	H. C. Heineman.

JAS. T. M'JUNKIN, Gen. Ag't.
BUTLER PA.

BANKS.

THE BUTLER
SAVINGS BANK
BUTLER, PA.

NEARLY OPPOSITE LOWRY HOUSE.

CAPITAL STOCK 60,000.

WM. CAMPBELL, President. JAS. D. ANDERSON, Vice President.
WM. CAMPBELL, Jr., Cashier.

DIRECTORS:
William Campbell, J. W. Irwin,
Jas. D. Anderson, George Weber,
Joseph L. Purvis.

Does a General Banking & Exchange business. Interest paid on time deposits. Collections made and prompt returns at low rates of Exchange. Gold Exchange and Government Bonds bought and sold. Commercial paper, bonds, judgment and other securities bought at fair rates. ja20:1y

JOS. BRUFF,
WITH
Schmidt & Friday,
384 & 386 PENN AVE., PITTSBURGH,
—DEALERS IN—
WINES AND LIQUORS,
—IMPORTERS OF—
Foreign Wines and Liquors.
ug13tf

DON'T YOU BUY YOUR

BOOTS & SHOES

Until You Have First Examined the Styles, Stock and Prices

—AT—

B. C. HUSELTON'S.

His entire Fall and Winter stock is just opening at very low figures. This stock is unusually large in Men's, Boys' and Youth's Kip and Calf Boots, Grain Napoleon Boots, Rubber Boots, Brogans and Plow Shoes, Women's' Misses' and Children's Calf and Kip (unlined) Shoes.

His Stock In Finer Lines is always large, embracing all the Latest Novelties in Boots and Shoes. Old Ladies' Warm Shoes a Specialty.

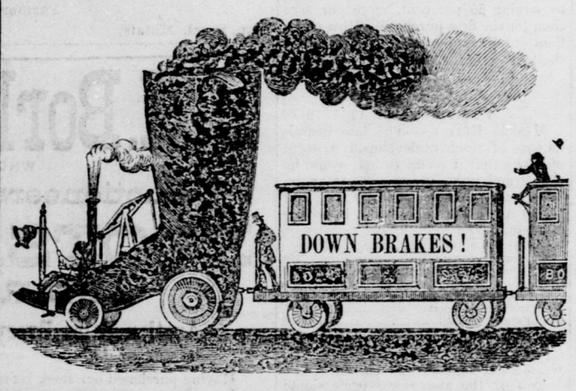
A FULL ASSORTMENT OF

LEATHER and FINDINGS.

These goods are all made by the very best manufacturers, and I will guarantee them to give the best of satisfaction. Call and examine my stock and prices.

B. C. HUSELTON.

WE HAVE THE TRACK!



This Train Unloads Its Immense Cargo

—OF—

BOOTS AND SHOES

AT THE NEW STORE OF

JOHN BICKEL,

UNION BLOCK,

Main Street, - - - - - Butler, Pa.

Having just returned from the East with one of the most complete assortments of

Boots, Shoes, Gaiters, Slippers, &c.,

ever brought to Butler, I will be enabled to dispose of the same at greatly

REDUCED PRICES.

It is unnecessary to designate the different qualities and makes of the Boots, Shoes, &c., to be found in my store, in an advertisement. A personal inspection will enable all to see that my stock is inferior to none in Butler. Suffice it to say, I have all kinds of

Men's, Women's and Children's Wear,

guaranteed to be equal in make, quality and finish to any found elsewhere.

Leather and Findings

of all qualities, which will be supplied to Shoemakers at unexceptional prices.

CUSTOM WORK done to order, and at shortest notice.

CALL AND SEE US.

DAVIES & EVANS,

MERCHANT TAILORS,

MAIN STREET, BUTLER,

HAVE JUST RECEIVED A CHOICE SELECTION OF

Domestic & Imported Goods.

All our Goods are new and of the latest designs. We are both PRACTICAL TAILORS, keep thoroughly posted in all that pertains to the art, and are thus enabled to guarantee to our patrons perfect satisfaction in neatness of fit, elegance of style and excellence of workmanship.

Can, Bulk, **OYSTERS.** and Shell.

E. REINEMAN & SON, Oyster Packers and Game Dealers,

Sole Agents for the following celebrated and reliable brands of Raw Oysters:

CANS—JAMES E. STANSBURY'S SEA SIDE PIONEER BRAND; W. L. ELLIS & CO.'S STAR BRAND; MOORE & BRADY'S DEEP SEA BRAND SHELL—J. & J. W. ELLSWORTH'S NEW YORK SOUNDS; SCHLECHT & JAMIESON'S CAPE MAY SALTS; CAPT. GEORGE A. RAYNOR'S HUNGAR'S CREEKS AND CHERRY STONES.

The season for Oysters is now open, and from present indications the quality and supply will be good. We will at all times be prepared to ship them in Cans, Tubs, or in the Shell, to any point where there are facilities for delivery. The greatest care will be taken in preparing Oysters for shipment, to insure, as far as practicable, their delivery in good condition. Our facilities for handling FRESH OYSTERS are the best in our city, having large cooling room and refrigerator, built after the latest and most approved pattern, thereby fully completing our already ample arrangements for filling orders, large or small. Parties ordering from us can depend on getting strictly fresh stock at all times, as we receive by Express daily. PLEASE SEND FOR PRICE LIST of our well-known above brands, which we will at all times supply to the trade at BALTIMORE PRICES, freights added. We are determined that our brands shall not be excelled, either in quality or fill of cans, by any other, during the season. Elaborate and attractive posters furnished gratis on application.

We take the liberty of soliciting your patronage, promising that no exertion shall be spared to maintain the reputation won in past years. Yours respectfully,

E. REINEMAN & SON,
sept3-1m 179 LIBERTY STREET, PITTSBURGH, PA.

MACHINE TELEGRAPHY.

THE NEW ELECTRO-MECHANICAL SYSTEM WHICH MAY UPSET THE HAND-KEY—A THOUSAND WORDS FOR A DOLLAR—ENGINEERS SAID TO BE JOINING NEW YORK, PHILADELPHIA, WASHINGTON, EAST AND WEST.

[From the Philadelphia Times of the 7th inst.]

THE AMERICAN "RAPID" TELEGRAPH.

The American "rapid" telegraph was organized into a company in New York last February, and its whole capital of three million dollars was all subscribed during the following month—when a simple announcement of its organization in the New York journals, with the Hon. Edwin Reed, of Bath, Maine, a wealthy shipping merchant, as President, the Hon. Thomas Wallace, of Ansonia, Connecticut, one of the largest manufacturers of that State, as Vice President, and a small board of trustees of equal wealth and respectability—is all that the public has been permitted to know of its business purposes. And even now, six months after this public announcement of the organization of the company, nothing is publicly known of it except that its own machine shop in New York, aided by Colt's extensive machine works at Hartford, Connecticut, are actively occupied in turning out a large number of novel machines, which are intended to accomplish thirty, sixty and even ninety thousand words per hour—say from forty to one hundred times more than can be telegraphed over a three-hundred-mile circuit by the Morse system now in general use. From fifteen to forty columns of the *Times* telegraphed in sixty minutes! Your daily has twenty-eight and the Sunday fifty-six columns; at this rate there will be nothing to hinder the *Times* from publishing simultaneously at New York, Boston, Baltimore, Washington, Richmond, Charleston, New Orleans, Cincinnati, Chicago, Louisville and St. Louis. I cannot refrain from putting an exclamation mark after this reflection: What a fruitful future for business enterprise this second era of telegraphy—the machine period—opens up!

In the building of their line the company are acting on the principle that Col. Thomas A. Scott (who by the way, examined into and heartily endorsed the principle of "the electro-mechanical system" just before his departure for Europe) adopted when he built the new Market street bridge, a few years ago, in thirty days; that is, they have recognized the importance of engineering skill in building with celerity and with solidity. The main difficulty with all the telegraph lines throughout the United States at present is that they have been built in a slipshod manner by contractors and speculators, with the aid of uneducated laborers; so that besides the disadvantages, especially to the commercial public, during stormy weather, they make a costly item on the profit and loss account under the head of "repairs and maintenance." According to the official reports of the Western Union the yearly cost of the company's wires averages about $8 per mile of poles, an item which aggregates between $600,000 and $700,000 per annum. The Western Union Company and their newly purchased Atlantic and Pacific Company's wires, now run by the Vanderbilt clique, are understood to number about thirty-three between Boston and Washington, about thirty between New York and Chicago, and about twenty between Philadelphia and Baltimore and the southwest, within the range of Pennsylvania, Virginia, Kentucky and Missouri, say about 70,000 miles of wire, which, at the average cost of maintenance, officially reported by the Western Union Company for some years past, would aggregate about $300,000 per year. By the employment of engineering skill, with the use of Canadian red cedar posts and electro-plated steel wires, the "rapid" company claim that they can build telegraph lines that will very rarely, if ever, be out of order and never from storms, sleet, winds or other atmospheric disturbances. Neither poles nor wires will break down or the conductivity be interrupted for a moment, so that it will not require even one-tenth part of the sum for maintenance that is required by the existing lines of the Western Union.

Taking all these advantages into consideration—machinery as against handwork and the saving in maintenance—the American "Rapid" Company do not now hesitate to state the fact that when the Washington and Boston line is open to the public it will be possible for them to do a profitable business at ten cents per hundred words, and so on at the same rate, without regard to distance, as the line extends throughout the United States. Indeed, it is confidently expected by them within the next three years to be able to telegraph ordinary business letters to and from all points in the country for ten cents each, and yet, within the recollection of the middle-aged reader, the postal charge on a half-ounce letter from New York to Boston or Washington was eighteen and three-fourths cents, and to more distant points twenty-five cents. Those were the days when the mails were transported by stage coaches and like conveyances of similar capacity.

It will not require the "Rapid" company to construct between New York and other cities of the Union more than three of their low-resistance wires to transmit and receive a volume of telegraphing tenfold greater than is now transmitted over all the wires of the Western Union and Atlantic & Pacific telegraph companies by the Morse or any other form of hand-key telegraphing now in use. The official reports of the Western Union Company show that the actual average cost to that company by their slow and tedious hand-key system is twenty-five cents for ten-word messages.

NO MONOPOLY ABSORPTION.

There is another important point to be noted just here in this record of the beginning of the second era of telegraphy—a point of vital concern.

"Is there any danger of this new development being absorbed gradually by the monopoly?" was asked of one of the officers of the company.

"We have never made and never intended to make," was the reply, "any appeal to the public, financially or otherwise, until we should be able to prove, practically and reliably:

"First—That we can telegraph, reliably, sixty to ninety thousand words per hour over long circuits, and sixty to a hundred times faster than can be done by the Morse or any other hand-key system.

"Second—That we can telegraph more economically than can be done by any other system, by from seventy-five to ninety per cent.

"Third—That we can telegraph full five-fold more accurately and ten-fold more reliably than can be done by any other system.

"Fourth—That we can and will do all telegraph business confined to us, whether it be one thousand or fifty thousand messages per day, with far more promptness than the same business can possibly be done by any other system or company. When the "Rapid" telegraph company is prepared to demonstrate these four propositions, its limited number of stockholders may be prevailed upon to share their investments with a larger circle of the business public, but they will certainly guard against the possibility of a single share of their stock passing into the hands of persons having affiliations with the Western Union or other speculative telegraph companies. A majority of the "Rapid" Company's stock has been placed in the hands of trustees, with rigid provisions for holding it for five years or more, so that no lease, sale, consolidation or pooling arrangement with other lines or companies is possible. With five million of dollars, judiciously expended, the "Rapid" Company will cover the whole country east of the Rocky mountains with a network of wires capable of telegraphing ten-fold more matter in a given time than there can now be telegraphed over all the existing wires of the country, which represent nearly or quite ninety million dollars."

SIX DISTINGUISHED FEATURES.

The "Rapid" Company proposes to inaugurate, upon the opening of their lines to the public, six distinguishing features:

1. Express Messages—A uniform tariff of twenty-five cents for thirty words or less, including date, address and signature to all stations east of the Rocky Mountains, with one cent, additional for each word over thirty. Instant transmission over the wires and prompt delivery by special messengers is meant by the word "express."

2. Mail Messages—Fifty words or less to all stations east of the Rocky Mountains for twenty-five cents, with one cent additional for five words or less added, to be telegraphed at the convenience of the company, but within one hour, and delivery guaranteed through the postoffice or by messenger within two hours from the date of the message, between 8 o'clock, A. M. and six o'clock, P. M.

3. Night Messages—Fifty words or less to stations east of the Rocky Mountains for fifteen cents, with one cent additional for five words or less added, to be telegraphed at the convenience of the company, between six o'clock, P. M. and eight o'clock, A. M., and delivered through the nearest postoffice, postpaid, by or before 9 o'clock, A. M.

4. Press Reports—For exclusive publication in one journal in any circuit of five hundred miles or less, or in any practical telegraph circuit over five hundred words or less for ten cents, and the same tariff for any desired number of words. No one reporter to hold a wire to the exclusion of other reporters over twenty minutes, or, say, twenty thousand words at any one time.

5. Stamped Messages—It is proposed to use stamps for "express," "mail" and "press" messages, under arrangement with the postoffice department, and the public may purchase and use the same with the same convenience as postage stamps are now used for mail correspondence.

6. Street letter boxes will be made available, under an arrangement with the postoffice department, for collecting stamped telegrams every fifteen minutes, from 8 A. M. to 6 P. M.

Twenty-five or thirty years ago Frederick Hudson, then editorial as well as business manager of the New York *Herald*, predicted that the time would come when no *Herald* correspondent would think of posting a letter to that paper; wherever he might be his copy, however lengthy, would seek the telegraph and not the mail bag. If the "Rapid" Company are to carry out the "distinguishing features," it needs no prophet to predict the not distant day when the business man will no more think of seeking the United States mail bag for a letter than the hurried traveler thinks of searching for the old-time four-horse coach.

"It is now as certain as anything in near future," they say, "that by co-operation between the postoffice department and the American Rapid Telegraph Company the letter correspondence between New York and Chicago, and probably between New York and San Francisco, could be telegraphed at very nearly the same cost that is now incurred in transporting the mail bags between those cities; provided, of course, that the letters were composed in proper form for transmission over the wires by their authors, and also that the same are translated as quickly and as accurately, after a few days' practice, as they could write with a pen or read ordinary manuscript—the professional telegrapher having no more ability, in either of those two operations, than any junior clerk in a merchant's office may have, after daily practice for an hour or two for thirty days. Perhaps the most attractive part of the improved system consists in the fact that, by reason of its extreme simplicity, any person having the ordinary intelligence of a child of twelve or fifteen years of age may become a self-taught telegrapher to the extent of at least nineteen-twentieths of the whole work of telegraphing. The youth of the country of both sexes may now, with far less effort than was required of them in early childhood to master their printed alphabet, become, at their homes, good telegraphists in the business of preparing or composing telegraph messages for transmission over the wires and in translating and copying the same in ordinary print after transmission—thus leaving to the professional telegraph expert only the trifling work of operating the transmitting machine, by which one thousand to fifteen hundred words per minute may be accurately transmitted over a single wire in long telegraph circuits. Again, the exigencies of business often require that telegrams, long or short, should be transmitted in secret cipher, and this new system of composing telegraph messages offers the most admirable facilities for this style of correspondence, causing practically no delay, either in composing or transmitting the message or letter. The most important secrets may readily be conveyed with more sacred privacy by this new system of telegraphing than they could be if dispatched through mail bags or express packages.

A NEW KINK FOR NEWSPAPERS.

Here is another proposed new feature concerning the press reports, which will interest your night editor. Instead of having to struggle with reams of manifold, the bulk of which is consigned to the waste-basket, he can do his telegraph condensing and editing from New York, having a sip at all the flowers in the bouquet of news. The "Rapid" company say they can and will, by the marvelous speed in telegraphing possessed by their system, collect daily and hourly, from all parts of this country and Europe, the fullest and most trustworthy details of all news of public interest and display the same at the company's news bureaus connected with its New York, Chicago and other chief offices. The special correspondents of the press of the country will have free access to these news bureaus and will be permitted to compile for the journals they may represent such portions of the general news of the world, including verbatim reports of the daily proceedings of both Houses of Congress, as they may desire, and the same will be telegraphed direct to the editors of the papers concerned at a speed of at least one thousand words per minute and at a cost not exceeding one dollar per one thousand words, the actual cost of telegraphing by this system, complete 1,000 words, between any two available points—say New York and Chicago, or Washington and Boston—not exceeding about twenty cents. This will assuredly give the opportunity for each and every paper to publish live news of its own, and not a duplicate of its contemporaries, and to give a synopsis of Congressional proceedings through its own spectacles without having to submit to any personal partiality or political bias of an Associated Press reporter.

And the cost can be made still cheaper, as the company claim that the system of machine telegraphing is so simple and easily understood that the preparation or composing of press messages may be accomplished by the junior assistants of editors and correspondents accurately, after one day's teaching, and the recorded telegraph characters can, after practice, be translated or read by any person who has even a common school education just as well and as rapidly as can be done by the most thoroughly educated Morse telegrapher; and those who choose to have this trifling amount of work performed by their own clerks will save time, assure extra accuracy and entitle themselves to considerable rebates from the established tariffs. So instead of studying phonography (the use of which has now become obselete in all well-regulated newspapers) the ambitious youth who sighs for journalistic honors had better set himself at once to work at studying the composition and translation of this new electro-mechanical telegraphy alphabet.

"RAPID" TRAINING SCHOOLS.

The American "Rapid" telegraph company have already started and have in flourishing condition two training schools, one on Broadway, in New York, and the other at Boston, at which persons of both sexes, from twelve to twenty years of age, of good character, are admitted free, in order to fit them to become effective operators in the offices of the company. Pupils may become experts in the business in two to four months, and, when qualified, will be paid $15 to $30 per month. The business is genteel and but slightly taxes the mental or physical energies of the pupil, of whom the most efficient are enrolled for employment in the order of their graduation. Many thousands of persons of both sexes will find agreeable employment and reasonable remuneration in the cities, towns and villages of the country as rapidly as the company's lines can be constructed. Nor need the expert telegraph operator be alarmed lest he may be crowded out by "cheap labor." His services will be only the more valuable in the direction of the machinery, which will require telegraphers of experience. The "Rapid" company intend from the start to identify its chief practical employes, as far as possible, as shareholders in its business prosperity, and to this end the operatives will be selected with the utmost care as to character, intelligence and ability. The company is so constituted as to admit of an ultimate large holding of its stock and an influential control of its management by its practical operatives, the promoters of the company fully appreciating the importance of having the practical manipulation of its wires and machinery in the hands of those who feel a pecuniary and friendly interest in its prosperity, in place of the open or smothered hostility or indifference which is known to have grown up very generally, under the arbitrary management of other telegraphic companies, whose favorite "plug" (who is worse than useless in stormy weather) receives $80 or $100 per month, while his expert companion, not so fortunate as to be chosen by "the ring," has to do double duty in such emergencies at a pittance of $50 or $60.

THE "RAPID'S" LEVER OF POWER.

It appears that the rapid company style their system of telegraphy a new one only because late inventions and discoveries have perfected its use for business purposes; yet some of the important patents and devices from which such surprising results are obtained have been the subjects of close study, great elaboration and large expenditures of money for the past eight years or more, and however startling and improbable may seem the statements of the capabilities of machine telegraphy, they claim to have fully demonstrated them on long telegraph circuits of three hundred, five hundred and one thousand miles and for a period of time exceeding four months without a single failure of the discovery of a single material fault. They therefore propose to enter the broad, rich telegraphic field, confidently expecting that if they serve the public and the press well and cheaply they will respond with a greatly increased volume of business.

The company controls, under strong American and European patents:

1. "Electro-mechanical telegraphy," which has been explained.

2. "Real duplex telegraphy," by which one wire is made precisely as effective as and even more convenient than two wires can be in the hands of expert Morse operators. This system is divested of all the complications of other "duplex" devices and admits of sending and receiving messages simultaneously from either end of a wire or to and from any intermediate or way offices, which they claim cannot be done by any other known "duplex" or "quadruplex" system. This "real duplex" system, they also claim, is especially well adapted to railroad telegraphing and for use on all way lines where the volume of business does not require a faster system of telegraphing than the Morse, but yet where the exigencies of the business require the use, substantially, of two wires.

3. Multiplex telegraphy, which is substantially the transmission from each end of a single wire, in any circuit of 1,000 miles, of four messages—from both ends simultaneously—thus practically duplexing the "quadruplex" system, but by vastly more simple devices—devices, indeed, they claim even more simple and much more "flexible" than are required to operate the ordinary "duplex" system.

4. "Metrical Telegraphy."—A new system for working long ocean cables and underground telegraph lines, whereby the wires are discharged of all inductive and static electricity and placed in a condition to carry electric impulses with twenty fold greater rapidity than heretofore, and to increase the hourly transmission over any good Atlantic cable of from 1,000 words to probably 10,000, or probably more, per hour. By the metrical system every possible electrical signal indicates reliably a Roman letter in print, thus saving of electric signals at least three-fourths, as compared with any other known system of cable telegraphing.

5. Line and page printing telegraph machine.—This they claim as a very ingenious and valuable invention, requiring but one battery to operate at both ends of a wire, thereby, with other important improvements, placing the printing telegraph far above every other known device for communicating intelligence where high speed is not necessary and where some convenient method of recording is desirable or necessary, as it is in every business communication. The recording is done very neatly in lines and pages, book form, which makes it incomparably superior to all other machines for reporting stocks, for private line purposes and inter-communicating uses, a record for convenient reference being a very great if not a necessary desideratum among business men.

6. The Electric Generating Machine.—By means of this new invention every telegraph office may, at a trifling expense, be fitted as a main office, and may send all messages within a circuit of 1,000 or 1,500 miles direct to destination. This is an aid to the new "machine telegraphy" of incalculable value and importance, as it does away with all necessity for "relaying" or "reperforating" messages, and saves in battery expenses many thousands of dollars per month. The new principles involved in this Mechanical Electric Generator admit of the instant generation of all the "quantity" and all the intensity of current required for circuits of 1,000 to 1,500 miles or less, and practically, more than doubles the value of the "rapid" system of machine telegraphy.

7. Speaking Telephone.—This telephone is constructed on novel principles, and repeats language with great distinctness in ordinary Morse telegraph circuits of 300 miles.

8. Telegraphic Devices and Patents.—Besides the above named seven valuable inventions, and also exclusive of several very broad ones covering the manufacture of "compound" steel and copper wire, whereby telegraph wires may be had of any desired electrical conductivity and tensile strength combined, the Rapid Company control a large number of other valuable devices and patents connected with telegraphy and embracing really about all the inventions of practical merit in this branch of science during the past quarter of a century; and as it is and will continue to be a leading feature of the company's organization to extend the most liberal encouragement to all inventers who may invent original devices of decided merit, or who may make valuable improvements on existing devices, it is not to be doubted that the company will keep well in advance of valuable telegraph improvements.

—A philosopher fell sick, and was ordered to drink sage tea.

—When was the Chinaman Y Paw Fore Chin naturalized?

AMONG THE MORMONS.

[Correspondence of Philadelphia Times.]

WASHINGTON, Sept. 14.—A gentleman, just returned from Salt Lake City, who has business relations which take him there every year, states that the present feeling between the Mormons and Gentiles is not fully understood in the East. The suit against the executors of Brigham Young, one of whom was the Mormon apostle and delegate in Congress, Cannon, was not instigated by any of the Gentiles, but by the heirs of Brigham Young themselves. The original mover in the suit was one of the daughters of Brigham Young, a not altogether reputable person. The suit has thus far been successful, and the Court has appointed a Receiver. The prospects are that the heirs will recover a large amount of improved real estate, which yields a large revenue. The proceedings in the Court and out of it show that Brigham Young was either very careless in the management of the estate that he had held in trust for the Church, or intentionally mingled the funds of the Church with his own private estate. Equitably considered, Elder Cannon, Apostle Taylor and their associate Executors attempted to divide the estate as it should be, separating Brigham Young's private property from that which, it is well known by the Executors themselves and by the public generally, belonged to the Church. It was easy for the Executors in many instances to make such a distribution, but the the law does not recognize any such assumption of authority as the Executors exercised. Brigham Young's estate stands plainly in the name of Brigham Young, without any mention of any trust, and no trust can be implied. The heirs of Brigham Young—as varied in character as they are in numbers—will be benefited by this carelessness or crime on the part of their polygamous sire.

"But who," I asked, "is going to tell who Brigham Young's heirs are? They are reputed to be as numerous as the sands of the sea. Certainly the law does not recognize the fruits of polygamous marriage."

"Of course not. The children born in polygamous marriage are certainly, under the law, illegitimate. Those only can inherit who were born of the first or lawfully wedded wife. There are a number of these—certainly three sons and some daughters. The original wife herself is still living, and would, of course, under the legal distribution of the estate, be entitled to her homestead and dower share. She has suffered much and is still controlled by the marvelous fanaticism which covers all her troubles beneath the veil of her libidinous faith.

"The end of the litigation about the great estate is not yet. The heirs will not abandon the contest. They will not be troubled by any scruples about the dignity of the Church. The moment the pocket of a Mormon is touched he is as keen in self-interest as other mortal men. Indeed, the bonds of Mormonism sit very lightly upon some of the richest men who nominally adhere to that faith. It is worthy of notice, perhaps, that some of the richest Mormons are not polygamists William Hooper, for instance, the delegate in Congress who preceded Cannon and now a wealthy banker and railroad man, never had more than one wife. Nearly all the Welsh Mormons, of whom there are a considerable number, never had more than one wife. The Welch women are notorious in their opposition to polygamous marriage, although they adhere to the faith in other respects."

"Do the Mormons interest themselves in mining?"

"Scarcely any. They devote themselves principally to agriculture. There can be little farming done in Utah, except by the Mormons. Nothing can be raised there except by irrigation, and irrigation is dependent upon the mountain streams. Wherever a stream comes down into the valley from the mountains there the Mormons have a farm. They control the mouths of nearly all these streams, but the mining business is almost entirly carried on by Gentiles."

"What is to be the outcome of this anomalous condition in our political system?"

"There is certainly more excitement in Utah than there has been for many years. The end of it will ultimately be that polygamy must go. Then Mormonism can remain, with its follies and fanaticisms, until the people abandon it or it dies of its own weakness. There will be more attempts at legislation this winter, of course. The only effectual way of crushing polygamy is to so amend the jury law as to enable the United States Marshals to draw all the jury. Under existing law they can only draw half of it and the remaining half is filled by the Mormons. This, in a criminal case, would nearly always secure a hung jury."

THE latest story of the American Spiritualist is as follows: A skeptical fellow obtained admission to a seance the other day, whereat Daniel Webster habitually materialized walking from a cabinet across the room and looking as he had looked in life, but making no sound of footsteps. This base-minded man tossed a number of tacks on the floor; and as they had very large heads they, of course, fell points upwards. The consequence was that when Dan came out of the cabinet and began to walk across the room he suddenly paused, and lifting one foot, applied his hand to the sole thereof. Upon taking another step he suddenly drew up again, and in a low voice ejaculated, "Ugh!" Shortly after this he lost his balance and sat down on the floor; immediately he became very profane, wiggled painfully in his seat, jumped up with an exclamation not found in the dictionary, and retreated into the cabinet greatly disgusted with the matter. Not so the skeptic, who remarked that it was a proof of the truthfulness of the line that "Fools rush in where angels fear to tread."

—A little girl of our acquaintance calls her impecuneous lover "Life," because he is "short."