

FAMOUS PONY EXPRESS.

The Start of a Romantic System on the Plains Years Ago.

The famous pony express established by Wells Fargo & Co., was in operation only two years, and yet its reputation has resounded down the years. It was a daring experiment, says "The Wells Fargo Messenger." Think of it! Two thousand miles on horseback, across a country overrun with hostile Indians, destitute of all cultivation, through a region wild, desolate and unknown! But an imperative duty was performed. Messages of vital importance were transmitted from state to state, without the aid of the mail coach or the railroad, which had not up to that time penetrated the mountainous regions of the west.

The need of quick communication between the country east of the Missouri river and the west was recognized from an early time. The overland stage routes proved too slow for mail and express to the Pacific. The best of the stage lines brought the time down to 25 days, but the pony express did better. By hard riding it crossed 2,000 miles within an average of ten days.

Few of the old-timers personally acquainted with the Wells Fargo Pony Express in the early days will ever forget the exciting trips which intrepid riders made, each braving all peril, regardless of self, and intent only upon the speedy delivery of the precious mochilla to the next hardy horseman.

It was in 1859 that the Wells Fargo Pony express was established, taking a route due west from the historic gateway town of St. Joseph, Mo., to Fort Kearney, up the Platte to Julesburg, thence by Fort Laramie and Fort Bridger to Salt Lake City, thence to Camp Floyd, Ruby Valley, the Humboldt, Carson City, Placerville, Folsom and Sacramento, from which San Francisco could be reached by boat.

Mark Twain had a happy facility for telling the story of the pony express rider, and in "Roughing It" may be found a fairly accurate description of this picturesque factor in the rapid progress of transportation in the west:

"There was no riding time for the pony rider on duty," he says. "He rode 50 miles without stopping by daylight, moonlight, starlight or through the blackness of darkness, just as it happened. He rode a splendid horse that was born a racer and fed and doctored as a gentleman. He kept him at his utmost speed for ten miles and then as he came crashing up to the station, where stood two men holding fast a fresh, impatient steed, the transfer of rider and mail bag was made in the twinkling of an eye, and away flew the eager pair, and was out of sight before the spectator could hardly get a ghost of a look. Both rider and horse were 'flying light.'"

And on every day, except Sunday, for two years a rider left St. Joseph at noon and Sacramento at 8 a. m. When, on October 24, 1861, the first transcontinental telegraph went into operation, the pony express service had been supplanted. But, in spite of its brief career the enterprise was a great success, and it plainly indicated the extraordinary demand for quick communication between the Atlantic and Pacific seaboard. The fastest time ever made from Washington to the California coast, with the aid of the pony express, was achieved in transmitting President Buchanan's last message to congress to Sacramento in eight and a half days. The news of the attack on Fort Sumter came through in eight days and 14 hours, and from that time on California business men gave a bonus to the pony express company to be distributed among the riders for carrying war news of President Lincoln's inaugural speech as fast as possible. Later quick delivery of the news of the battle of Antietam brought special reward for the venturesome pony express.

NEGRO SHOT AND KILLED.

Negro Woman Confesses to Shooting Her Husband at Pinewood.

Pinewood, April 11.—Again a killing has occurred within the limits of this town. This time all parties are negroes. Senie Mitchell, a farm hand employed by R. M. Johnson, who lived in an out house in the rear of his employer's yard, was shot some time during last Wednesday night and died this morning at 2 o'clock. The weapon used was a shotgun and supposed to have been loaded with No. 6 shot, as a pistol ball and a loaded gun shell showing signs of having been snapped on twice and loaded with No. 6 shot were found. The gun was freshly oiled and was used with death dealing aim.

The deceased was shot just under the heart. The point of the gun was only about five feet from him when fired. He was asleep when shot. His wife confessed to shooting him and has been sent to jail at Manning.

CONVICTS AID CONFLAGRATION.

Flames Destroy Four Large Buildings of Kansas Penitentiary.

Lansing, Kan., April 22.—Fire that destroyed four large buildings and caused a loss estimated at \$500,000 in the Kansas penitentiary was spread by convicts who scattered burning papers in buildings not in the path of the flames, according to a statement by Fire Chief Michael Bahler of Leavenworth. His opinion was confirmed by some of the prison officers.

The fire started when the armature of a motor in the twine plant suddenly burst into flames. The State carries no insurance on its structures.

"Several prisoners told me of seeing other convicts lighting bunches of paper in the building known as the furniture factory," said Chief Bahler.

Warden J. K. Coddling said he believed it probable that convicts started the fire.

The women in the prison were taken out and the insane convicts transferred to the cell house. The building was only slightly damaged.

The scene of the greatest excitement was in the insane ward, 150 feet from the twine plant. The flames seemed to throw panic into every inmate. There were 50 insane convicts. Excited by the sight of the flames the prisoners screamed and with clenched hands beat on the iron bars of their rooms.

Six prisoners and one guard were burned slightly. Six hundred convicts who were working in the prison yard when the fire started, were not locked up but called to aid in fighting flames.

A dozen prisoners in the boiler room of the power house stayed at their tasks, keeping up steam for the pumps.

PALMER LAND.

Yankee Lad Who Carried the American Flag to Antarctic.

History presents from time to time some curious anomalies, and not least among these is the story of the original discovery of the great continent surrounding the South Pole. A grim, inaccessible coast guarded from man's approach by fields of impassable ice floes and bergs, it resisted all efforts of the ablest of early explorers to win its shores—only to be discovered at last by a boy of 18 in command of a little 40-ton sloop.

Nathaniel Palmer was the lad's name, says the Outing Magazine, and he came of the best of old New England seafaring stock. After some preliminary training at sea young Palmer sailed in 1812 or 1814 as second mate of a bark bound for the sealing grounds of South Africa. After some weeks of fruitless exploration and terrific struggles with the wintry gales of the region about Cape Horn, they came at last to the South Shetland Islands and soon had filled the vessel's hold with a fortune in furs.

This voyage made such a stir in all the New England seaport towns on their return that before many years a second expedition was fitted out and Palmer, now Captain Nat, was given command of a little Down East sloop called the Hero, which was sent along in consort with the larger vessels. This diminutive craft could hardly have been more than 60 feet in length, but she weathered successfully the rigors of wind and sea and arrived in due course at her destination.

At this time nothing was known of the existence of any land of continental extent within the Antarctic circle—nor did Captain Nat much care whether there was or not. What he was looking for were seals. So when he came upon a long stretch of coastline facing to the north in the vicinity of the sixtieth meridian west of Greenwich he examined the shore for possible rookeries, and finding nothing but ice and penguins, sailed away again to the northward.

A few days after the little Hero fell in with two tall ships of the Russian navy under Commander Bellingshausen. When young Palmer went on board for lunch, at the commander's invitation, and mentioned casually his discovery of land to the southward he must have been surprised indeed to learn that that which he, in his little sloop had blundered upon unsought and had turned away from in disgust, these mighty ships of the czar of all the Russias had for two years been seeking in vain!

Commander Bellingshausen, to do him full justice, gave young Palmer full credit for the discovery, and this—the first portion of the Antarctic continent to be seen by man—is set down upon the maps to-day as Palmer Land, in enduring tribute to the daring of the Yankee sailor lad who first caught sight of it from the deck of a little sailboat in the year of grace 1821.

Dr. E. J. Smith, of Tennille, Ga., has accepted the call to the Main Street Baptist church in Greenwood.

COLLECTORSHIP AT BEAUFORT.

F. P. Colcock to Succeed Robert Smalls, Colored.

Washington, April 12.—President Wilson today sent to the Senate the nomination of F. P. Colcock to be collector of customs at Beaufort, S. C., to succeed Robert Smalls, colored, whose term has expired. Smalls was reappointed by President Taft, but the Senate did not confirm the nomination. Representative Jas. F. Byrnes convinced Secretary McAdoo that this change was urgently needed and the Colcock nomination is one of the few that has been made outside the army and navy since Congress convened in special session.

The South and Mules.

Some one has said that forty years ago the South was a good place to be "from," but now it is a good place to "be in." The Southeast is essentially an agricultural country. Widespread education along agricultural lines has already brought about a wonderful change for the better in sections where but a few years ago the crudest and most ineffectual methods of farming prevailed. One of the greatest drawbacks to the more rapid development of the crop possibilities of the Southeast has been the utter lack of efficient power.

The 900-pound cotton mule is being replaced by 1200-pound mules, and a considerable number of draft mares are finding favor among the more progressive men of that section.

It remained, however, for the livestock agents of the farm demonstration work which the late Doctor Knapp organized to demonstrate to the farmers of the Southeast that heavy draft mares would thrive in that section. These agents were instrumental in inducing a number of counties to buy carloads of heavy grade draft mares and fillies, shipping them in during the fall and winter so that no time was lost in getting them acclimated. These mares are capable of doing a light season's work the following spring and summer, besides raising a good colt. Practically all of the mules now used in the South are bred in Missouri and Kentucky, with a considerable number from certain portions of Tennessee.

It is difficult to secure exact data as to what percentage of the mules in use in the Southeastern states are raised there. The commissioner of agriculture of South Carolina writes as follows: "There are in South Carolina about 166,000 mules, worth \$27,390,000. Not more than three per cent of these mules were raised within the state of South Carolina. The rest were bought from the Western markets. We have no means of getting accurate statistics as to the enormous quantities of Western hay, corn and oats that are annually shipped into the state. The doctrine of living at home is now preached from every house-top and from every fence-corner, and the people are already taking active steps to raise their livestock at home and to raise the material upon which to feed that live stock. In a few years we hope to be able to shut off completely this enormous strain upon our farm finances."

A letter from the Georgia state veterinarian contains this astonishing statement: "From the most reliable sources at our command we have found that between eleven and twelve million dollars' worth of horses and mules were shipped into the state during 1910. The value of all feeds shipped into the state amounted to between \$72,000,000 and 73,000,000—that is, hay and grain of all kinds." This writer adds: "In a few years we expect to change these figures considerably and, instead of being importers of horses and mules and feed-stuffs, we hope to be in the exporters' column."

The above quotations from state officials are fairly representative of reports received from most of the cotton-growing states. These states are by far the heaviest users of mules. The climatic and labor conditions have conclusively proved that the mule is better adapted to these conditions than the horse, but there is a constantly widening demand for large mares suitable for raising mules. In past years certain sections of the South have produced a considerable number of mules, but they have almost invariably been of the smaller and less valuable sorts. There is a double reason for this: the native horses of that region are mostly small and of a nondescript sort which the natives are pleased to call "saddle" horses; the jacks that are in general use are small and of low quality, so that the product is a very sorry-looking animal, as a rule, and one that is wholly unfit for operating efficient machinery.

The general conditions in the South are most favorable for the raising of large, high-class mules.—The Country Gentleman.

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MAN ASSAULTED ON HIGHWAY.
 Buck Anderson Receives Injuries at Hands of a Bold Bandit.

Florence, April 10.—Buck Anderson, a well known citizen of this community, was assaulted brutally on one of the most travelled highways of the State about noon to-day. He had left the city, having in his possession some money, how much is not known, but evidently enough to tempt some bandit to attack him. He was struck on the nose and mouth, and was horribly cut. The attack was made with a piece of board, which was picked up near where he fell. Evidently the man who attacked him went off without robbing him. Mr. Anderson was left for dead in the middle of the road on the Jeffreys Creek causeway, not two miles from the city. He was found there by J. W. Cary a very short while after he was struck, and Mr. Cary revived him enough to learn that he had been attacked. He brought the stricken man into the city for medical attention and he is now at a local infirmary.

FALLING TREE KILLS MAN.
 Marion Rucker Falls in Path of Tree Which Had Just Been Cut.

Lexington, S. C., April 12.—Marion Rucker, a young white man, was instantly killed at Johnson's shingle mill, about six miles south of Swansea, at about 8 o'clock this morning when a pine tree fell upon him. Rucker and a negro were cutting pine together, one on one side of the tree and the other on the opposite side. When the tree began to topple Rucker ran and in an effort to get out of the way of the falling tree he stumbled and fell directly in the path of the pine and life was crushed out. The young man's neck was broken and he was terribly mangled about the face and head. Coroner Weed, of Lexington, was summoned, but it being impossible for him to get to Swansea in time to hold an inquest today on account of the heavy rains, Magistrate Jefcoat, of Swansea, conducted the inquest. The jury returned a verdict in accordance with the above facts.

LODGE MEETING.
 Bamberg, Lodge, No. 38, Knights of Pythias meets first and fourth Monday nights at 7:30 p. m. Visiting brethren cordially invited.
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