

# ARP CARRIED MAILS

Bill Tells of the Difference Now and the Long Ago.

POSTAGE RATES WERE ENORMOUS

Receiver of Letter Paid the Postmaster on Delivery of Letter—Benefits of Cheap Postage.

Now you young people, girls and boys, excuse me for telling you a story about the old times. Sixty-four years ago, when I was 12 years old, my father was the postmaster in our town and had to make contracts for carrying the mail to other neighboring towns. He gave these contracts to needy men and the pay was generally one dollar a day. One of these men got sick and my father made me take his place and ride the mail to Roswell all winter. It was 25 miles away and I had to ride there and back in a day, and he paid me the dollar for every trip. It was a bitter winter and sometimes when I got home I had to be helped off the horse, for I was frozen up and helpless. But I was a tough and hardy boy and always ready for the next trip. On my first ride the good old women on my route did not know me. They used to knit socks and send them to town by the old man to sell and carry back some coffee or sugar or indigo, or copperas or some little thing, but they didn't know me, and I remember that one old woman came out to the gate and said: "Are you the mail boy?" And I laughed and said: "Yes, mam, I am not a female boy." She smiled and said: "You are mighty little to carry bundles, but I would like for you to take a couple of pairs of socks and bring me back the pay in coffee if you will. I'll give you a little bag to put it in and you can hang it on to the horn of the saddle." Of course I did, for I always liked to oblige the women, and besides my father kept a store and got the trade. Sometimes I had as much outside of the mail bag as there was inside. I made fourteen silver dollars that winter and felt rich.

But I want to tell you about the mail business as it was then. There were no stamps or stamped envelopes—nor any other kind of envelopes. We wrote on a long paper called foolscap. It got that name from the watermark which was a fool's cap and bells stamped on the paper. After writing we could fold the sheet up to the size of a letter and slip one fold in the other—thumb paper fashion—then seal it with a wafer and address it. The wafers were round and thin and were made of flour paste and when held on the tongue a moment got soft and sticky. In my young days the postage was paid at the end of the line by the one who received the letter. It was 12-1-2 cents if it did not come or go outside of the State—18-3-4 if from or to an adjoining state and 25 cents if still farther off. But if it was to go to California it had to be prepaid and sent by Wells and Fargo's express and cost a dollar and was a month on the way. Just think of it. Now it costs only 2 cents and takes only four days. That overland express almost made us boys crazy. They published a book called "Ten Years Among the Mail Bags" and it had pictures in it—pictures of boys riding the mail on Indian ponies—riding on a run of 10 miles in an hour, and then he was lifted off of his pony and put on a fresh one for another 10 miles. The boys had to weigh not less than sixty nor over ninety pounds and had to make 40 miles a day—20 east and 20 west. It took about two hundred boys and four hundred ponies to do the work and I wanted to be one of the boys mighty bad. Part of the route was beset by hostile Indians and the express company had to keep soldiers at those stations to guard the ponies, and the boys had to keep a sharp lookout between the stations. One of the pictures showed some Indians shooting at a boy as he bent over on the pony's neck and was flying like the wind. He had left the track and taken roundness on them and I thought that was heroic.

The letters were limited to a single sheet of paper and a thousand to a bag and that made about twenty pounds of mail. Besides the mail there were some two-penny hacks with two drivers and guns and these carried gold dust from the mines to the eastern states and were limited to two hundred pounds, which was worth nearly \$50,000 and was a tempting prize to both white and Indian robbers. But the gold express ran at irregular intervals and nobody knew when it was coming.

But now about postage. Not many foolish letters were written in those days. It cost too much and made the man mad when he had to pay 25 cents or 18-3-4 or 12-1-2 cents for it. The next one the writer would send would not be taken out and would go to Washington as a dead letter. I reckon you wonder why the postage was in such curious amounts. Well, we didn't have any decimal currency then—no dimes or half dimes. The dollar was divided into sixteen parts instead of twenty; one part was called a thrip, which was 6-1-4 cents. Thrip is an abbreviation for sevenpence. Two parts was called a sevenpence and its value was 12-1-2 cents. I don't believe I have seen a thrip or a sevenpence in fifty years. The government called them a 1 in and issued dimes and half dimes instead.

In ruminating about the wonderful change in our postal laws since I was a boy I am prepared to say that nothing that has been discovered or invented has wrought such beneficial results and so much comfort to the people. What pleasure at home is more valued than reception of letters from kindred and friends who are far away? Postage is

only one-tenth what it used to be, but there are twenty times as many letters written by every person who can write and there are ten times as many to write them. The great northern mail used to come to our town once a week and a single sack in the boat of a stage contained it. Now five times that quantity comes twice a day. I used to write about two letters a week and now I write twenty-five or thirty and receive more than I write. For I have quit answering many letters that inclose no stamp. The number of letters increases faster than the postage decreases. When the postage had to be paid at the end of the line it was pretty hard to receive a disagreeable letter and have to pay for it. My father was a merchant for nearly fifty years and sold goods on a year's time, and sometimes we had to write dunning letters to his customers. He wrote one to a very slow man and got no answer, so he wrote another and the slow man wrote back that he would have to wait until he made another crop, and as postage was high and silver was scarce, he advised a very limited correspondence. He wrote another to a belated customer at Warsaw and another and another and then got a reply which said:

"I have received your letters but they were a long time on the way. If you had sent them round by Atlanta and Marietta and Roswell I would have gotten them sooner, for we have two mails a week by that route, but only one by the way you sent them. Hereafter you had better send them that way. Our mail system is very imperfect. It takes six weeks for me to get a letter from Jack, who is in the Arkansas. You remember Jack. But I am always glad to hear from you. Your friend, WILLIAM WATERS."

"P. S.—As for that account of last year, which you say has run a long time—as the boy said to the molasses, just let her run. W. W."

I wonder if our young people know who was our first postmaster general? He was the postmaster general before the revolution and was turned out by King George because he was suspected of being a rebel and his name was Benjamin Franklin. When the Declaration of Independence was passed he established an independent line and boycotted the English system and afterwards organized a system of our own. Sir Rowland Hill was the postmaster general of England and in 1734 established what was called the penny post. Before that the English merchants hired men to carry their letters. When the battle of the Waterloo was fought the Rothschilds hired private carriers to bring them the news of the great battle. English credit and bonds and consols were then away down to 25 cents on the dollar for Napoleon was just running rough shod over kingdoms and governments. The Rothschilds got the news of his defeat twenty-four hours sooner than the bankers of London and they secretly bought up all the bonds and stocks and consols they could find, and when the good news came of the great victory these bonds and stocks jumped up to par in a day and the Rothschilds made many millions and this was the beginning of their great fortune. It was a mean, dirty trick, but they didn't care. For nearly a century they have controlled the finances of the civilized world and nations could not go to war without consulting the Rothschilds. But now they have to take a back seat, for Pierpont Morgan and Rockefeller and a few others can control more money than they can. But our postage has not yet got to the lowest notch. The people say it must be reduced to 1 cent, and a bill has been introduced in congress to that effect and letters will soon be delivered at almost every man's house if he lives on a public highway. Verily, it passeth comprehension. I received a letter and a paper this morning from Australia. They had come 12,000 miles for 6 cents and found me, although there are half a dozen Cartersvilles in the United States. There is no system so perfect as the postal system and no man can steal from it without being caught.—Bill Arp, in Atlanta Constitution.

### To Serve an Oyster Cocktail.

Charles Ranhofer, the celebrated chef of Delmonico's, declared until the last days of his life that there was nothing, absolutely nothing, new in the culinary art; that no new dishes had been invented in fifty years; that the so-called new dishes were only old ones revived. Although the oyster cocktail was introduced in the chop houses of New York about two years before Mr. Ranhofer's death he never included it in his list of dishes, and as his book was published before oysters were served in this way, he does not mention the cocktail. Really, it is only the fact of serving the oysters in a glass which gives the name to a certain way of seasoning raw oysters known for years among oyster dealers along the Chesapeake shore and even at the stalls in the New York oyster market. This is the way to prepare an oyster cocktail: Put seven medium-sized, freshly opened oysters in a tall, slender glass. Mix in a bowl three teaspoonfuls of tomato catsup, a teaspoonful of horse radish in white vinegar, four dashes of Tabasco sauce, a tablespoonful of Worcestershire sauce and a saltspoonful of salt. When these ingredients are well stirred together pour the mixture in the glass over the oysters and serve.—New York Press.

### Tunnel Under Francisco Bay.

The San Francisco bay is to be tunneled to accommodate the traffic between opposite sections of the city which now has to go around. The distance is about five miles and the subway will pass beneath an island in the bay.

## HOW TO SEE THE BIG SHOW.

### Some Timely Suggestions to Exposition Visitors.

Staff Correspondence Columbia State.

The correspondent of The State may be able to give information of a general nature which will be of service to the prospective visitors who reads this article. When the train arrives at Charleston the visitors will find that the street car system covers nearly the entire city and transfers from one line to another may be had for the asking. The street cars are operated on fine schedules between the city and the exposition grounds.

There are two gates at the exposition grounds, but visitors generally get out at the second gate. They then pass through a turnstile to the right of the street car and proceed to the gate in front. Upon entering this gate the visitor faces the great cotton palace which is the background of the court of palaces. Whatever exercises will be held that day will take place in front of the South Carolina building, which is to the left of the cotton palace.

The State building is a good point from which to start on a tour of inspection. South Carolinians will be surprised at the elegance of the exhibits in the State building, which is itself from an architectural standpoint a very beautiful building. To the left of the building is an annex in which the splendid exhibits from Oregon and from Louisiana are shown. Passing out of the rear door of this State building the visitor enters a semi-circular colonnade in which the United States government has placed its navy and war department exhibits. The postal service also has a very interesting display in this colonnade. A detachment of United States marines is encampment in the court just back of the State building. This colonnade contains a postoffice where mail is received and distributed. The Southern railway occupies a prominent place here. The United States government also has exhibits from the department of state and the geodesic surveys, also exhibits showing the diseases of cattle, etc.

This leads up to the cotton palace where many interesting things are shown by cotton mills, cotton seed oil mills, guano factories, etc., concluding with a splendid display of articles and curios from the Philippine Islands. When this building is finished with, another colonnade is entered, and here are shown other exhibits from the government, concluding with the Smithsonian institute's display.

This leads up to the palace of commerce where visitors will be entertained by the representatives of great establishments showing the manner in which many articles of wear and of food are made. Without caring to show any partiality, this correspondent would cite as an example of the exhibits in this building the model of the great establishment of Libby, McNeill & Libbey in Chicago. The reproduction in miniature of the buildings shows the cattle brought in on trains, carried to the top of the building where the immense slaughter pens are located. The process of slaughtering, quartering, etc., are shown in the buildings lighted by a hundred tiny incandescent lights. There are many such exhibits in the palace of commerce, which is the last of the three great buildings which one may visit without putting foot on ground after entering the front door of the State building. To those who have plenty of time, a whole day could be spent here with profit.

Those whose time is limited will at this point go in search of dinner. A good, clean dinner may be had at the woman's building or at the Crescent Inn. There are other places where really nice meals are served—Heinz's the Venetian Inn, and several cafes on the Midway. Dinner may be had at 35 to 50 cents, lunches cheaper.

After dinner a hurried inspection may be given the auditorium, which faces the court of palaces, and then the Cuban or East Indian building should be visited. The building of mines and forestry is also in this group, near the administration building. In the latter Col. Averill, Col. Gadsden, Major Hemphill and other titled officers of the exposition do their work with the assistance of an army of clerks.

There are a number of State buildings which appear beautiful from without and in which a warm welcome may be found. These buildings are as follows, in order of arrangement: Pennsylvania, Maryland, New York, Philadelphia, Cincinnati, Illinois, and the Louisiana Purchase exposition or St. Louis building. It does not take long to "do" these buildings, but in passing through this list of buildings the visitor must not pass by the art gallery where Mr. Townsend has collected a beautiful array of pictures, representative of every period and kind of American art.

The women will, of course, go to the women's building, which is just beyond

the Illinois building, but the men should go there too. It will be a revelation to the men of South Carolina, and a joy to the women. The negro building should be visited by every white person in order to become fully impressed that unless the white people wake up the negroes will be competitors ere long.

But even though this is the end of the long array of buildings, there are others to be seen. They lie beyond Lake Juanita, the fisheries, transportation and mechanical buildings. Each is worthy of an extended visit. Then comes the Midway, which is at the opposite side of the grounds, and is gayest by the light of the electricity which banishes night from the exposition grounds. In this list enumerated there are many buildings whose exhibits could not be thoroughly appreciated by a casual visit, yet even a hurried glance will serve to convey to the visitor an impression which will be wholesome and elevating.

Christ's call is His servant's consecration.

**Redeeming Asiatic Turkey.**  
Asiatic Turkey is to be rescued from semi-barbarism by the construction of \$140,000,000 worth of railroads, one of which will run through Euphrates valley from end to end. The new roads will follow the old caravan routes, and they will touch all the principal cities and towns of Bible land.

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TRAINS GOING SOUTH.			
Dated Jan. 15, 1902	No. 55.	No. 35.	No. 51
	P. M.	A. M.	
Leave Wilmington.....	9 45	7 00	
Leave Marion.....	6 40	8 45	
Arrive Florence.....	7 25	9 25	
	P. M.	A. M.	
Leave Florence.....	8 00	9 30	
Arrive Sumter.....	9 15	4 33	
	No. 52.		
	P. M.	A. M.	
Leave Sumter.....	9 15	9 25	
Arrive Columbia.....	10 40	11 05	

No. 52 runs through from Charleston via Central R. R., leaving Charleston 6 00 a. m., Lanes 7 50 a. m., Manning 8 39 a. m.

#### TRAINS GOING NORTH.

No. 54. No. 53. No. 50			
	A. M.	P. M.	P. M.
Leave Columbia.....	6 55	4 40	
Arrive Sumter.....	8 20	6 13	
	No. 52.		
	A. M. <td>P. M. <td></td> </td>	P. M. <td></td>	
Leave Sumter.....	8 20	6 19	
Arrive Florence.....	9 35	7 35	17 40
	A. M. <td> <td></td> </td>	<td></td>	
Leave Florence.....	10 10	8 15	
Leave Marion.....	10 53	8 54	
Arrive Wilmington.....	1 40	11 30	

\*Daily. †Daily except Sunday.

No. 53 runs through to Charleston, S. C., via Central R. R., arriving Manning 6 53 p. m., Lanes 7 35 p. m., Charleston 9 20 p. m. Train No. 53 makes close connection at Sumter with train No. 59, arriving Lanes 9 45 a. m., Charleston 11 35 a. m., Tuesdays Thursdays and Saturdays.

Trains on Conway Branch leave Chadbourne 12 01 p. m., arrive Conway 2 20 p. m., returning leave Conway 2 55 p. m., arrive Chadbourne 5 20 p. m., leave Chadbourne 5 35 p. m., arrive Elrod 8 10 p. m., returning leave Elrod 8 40 a. m., arrive Chadbourne 11 25 a. m. Daily except Sunday.

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