DIRECTIONS and SUGGESTIONS
FOR USING THE
"NATIONAL"
TYPE-WRITER.

MANUFACTURED BY
National Type-Writer Company,
PHILADELPHIA, PA., U. S. A.

GENERAL OFFICES:
Lehigh Avenue and Fifteenth St.
Philadelphia, Pa., U. S. A.
INSTRUCTIONS, DIRECTIONS AND SUGGESTIONS
FOR USING THE

"NATIONAL" TYPE-WRITER.

(FOR TYPE-WRITER SUPPLIES, SEE PAGES 11, 12 AND 13.)

While the National Type-Writer can be used at sight by any one, its full value and greatest scope is guaranteed to those who become thoroughly familiar with its construction, and the use of its parts.

Every machine is thoroughly inspected before it is shipped.
The machine will be ready for use when it reaches you; therefore, do not attempt to adjust or change anything until you have studied the machine and its movements.

Much stress must be laid upon keeping the machine clean, as upon this depends the advantageous working of the parts.

Do not tamper with your machine.

Read the direction for cleaning and oiling. (Pages 9 and 10.)

It will save you time and annoyance if you become thoroughly familiar with your machine.

PREPARATION.

1. Having removed the machine from the box, place it upon a flat table or desk, remove the packing wires, &c., and see that the "ribbon spools" (62) are in position. (See pages 7 and 8.)
The keyboard being rounded, presenting a small section of three circles, it will be found unnecessary to turn the hands at the wrists; the hands should be held in a perfectly natural position, at an angle with the body.
The table and chair should be of such height (about twenty-four inches) as a good height, for ordinary person, for top of table) so that the operator's hands are on a level with the keyboard.

PLACING THE PAPER.

2. Push the carriage as far to the right as it will go, by means of "thumb-rest" (12), then push down the "envelope and paper-guide" (15); now place the paper upon the "paper shelf" (14)—back of the sheet towards the operator—with the edge resting close down between the "cylinder" (16) and the "feed-roll" (22), taking care that the paper is put in evenly, with its left-hand edge against the "guide-wing" (23) of the paper-shelf; then turn the cylinder, by hand, from you, which rolls the paper forward to proper position for printing. Should the paper not roll in evenly, straighten it; drawing it back, on the side that it projects too far, until it is even. Always push the carriage to the extreme right before depressing the envelope and paper-guide.

Draw up the envelope and paper-guide as soon as the first line has been located, when writing on full width paper.
The Lifting Main Frame (30), upon which is mounted the travelling paper-carriage, may be raised at any time to observe results, by means of the handles (35).
TOUCH AND GOOD WORK.

3. The keys should be depressed, one at a time, with a quick, sharp movement; a quick, sharp but light blow, will give a clear, well-defined impression. Endeavor to get an even, square touch.

Do not endeavor to write fast, until you can write well; speed is sure to follow good work.

Do not let the fingers linger on the keys after the type have reached the paper; practice removing the fingers at the moment the type strikes the paper; release the key just before the type strikes the paper rather than after.

Learn to strike the punctuation marks lightly, as, owing to their sharply defined faces, if struck heavily, the result will be poor work.

Beginners often apply more force than is necessary to the keys.

To an operator having a heavy touch, where thin paper is used, or where particularly nice work is desired, it is advisable to use a smooth, hard sheet of paper as a backing to the sheet to be printed upon. This will improve the appearance of the work, and also tend to preserve the cylinder.

UNDERSCORING AND PARAGRAPHS.

4. Paragraphs should be commenced at 5 on the "scale."

Emphasis can be laid upon words or sentences, by writing them in CAPITALS, or by using the underscore, which will be found on the key with the "H." The underscore is used by setting the carriage to the first letter of any word or sentence, which it is desired to emphasize, depressing the key marked " underscore," Figs. Punct. Marks," and then striking the underscore for each letter, &c., omitting the spaces, when sentences are to be underscored.

SPACE KEY.

5. The nickel key in front of the machine is called the "space key" (19), and must be touched after every word: the carriage moves the space of a single letter whenever the key is struck; it can also be used when a short space is desired, as between sentences, or in beginning paragraphs.

Before covering your machine, or when used with a travelling case, the space key should be folded back upon the keyboard.

SHIFTING KEYS.
CAPITALS, FIGURE, PUNCTUATION MARKS, &c.

6. It will be noticed, by bringing a type bar up, that each bar carries three characters upon it; anyone of them can instantly be put into use. The finger keys will normally print small (lower case) letters, by depressing the shifting key marked " UPPER CASE." on the left-hand side of the machine, the keys will print CAPITALS; by depressing the "shifting key" marked Punct —, figures, punctuation marks, &c., will be printed. Marks

When it is desired to print a CAPITAL, figure, punctuation mark, &c., depress the proper shifting key, and hold it down firmly, until you have struck the character wanted.

TO WRITE ALL "CAPITALS."

7. Depress the key marked UPPER CASE and fasten it down by pushing the " latch " (20) into the notch in the shifting key; to release it, touch the other end of the latch. The above directions also apply when figures, &c., only are wanted.

RETURNING THE CARRIAGE.
NEW LINE.

8. Having printed a line, and desiring to begin a new line,—place the thumb upon the "thumb-rest" (12), and the first or index finger, on the "line space key" (32); a slight pressure revolves the cylinder, rolling the paper through for a new line; after having completed this movement the carriage should be pushed back to the right, against the "adjustable stop" (33); these two movements (made as one movement) bring the paper forward, and ready for printing the next line.

Always complete the "line space movement" before pushing the carriage to the right; this will insure accuracy and quickness.

The carriage can be pushed or pulled to the right, without changing the line by simply pushing or pulling it back by means of the "thumb rests" at each end of the carriage.

TAKING THE CARRIAGE TO THE LEFT.

9. To move the carriage to the left (or either way at will) take hold of the left-hand end of the carriage, and, with the right hand, press inward the little nickel button immediately under the "release key" (36), then depress the "release key" (36), holding it down firmly; the carriage can then be moved backward or forward.

AUTOMATIC POINTER, DOUBLE SCALE AND LINE GAUGE, FOR TABULAR WORK, CORRECTING ERRORS, REPRINTING AND FILLING BLANKS.

10. Attached to the "lifting main frame," will be found a pointer (37) that automatically points to the printing point of the type upon the paper, when the frame is lifted; the position of any letter can, by the aid of this device, be determined, while the frame is lifted and the line of printing is in sight, and without consulting the scales.

Should an error occur, a word or character misplaced or omitted, and it is discovered before a new line has been commenced, all that is necessary is, to move the carriage until the "automatic pointer" (37) rests over the place where the error has occurred, drop the lifting frame, and strike the necessary key or keys.

Should an error be discovered, after several lines have been written, roll the cylinder towards you, holding the cylinder and paper firmly together with the right hand, until the pointer rests upon the line containing the error; then proceed as before.

To allow the cylinder to rotate towards you, raise the "platen retaining spring" (58) so as to clear the teeth of the "cylinder ratchet wheel" (46) on the cylinder. Whenever the cylinder has been turned by hand, see that the platen retaining spring is well seated in the notch of ratched wheel, so that it cannot move or jar from its position.

FILLING BLANKS.

The edge of the "Line Gauge" (L G., Fig. 2) represents the bottom of the letters of a printed line. When filling in blanks, or when it is
necessary to write upon a given line, (as in letterheads having a date line
thus: Philadelphia, ) bring the line upon which the bottom of
the letters should rest, to edge of the “Line Gauge” (L. G.). This can be
done, by turning the paper a little beyond the exact place and then drawing
it back, so that line rests upon the edge of “Line Gauge;” — then turn the
cylinder and paper forward two notches.

REPRINTING.

Should an error be discovered after the paper has been taken out of the
machine, place the paper in the machine again, turn it past the line in
which the error or omission has occurred, and then draw the paper back,
until the bottom of the printed line rests upon the edge of the “Line Gauge.”
then turn cylinder forward two notches. In drawing the paper back, the
sheet should be drawn to the right or left, to bring the “Automatic Pointer”
to the centre of the letters, so that it will stand squarely over the first
letter of the line.

DOUBLE SCALES.
The scales (11), it will be noticed, represent the width of the printed
line, each graduation representing a letter, so that the position of any
character or characters can be predetermined.
The notations upon these scales will be found to run in the same
direction, whether the lifting frame, upon which the carriage runs, is raised
up or is down in position for printing.

To note at what number any character is printed, move the carriage so
that the automatic pointer (57) will rest over the character, and the
“indicator” (13) on the carriage will rest upon and indicate its numerical
position.

These scales, with the “automatic pointer,” make the most complete
and perfect arrangement for tabular and statistical work, and are self-
exploratory. Very little practice will demonstrate a wide range of
usefulness.

TO REGULATE THE SPACE BETWEEN THE LINES.

11. To write upon every line (single spacing), the “line space stop” (24)
should be turned out, so as to stand in a line with the “line space key;”
to write upon every other line (double spacing), the “line space stop”
should be turned back upon the carriage.

NARROW PAPER AND DIRECTING ENVELOPES.

12. The arrangements for this purpose are simple and perfect.

Take the carriage to the extreme right, depress the “envelope and
paper guide” (15) by means of the handle, and then handle an envelope or
narrow sheet of paper the same as any sheet of paper.

The edge of the paper or envelope should always be taken to the
extreme left of the paper-shelf, and rest against the “guide wing” (25)
of the paper-shelf (14).

TO REGULATE LENGTH OF LINES.

13. To shorten the lines, either on the right or left hand, the adjustable
carriage stops on the rear rod of the “lifting main frame” are used.

Set the carriage at the point it is desired to begin a line, loosen the
right “adjustable carriage stop” (33), and move it close up to the carriage
and fasten it firmly; to shorten the line, as on narrow paper, set the
carriage at the desired stopping point, and use the left adjustable stop (34).

Always fasten the set screws of the “adjustable carriage stops” firmly
and in a perpendicular position.

HOW TO GET LEFT-HAND MARGINS ALWAYS THE SAME.

14. The adjustable paper-shelf (14) is provided, at its left-hand end, with a
“right-angle guide wing” (23), against which the edge of the paper, &c.,
should always be brought.

By loosening the screws that hold the shelf to the carriage, the shelf,
and with it the “guide wing,” can be moved to right or left, for changing
the left-hand margin slightly.

The use of this wing insures uniform distance of the first letter from
the left-hand edge of the paper.

FINGER-KEY TENSION.

15. The tension upon the finger-keys may be increased or lightened by the
“finger-key tension screw” (25). By turning this screw to the right, the
tension is increased; by turning it to the left, the tension is lightened.
Should any of the keys move sluggishly, a small drop of oil upon the “key
stem” (60) will be the remedy.

The ribbon support (65) may be swung up, when it is necessary to
reach the “finger-key tension screw.”

BELL RINGER.

16. The “bell ringer” (26) can be so adjusted, that the bell will give
warning any number of spaces before the end of the line is reached, so that
a word may be completed or properly divided.

The “carriage indicator” (13) should be placed exactly at the point
at which it is desired that the bell should be heard, then press the “bell
ringer” (26) inwardly, out of engagement with the “notched wheel” (40),
and bring it round so that it will rest under the “intermediate bell pawl
stop” (67). (Out No. 3.)

Thus, it is desired that the bell shall ring at 65 on the scale, place
the carriage indicator at 65, and proceed as above.

RIBBON MOVEMENT.

17. The ribbon moves automatically, when the keys are depressed, from
right to left, or from left to right, until it has been completely wound from
one spool upon the other; the movement can then be reversed, so that the
ribbon will wind itself upon the empty spool.

TO REVERSE THE RIBBON.

18. On the right-hand side of the machine, near the base, will be found the
“ribbon shift handle” (44); by pushing it to the left, the ribbon will be
wound upon the right-hand spool; by pulling it to the right, the ribbon will
be wound upon the left-hand spool.

REMOVABLE RIBBON SPOOLS.

PUTTING ON A NEW RIBBON.

19. The ribbon spools and ratchet wheels are instantly removable, and can
instantly be replaced.

To remove the ribbon spools (62) and ratchet wheels (31), take hold
of both of the spools and ratchet, and press them firmly towards you, and
they are out.

To replace them, slip the ribbon into the ribbon support (65), insert the
inner ends of the shafts of the spools, one at a time, in the “adjustable
ribbon stud” (28), and then push down lightly, the other end of the shaft,
against the “spring ribbon support” (17), and the ribbon will be in place
for work.
To put on a new ribbon, remove the ribbon spools and ratchets, draw the spools (62) off of the ratchet-wheel shafts, and replace them with new spools. All our ribbons are furnished wound upon spools.

If you desire to do two or more color work, provide yourself with an extra pair of "ribbon spool ratchet wheels" (31). See page 9.

Note that the ratchet wheels are marked "R" (right) and "L" (left), which indicates their position in the machine.

The ribbon must always run under the spools, as shown in cut No. 2.

LATERAL MOTION TO THE RIBBON.

20. The type strike the ribbon on a narrow line the width of the type.

The ribbon may be moved laterally (side ways) to present a new surface for the type to strike, by removing the ratchet wheels and ribbon spools, then turning the spools so that the inwardly projecting pin, on the ribbon spool "ratchet wheel" (31) will rest upon a different step or notch of the ribbon spool.

Care must be observed to have the projecting pins of the ratchet wheels rest on the same step or notch on each spool.

It will be found very convenient to have an extra pair of ratchet wheels with ribbon upon them, ready for instant use.

When the ribbon has reached its limit of travel in one direction, it is plainly announced by a tightening of the finger key action, and a thinness of the writing. Very little practice with the machine will enable one to reverse the ribbon, just before it reaches the end of its travel.

The tension upon the shafts of the ribbon spools may be increased by means of the "adjustable ribbon studs" (28); by looseness of the screw, and lightly pushing the stud inwardly, the tension may be increased; fasten the screw firmly when desired tension has been obtained; the tension on the ribbon spools seldom requires any changing.

The ribbon support (65) may be swung up when the carriage is at the extreme right or left.

CARRIAGE TENSION.

21. The carriage is driven by the "spring-impelled drum" (39) and "rack" (18).

It is very important that the carriage be driven with the least possible tension. The carriage will seldom require increased tension, if the machine is kept clean, particularly the carriage-way rods (51), upon which the carriage moves. These rods must be kept bright and free from dirt and slightly oiled. CLEAN DAILY.

To increase the tension, take the carriage to extreme right (looking at machine from the back, cut No. 3), raise the "rack" (18) from the gear teeth of the "drum," by loosening the screw (27), the tension can be increased by turning the drum a half, three-quarters, or a whole turn. To decrease the tension, strike the space key (19) a number of times, while the "rack" is raised off of the drum. Carefully fasten down the "rack" after having increased or decreased the carriage tension.

LETTER-PRESS COPIES.

22. The process of making letter-press copies, from type-writing, is the same as from pen-writing. A good Copying Book is essential.

A little more water should be used in dampening the cloth or blotters, and the work allowed to remain in the press a moment or two longer.

A little experience will soon demonstrate how damp to make the cloths or blotters, and how long to permit the book to remain in the press; if the ribbon is new and fresh, use less moisture, and a few seconds of time will suffice to get a clear impression; when the ribbon is old and dry, a little more moisture is required, and the book should remain in the press two or three minutes.

In removing the letters, lay dry sheets of paper or blotters between the pages of newly-copied matter.

DAMPENED CLOTHS OR BLOTTERS will be found superior to the old method of using the brush. See pages 11, 12 and 19.

MANIFOLDING.

23. The "National" type-writer is the BEST manifolder made. A number of duplicates of the same document may be printed at once, the number depending on the thickness of the writing paper used.

Have ready a sheet of heavy paper, with its top edge folded down about three-quarters of an inch. This sheet should be the size of the writing paper that is used. This will aid you in running the paper and carbon into the machine evenly, and prevent their wrinkling. Upon this "backing" lay a sheet of the paper to be used, close up under the fold, then upon this lay a sheet of carbon paper, with the carbonized (black) side down, and so on until the desired number of sheets are in position.

Place all, including the backing-sheet, in the machine in the ordinary way.

The first impression will, of course, be from the ribbon. Where a large number of duplicates are desired the ribbon spools, &c., may be removed.

For two or three duplicate copies, the touch upon the keys need not be increased; where the number of copies are increased, the stroke should be somewhat firmer and a trifle slower; a hard cylinder is best where the machine is used constantly for manifolding; for ordinary use, where the work varies, a medium cylinder will answer all requirements.

A box should be kept in which to place carbon paper to keep it smooth and in good condition.

CLEANING.

24. The machine must be kept clean; dirt and dust are the greatest enemies of the type-writer.

Keep your machine well covered when not in use.

To keep your machine clean, provide yourself with a piece of chamois skin or soft cloth, a long handled brush with long bristles, and a tooth brush.

The rods upon which the carriage and neck run, should be well cleaned and slightly oiled EVERY MORNING. This must be done.

The machine should also be dusted with the long handled brush.

The machine will not work well if dust and dirt are allowed to accumulate upon it. Clean your machine daily.

TO CLEAN THE TYPE &C.

25. To clean the type, when they become filled with ink and dust, which will be indicated by a want of clearness in the print, depress a key with the right hand, take hold of the bar with the first finger and thumb of the left hand, taking care not to bend or displace the type bar, and then strike the face of the type with the bristles of the tooth brush, with a downward motion. If the type are very much clogged up, use a pin or needle to pick out the accumulated dirt and ink, and then use the tooth brush.
26. Use a little oil on your machine as possible, except to clean it. Only the finest watch or clock (oil) oil should be used and in very small quantities.

The rods should be cleaned at least once a day, and then slightly oil them, by putting a very small drop on the rod, and then running the carriage backward and forward a number of times.

The occasional use of a very little oil on the "spacing wheel," into which the "spacing dogs" work, will be of service.

This is best done by raising the lifting frame and taking the carriage to the extreme left; place a little oil on the end of the index finger, and hold it against the "spacing wheel" of the "spring drum," and then pushing the carriage back, allowing the finger to lightly press against the teeth of the spacing wheel.

The wheel into which the "nack" is geared is called the driving wheel of the spring drum (39). This driving wheel is immediately back of the "driving wheel.

Should a typewriter stick when brought up against the paper, touch the bearing guide with a drop of oil on the point of a thin wire or darning needle, and then move the bar up and down until it works freely.

A little oil on the pivot of the "front wheel" of the carriage should be applied occasionally.

The "pivot screws" of the "spacing frame," "ribbon frame," "keyboard," &c., can be oiled occasionally.

The bearings of the feed roller, cylinder, and ends of ribbon spool shafts may be oiled at intervals.

Never, after using oil, allow any to remain where it shows.

Carefully wipe off any oil that is in sight, as it cannot do any good, and acts as an accumulator of dust, and prevents the machine from working smoothly.

Never use excess oil; a slight trace of oil is all that is required.

All necessary Supplies can be obtained from this Company or its Agents.

Highest Grade: "National" Type-writer Paper.—(Send for sample list).

Highest Grade: "National" Copying Books, See Pages 11 and 12.

I will save us much trouble and annoyance, if our patrons will remit payment (draft, postal or money order) with all small orders for supplies, &c.
Nothing is More Aggravating
than to find the "LETTER-PRESS" COPY of an important
letter or document blurred, or so indistinct
that you cannot read it.
It can and does lead to misunderstandings
that cost many a dollar.
Surely a copying book that will prevent this is worth a
trifle more than the old commonplace letter copying book.

Distinct Copies
Every letter in every word is copied distinctly
when you copy your letters in

...Genuine Hand-made...

"Nag-a-saki" Non-Blurring
Letter Copying Books

Manufactured
For those who desire the Best Possible Results in Copying
The best for Copying Typewriting and Penwriting.
These books are used in exactly the same manner as ordinary
copying books, but having the great advantage that copies stand
out clear and distinct and the copying will not blur, even if
paper is made quite wet. They are the best Copying Books
that can be made, and we recommend them to those who want
PERFECT COPIES.

"Nag-a-saki" Non-Blurring Letter-Press Copying Books

<table>
<thead>
<tr>
<th>Bound in</th>
<th>Russia backs and black cloth, indexed, interleaved with blotting paper, and paged.</th>
<th>Bound in Full Duck, indexed, interleaved with blotting paper, and paged.</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAHC</td>
<td>$3.50</td>
<td>$3.00</td>
</tr>
<tr>
<td>1000 pages, 10x12 in. No. 401</td>
<td>$3.50</td>
<td>$3.00</td>
</tr>
<tr>
<td>700 pages, 10x12 in. No. 407</td>
<td>$2.50</td>
<td>$2.00</td>
</tr>
<tr>
<td>500 pages, 10x12 in. No. 405</td>
<td>$1.85</td>
<td>$1.70</td>
</tr>
</tbody>
</table>

We also carry size 10x14 inches in 500, 700 and 1000 pages.

Special sizes to order.

We supply loose sheets.

PRICES SUBJECT TO DISCOUNT ACCORDING TO QUANTITY
SELVEDGED COPYING BOOK CLOTHES, 9 x 12 in., best for copying typewriting;
per dozen, $75.

NOTE—Do not confound these books with books made of cheap
or imitation paper.

NATIONAL TYPEWRITER CO.
FIFTEENTH AND LEHIGH AVENUE, PHILADELPHIA, PA., U. S. A.

TRY ONE OF THESE BOOKS AND YOU'LL NEVER USE ANYTHING ELSE

15% DISCOUNT ON TRIAL ORDER

For names of numbered parts, see other side.
No. 3.

Names of numbered parts referred to.
Wherever used, a number always designates the same part.
Always give the NAME and NUMBER.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Scales</td>
</tr>
<tr>
<td>12</td>
<td>Thumb or Finger Rests</td>
</tr>
<tr>
<td>13</td>
<td>Carriage (pointer) Indicator</td>
</tr>
<tr>
<td>14</td>
<td>Paper Shelf</td>
</tr>
<tr>
<td>15</td>
<td>Envelope and Paper Guide</td>
</tr>
<tr>
<td>16</td>
<td>Platen or Cylinder</td>
</tr>
<tr>
<td>17</td>
<td>Spring Ribbon Support</td>
</tr>
<tr>
<td>18</td>
<td>Rack</td>
</tr>
<tr>
<td>19</td>
<td>Letter Space Key</td>
</tr>
<tr>
<td>20</td>
<td>Latch of Shifting Keys</td>
</tr>
<tr>
<td>22</td>
<td>Feed Roll</td>
</tr>
<tr>
<td>23</td>
<td>Guide Wing of Paper Shelf</td>
</tr>
<tr>
<td>24</td>
<td>Adjustable Line Space Stop</td>
</tr>
<tr>
<td>25</td>
<td>Finger Key Tension Screw</td>
</tr>
<tr>
<td>26</td>
<td>Bell Ringer</td>
</tr>
<tr>
<td>27</td>
<td>Rack Screw</td>
</tr>
<tr>
<td>28</td>
<td>Adjustable Ribbon Studs</td>
</tr>
<tr>
<td>29</td>
<td>Intermediate Bell Pawl</td>
</tr>
<tr>
<td>30</td>
<td>Lifting Main Frame</td>
</tr>
<tr>
<td>31</td>
<td>Ribbon Spools</td>
</tr>
<tr>
<td>32</td>
<td>Line Space Key</td>
</tr>
<tr>
<td>33</td>
<td>Adjustable Carriage Stops</td>
</tr>
<tr>
<td>34</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Handles of Lifting Main Frame</td>
</tr>
<tr>
<td>36</td>
<td>Carriage Release Key</td>
</tr>
<tr>
<td>37</td>
<td>Automatic Pointer</td>
</tr>
<tr>
<td>38</td>
<td>Platen Retaining Spring</td>
</tr>
<tr>
<td>39</td>
<td>Spring Impelled Drum</td>
</tr>
<tr>
<td>40</td>
<td>Bell Ringer Wheel</td>
</tr>
<tr>
<td>44</td>
<td>Ribbon Shift Handle</td>
</tr>
<tr>
<td>46</td>
<td>Cylinder Ratchet Wheel</td>
</tr>
<tr>
<td>51</td>
<td>Carriage Way Rods</td>
</tr>
<tr>
<td>60</td>
<td>Finger Key Stems</td>
</tr>
<tr>
<td>62</td>
<td>Ribbon Spools</td>
</tr>
<tr>
<td>65</td>
<td>Ribbon Support</td>
</tr>
<tr>
<td>67</td>
<td>Intermediate Bell Pawl</td>
</tr>
<tr>
<td>A</td>
<td>Upper Dog</td>
</tr>
<tr>
<td>B</td>
<td>Hex. Nuts</td>
</tr>
<tr>
<td>C</td>
<td>Line Space Lever</td>
</tr>
</tbody>
</table>
No. 2 National Typeewriter

OCCUPIES THE SPACE OF AN ORDINARY DICTIONARY (9 x 12; 7 in. high)

Simple in Construction
Small—Speedy—Durable
Easy to get at—Easy to Learn
Wide Range of Work
Greatest Manifold—Superior Duplicator
Only Perfect Envelope and Paper Guides
Universal Key Board—Automatic Mistake Corrector

"Like an Anvil—Built for Wear"

WRITES IN TWO COLORS CONTINUOUSLY

Ribbon Feeds Automatically—Reverses Automatically
Can write any Number of Colors on Same Sheet
Ribbon Changed Instantly without soiling the hands
Standard—High Grade—Reasonable Price

THIS ENGRAVING ILLUSTRATES THE SIMPLE, SOLID CONSTRUCTION

OF THE NEW No. 2 NATIONAL TYPEWRITER

FINGER-KEYS AND TYPEBARS REMOVED (See Other Side)

Showing Main Frame, Carriage, Automatic, Self Reversing Ribbon Movement,—Automatic Pointer and Mistake Corrector, Platen Twirler, Movable, Sliding Envelope and Paper Guides, etc., etc.

EVERY PART AND SCREW CAN BE SEEN
The National Typewriter

"Irrespective of Price, the Best. Trial Proves It."

Has Kinks all Its Own

Every Kink a Good One

Embodies every good quality found in other standard writing machines, and has many points of superiority all its own. It surpasses all machines now on the market for ease of manipulation and general handiness in use.

Built upon well known, true and tried principles, with many important improvements, suggested by twenty-five years' experience. The machine has been constructed from the operator's as well as from the mechanic's standpoint, and is distinguished by that ease of manipulation and mechanical perfection that admits of the greatest possibilities in a writing machine. Constructed from the very best material—no wood or similar material being used in its make-up—steel being the chief element; of uniform superiority, and employing only the most skilled workmen and the most improved machinery, assuring accuracy and uniformity; these instruments combine the highest achievements in the production of writing machines, and are offered to the public under the guarantee that they are the BEST for hard, everyday, all 'round use.

"There is no question that, other things being equal, the addition of TYPEWRITING to the education of young people, increases very materially their chances of making a livelihood."—W. T. Harris, U. S. Commissioner of Education, Washington.

"No boy (or girl) is really educated up to the possibilities of his times unless he can work a typewriter. IT IS EASY TO LEARN."—N. Y. World.

We Guarantee Highest Satisfaction
An Active Agent Wanted in
We Solicit Correspondence
Unoccupied Territory

NATIONAL TYPEWRITER CO.
LEHIGH AVE. AND 15th ST. PHILADELPHIA, PA.

WE FURNISH FULLY ILLUSTRATED CATALOG

Even if you are not ready to buy, write to us and tell us what stands in the way.