

ing that one of a landlady's regular boarders asked upon being requested to perform that service. He said that he would refer them all to a certain verse in the Bible and take the verse for his "grace." And that the verse was "Christ the same yesterday, today and always." I don't think he remained at that boarding place very long afterward, but in that respect we differ very much from the boarder. While he may have left suddenly and for a good cause, we can't leave suddenly or any other way, and for a good reason too. And that is, that we are so miserably poor after riding the mail for several years, that it is an absurd idea to think of living except from the sweat of our brows, and in the meantime, we have become so mortally lazy that we would hate to have to miss the sweat from our brow much less to perform the manual labor to put it there. Isn't it a fact boys?

Well, I have a rather peculiarly constructed route. To begin with, distributing office, which is Blairs, is in Fairfield county. However, I do not serve a single patron in Fairfield, but entirely in Newberry. You see that Broad river is the dividing line between the two counties, and the post office is just across the river on the railroad, I mean near the railroad, not exactly on it. It would have been, (for we hate to carry the mail from the train to the post office and vice versa), but the trains would not agree to run around it, so we had to build it, that is the post office, to one side. I cross the river at Blairs four times a day in a bateau and haven't missed crossing it a day in over two years, or to be more accurate, since the 15th of November, 1904, except holidays and Sundays, of course. Have twenty-six long rough miles to go and living two miles from the office gives me thirty miles per day, and I have some rough roads to contend with too. My territory is very thinly populated. Have very few white families on my route, but what few there are, certainly treat me very kindly and there is nothing too good for them to do for me, and you may be sure I appreciate their good will. There's no such thing as any one kicking for any little error or oversight or anything that a frozen-over, numb distributor of Uncle Sam's mail is liable to make sometimes.

In regard to ever getting any improvements on our roads. I think the most direct and just way to accomplish anything in that line is to have a property tax for the maintenance and improvement of the public roads. There is no justice or right in making a poor man work six days of a year on the public roads when he can barely spare the time and probably has not a buggy or mule in the world with which to derive any benefit from the public roads.

While the big farmer with twenty or thirty mules and wagons, which he does not use on the road until it is too wet to work on the farms, is probably too old for road duty and does not pay one cent, or do one lick of work towards the improvement of the roads. Not only the farmer, but every property owner should be subject to the road tax, and especially the big lien merchants in town, who derive more benefit from the roads than any one else, and I want to say right here that I would like to say what should be done with every senator in South Carolina who voted against the repeal of the lien law, however, I am heartily in favor of maintaining the present law in lieu of the property tax for roads. If we did not, how in the world would we ever get at the trifling, crap-shooting, chicken-stealing negroes.

But, what is the use of a poor little one-horse, I have got two horses though—mail-rider saying anything along this line when our learned representatives chose to see it in a light to suit themselves. Say boy, I have been thinking of a great scheme for some fun on the 30th of May. Why can't the rural carriers of Newberry county challenge the carriers of some other county—Laurens for instance, as it is near and with connection—for a game of baseball on that day. Every player to be a bona fide rural letter carrier, and from the county to which we issue the challenge, the same condition to apply to us. If the idea strikes the fancy of any of the best, I move that we appoint the postmaster at Newberry manager, and let him to arrange the game. Let's hear more about it.

Well, as I have run out of something to write and am sleepy, will stop for this time.

L. S. H.

Pomaria, R. F. D. No. 1.

Blair, R. F. D. No. 1.

Editor: Like the young debaters colleagues have already said I had to say. But for fear we lose the space offered us by the

editor of The Herald and News in his valuable paper, I will write something to help fill up the space.

I have a twenty-five mile route, on which I spend an average of 7 hours per day. It takes me 3 hours and 45 minutes to make the first 12 miles of my route, and 3 hours and 15 minutes to make the remaining 13 miles; which shows how different the condition of the different parts of the road is. If the first part of my route was in as good condition as the last part, I could make the trip 45 minutes quicker, and with much more ease.

Now we know it is becoming offensive to some of the patrons on our route to be continually nagging at them about the bad roads in their section, but we will be forced to howl until conditions are bettered. Patrons, you owe it to yourselves, to the rural carriers, and to the civil service system in general, to keep the roads in good repair, in order that you may get the best of service. You say it is impossible for you to keep the roads in perfect condition with the few hands you have. Well, possibly so; but you can at least keep them in comparatively good fix with very little work at the right time and at the right places. The main trouble with parts of my route is the side ditches are not kept open, and consequently, the road-bed is soon torn up and mud holes form in the middle of the road where the water is allowed to collect. Now I have not a few patrons on my route who take it upon themselves to look after the roads near their houses, and just with little care at the right time they keep them in first class order. I have one patron especially (a widower too, who is exempt from road duty), who takes such interest in the rural service that he goes over the road for a mile after every hard rain and fills up the holes and ruts that are eating out, and takes the rafts out of the ditches; and as a result of his faithful efforts with one half day's work by the road hands during the year, that is the best piece of road over which I travel. May more of our good patrons and even those that are not quite so good, follow this good gentleman's example, then we will promise you that you will hear no more kicks from us about bad roads, and there will be no more threats of a discontinuance of your route on ac-

count of impassable roads. At the same time you will be rendering yourselves invaluable service, for nothing conduces more to the interests and advancement of a community than public roads in a first class condition traveled by a mail rider daily loaded with mail for everybody on the route.

G. W. S.,  
Pomaria, R. F. D. No. 3.

OUR WASHINGTON LETTER

Mr. Byrd's Mixed Marriage Bill—Roosevelt's Favorites on Pay Roll.

Special Cor. Herald and News.

Washington, Feb. 25.—The bill introduced by Representative Byrd, of Mississippi, to prohibit intermarriage between white persons and negroes in the District of Columbia will probably become a law during the present session of congress. It has developed that the administration is, for some unexplained reason very much afraid of this bill. As a routine matter of business every bill introduced in congress affecting the District of Columbia is referred to the District commissioners for a report, and heretofore the commissioners have always expressed some opinion as to the advisability of its enactment. In this case, however, after devoting some time to the consideration of the bill the commissioners returned it with the simple statement that this was a matter wholly within the discretion of congress. The significance of this lies in the fact that the commissioners who are appointed by the president take their cue from the white house. It indicates that Mr. Roosevelt feared that if they should endorse the bill it would alienate from him the support of the negro advocates of social equality. Mr. Byrd's bill has stirred up the negroes of Washington and they are demanding a hearing before the District committee.

The boast of President Roosevelt's friend Banks that he had been spending thousands of dollars of good government money investigating the Interstate Commerce commission has aroused a great deal of curiosity as to the extent to which the president has gone in employing personal favorites to perform nominal services for

the government on large salaries. The appointment of his friend Bishop as press agent of the Panama Canal commission at a salary of \$10,000 per year was the most flagrant case of this kind, but there have been hundreds of others. This is the more remarkable, as Mr. Roosevelt has always posed as one of the special champions of the merit system and of making a civil service examination the only door through which access to the government pay roll could be obtained.

Senator Rayner's recent speech on the Roosevelt policies of centralization and imperialism has directed attention to the importance of the democratic party taking a square stand against every encroachment by the president upon the powers of congress of the courts and against every invasion by the federal government of the rights of the states. The president has raised the issue squarely as to whether the form of government instituted by the constitution is to survive or whether while the form of a republic is preserved it is to be converted into an empire in which one

man shall be supreme and in which state boundaries are to be mere lines on the map which will impose no restrictions whatever on the power of the federal government.

James S. McCarthy.

CALHOUN MONUMENT.

Those Who Will Have Charge of the Work Named by the Governor.

Gov. Ansel in accordance with the provisions of the act creating a commission for the erection of a monument to John C. Calhoun in the statutory hall in Washington, appointed Senator Mauldin, chairman of the finance committee of the senate; Representative Banks, chairman of the ways and means committee of the house; Mrs. R. Moultrie Bratton of Yorkville, State regent of the Daughters of the American Revolution, and Miss Maggie Gist, historian of the Kings Mountain chapter of the same order. The places were created by the act which gives an appropriation of \$10,000 for the work of reproducing a likeness of the great statesman.

Our idea of a strong-minded man is one who never talks about the weather.

The mother who raises children to respect her don't get her theories from books.

Try to be content with your lot even if it isn't a corner lot.

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Best steak . . . . . 12 1-2 cts.  
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It is a perfect little stove, 22 inches long, 11 inches wide, 23 inches high. It has a reservoir for heating water, an oven for baking, a high warming shelf, and is splendidly ornamented with a generous supply of silvery nickel. Added to this there is a miniature skillet, a boiling pot, a nickel plated lid lifter, and a towel rod. It will burn fuel, bake and cook just like a big range. It is now on exhibition in one of our show windows. Don't fail to see it, and don't fail to get a booklet telling all about the contest. This attractive booklet, printed in colors, is free for the asking at our store.

# Shelley & Summer

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Flue Curing Develops the Stimulating Aroma and Taste Found In Schnapps that Satisfies Tobacco Hunger

There are three ways used by farmers for curing and preparing their tobacco for the market; namely, sun cured, air cured and flue cured. The old and cheap way is called air cured; the later discovery and improved way is called flue cured. In flue-curing the tobacco is taken from the field and suspended over intensely hot flues in houses especially built to retain the heat, and there kept in the proper temperature until this curing process develops in the tobacco the stimulating taste and fragrant aroma found in Schnapps tobacco, just as green coffee is made fragrant and stimulating by the roasting process. Only choice selections of this ripe, juicy flue cured leaf, grown in the famous Piedmont country, where the best tobacco grows, are used in Schnapps and other Reynolds' brands of high grade, flue cured tobaccos.

Hundreds of imitation brands are on sale that look like Schnapps; the outside of the imitation plugs of tobacco is flue cured, but the inside is filled with cheap, flimsy, heavily sweetened air cured tobacco; one chew of Schnapps will satisfy tobacco hunger longer than two chews of such tobacco.

Expert tests prove that this flue cured tobacco, grown in the famous Piedmont region, requires and takes less sweetening than any other kind, and has a wholesome, stimulating, satisfying effect on chewers. If the kind of tobacco you are chewing don't satisfy, more than the mere habit of expectorating, stop fooling yourself and chew Schnapps tobacco.

Schnapps is like the tobacco chewers formerly bought costing from 75c. to \$1.00 per pound; Schnapps is sold at 50c. per pound in 5c. cuts, strictly 10 and 15 cent plugs.

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