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MAIL SERVICE BY AIR IS SUCCESS

Postoffice Department Says It Has Speeded Delivery All Over the Country.

EXTENSION BEING PLANNED

New Routes Will Link Up St. Louis and Omaha to Speed Up Deliveries to and From the Pacific Coast.

Washington, D. C.—Records for transportation of mail along the eastern seaboard and from New York city west are being established daily by the airplane mail service which now is well along toward its fifteenth month of existence. The service, according to Otto Praeger, second assistant postmaster general, who is in charge, has speeded mail delivery all over the country.

Letters mailed in New York city or arriving there from New England before eight o'clock in the morning are sent by airplane so far as possible, insuring their delivery in Washington by noon. Those for Washington are sent out on the first mail delivery in the afternoon and those intended for cities farther south are forwarded in earlier trains than otherwise would be possible.

The same is true of the New York-Chicago airplane mail route. The time from New York to Chicago is cut down to between nine and ten hours. There is a corresponding saving on mail from Chicago and western cities intended for New York.

There are two airplane mail routes in the country, one between Washington and New York city and the other between New York city and Chicago by way of Cleveland.

Air Service to Be Extended.

Flights are made in both directions over these routes every day, with such success that the postoffice department is about to institute other routes which will link up Omaha, Neb., and St. Louis, Mo. These latter routes are to be opened almost immediately, to care for the volume of mail and to assist in quick deliveries to and from the Pacific coast.

Airplane mail service started on May 15, 1916, largely as an experiment, with a route between New York city and Washington. Two trips a day had been arranged, one in each direction. The first flight from Washington was a spectacular affair in which President Wilson and other officials figured prominently, and sent letters just before the aviator started. Since that time the service has continued without interruption.

Postage for airplane mail at the time was fixed at fifteen cents an ounce, the postoffice department figuring that speedy delivery made that price fair. In addition to being carried by airplane the letter was to be specially delivered which ordinarily costs ten cents in addition to letter postage.

Airplane mail service continued on a paying basis for a time, until the novelty wore off. Many persons at first used the airplane mail for its novelty, and the letters carried were unimportant, apparently. At any rate, after a few months, the sale of airplane stamps dwindled, as did the mail.

Reduction in Rate.

Then the postoffice department decided to fill the pouches when possible with ordinary first class letters. This was continued until July 18, when the rate for airplane postage was reduced from fifteen cents to two. It is probable now that this rate will be continued, for while the service does not pay for itself the added facilities in deliveries are regarded by the postoffice department as worth the price.

When the service was started the postoffice department co-operated with the war department, which supplied the airplanes and the aviators. This arrangement had been suggested by the chief signal officer of the army, who saw in the project an additional means of training aviators for the western front.

Army participation continued until last November, when it was agreed for the sake of efficiency that the entire project should be taken over by the postoffice department.

For this reason the service now is entirely in the hands of the postoffice department and the aviators are of civilian status. However, the pilots now engaged in the work have come largely from the army, being officers discharged from the service at the end of the war.

The type of airplane used is the ordinary Curtiss machine, but the postoffice department is preparing and, if congress provides the funds, will soon put especially built airplanes at work.

These new airplanes are designed primarily for carrying mail, stabilized automatically, so that there is no danger of a crash. In this regard they will be different from the army type machine, in which ability to maneuver rapidly is an element of safety. The mail airplanes will be designed to carry a heavy load with safety.

Muskrats Destroy Mill Dam.
Watertown, N. Y.—Muskrats digging a hole in a dam erected in 1891-1892 have forced the Seiber and Chapman grist mill at Adams to close. The dam had withstood the ravages of time, but succumbed to the attacks of the rats.

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Knowitall Family Shrinks From No Publicity in Pointing Out Markets to Be Patronized.

The Knowitall family is increasing here.

Members of this large and important branch of the human family seem to have decided that there is no place in the world quite so fine as the national capital, judging from the large number of these busybody folk to be heard in the streets, offices and other places.

You will know a Knowitall whenever you hear him or her. It will be a mild-mannered little man discussing at great length and in a loud voice—always loud—the proper solution of the question of world peace.

It will be a very young man who understands tactics, logistics and all the other branches of the military art from A to Z, and who does not hesitate to offer free advice—at several thousand miles distance—to General Foch, General Pershing et al.

It will be a young woman who is quite sure—in fact, doubt never enters her head—that she is eminently qualified to speak—and, of course, loudly—upon all points of domestic economy. She gives mother and grandmother pointers on how to cook and sew and sweep, and knows all the best methods for taking care of babies.

It will be—but what is the use? All that is possible is to mention a few, and listen to the others.—Washington Star.

WHAT WAS THERE TO SAY?

Simple Prank of Fate That Caused Embarrassment Surely Hard Thing to Explain Away.

The minister of a certain small town Indiana church recently held a number of meetings for his young men members, in which he warned them against being frivolous in the choice of wives, etc. "Modest young women should always be chosen," he quoted and then delivered a heavy tirade against the prevailing short skirts and silk stockings.

Several of the young girls were rather indignant and avoided the minister for a time. But one day as he was coming home from shopping for his wife he met two who at first were rather cold, but as the conversation progressed became distinctly amused and finally departed giggling. The younger one fired this final retort: "I'm glad you changed your mind on some things, Reverend T—"

The minister wondered on that last speech all the way home. Then he repeated it to his wife. She looked at him closely and then burst out laughing. "No wonder," she exclaimed, and held up for him to see the magazine he was carrying.

Some way, in packing his bundles together he had turned it inside out and there, facing the young women, had been an advertisement of very fancy rose-colored silk stockings on a very beautiful model.—Indianapolis News.

TRESPASS NOTICE.

All parties are forbidden to hunt, fish, or trespass on my land in West Wateree Township in any way under penalty of law. Also loose dogs running at large destroying game are liable to penalty or be killed at any time.

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Don't forget to keep on hand a bottle of Farris' Colic Remedy for Horses. It is so simple with dropper, that a child can give it. Also a bottle of Ferris' Healing Remedy for Cuts and Bruises on man or beast. They never fail.

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SEALED TINS ONLY AT YOUR GROCERS
MAXWELL HOUSE COFFEE

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LOOK FOR THE RED BALL TRADE MARK
"Modern" Firearms & Ammunition
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See the Famous Players-Lasky film version of Hall Caine's sensational novel "The Woman Thou Gavest Me" at the Majestic tonight.

See Albert Ray and Elinor Fair "Be a Little Sport" at the Majestic Saturday. Also a new episode of "Tiger's Trail" will be shown.

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ESTIMATES GLADLY FURNISHED.

KEEPING ABREAST OF THE TIMES

The successful operation of a business for 31 years leads one to the conclusion that the experience through these years warrants the assertion that this store has to keep abreast of the times by studying new methods from time to time.

Years ago, when this business was first organized the farmers were content to use a one horse Dicks' Boy power and cut and harvest their oats, hay, etc. with absolute tools. Today the successful farmers have adopted new machinery and now ride through an up-to-date farm where the farmer uses a tractor engine for grinding his cotton and at the end of the season he undertakes the helling, jumps into the seat of the tractor and breaks up his land and disc and harrows. A seeder comes behind and plants the small grain. Then at harvest time the farmer gets out his tractor and cuts his oats with a reaper and binder, saving his mules for other work around the farm. After his days work he turns the crank of his 1 1/2 horse power engine which pumps water from a deep well. The same engine furnishes electric lights, runs a grand steam saws wood and does other things too numerous to mention.

Through these years we have kept abreast of the times and our business has grown. We have a thorough organization of men who have been with us for years. If you need anything from a tractor engine to a hot tongue plow, come in and see us and we can suit you. We cater to the wants of the farmer.

We handle Fishment wagons and Taylor Connolly buggies and the finest grade of harness. If you want courteous treatment and wish to save money on your...

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