depredators and was discontinued on that account. Besides these watchmen, occasionally, when diabolism was specially prevalent, and always on Saturday night, perhaps, citizen patrolmen walked the streets until a late hour, sometimes during the entire night. The town bell rang at nine o'clock p. m. as a signal when the negroes were to be out of the street, unless by special and definite permission of their owners. The same bell regulated the hours for breakfast and dinner, and one hour after the call to these in each case, the "turn out bell" gave the call from refreshment to labor.

Every doctor compounded his own prescriptions in those days, and physicians' offices were simply drug stores, minus the patent medicines and perfumery and fancy articles which druggists keep in stock. The doctor usually charged for his service to a family a round sum by the year, and made his visits on horseback, with his saddlebags containing medicine and invariable accompaniments; and his lancet, let us not forget, for phlebotomy was the universal practice. SENEX, JR.

II.

An esteemed friend, fully and accurately informed, suggests correction of the writer's surmise that the "Horse Pond," corner of Front and Mulberry Streets, was artificially formed, as was suggested in the former article, and says that it existed previous to 1812; and further that boys of seventy or eighty years ago were wont to swim in its waters.

A buggy was hardly known a few decades ago. The rich traveled in closed carriages, very much lighter, but in appearance very similar to stages. They were costly, and those in moderate circumstances contented themselves with horseback riding. This was the mode of travel generally for both sexes on journeys or in church attendance, but two-wheeled vehicles, drawn by one horse, were sometimes called into requisition; the gig for two persons and the sulky for one.

How changed school discipline and training of the schools within the past sixty years or so! Even good old "Miss" (Mrs.) "Coxetter" used the birchen rod, and Miss Maggie McLeod, who lingered with us almost until now, and Miss Laura Rankin knew well its virtue and spared not to apply. In the Old Academy days, before our time, the older citizens hesitated not to tell,

almost with clenched teeth, how "Old Mitchell" wielded the rod in a way that would not have disgraced a Comanche. But Jesse Mulock was bad enough. "Old Mulock"—for to schoolboys teachers are all old—was a man of powerful grip, and when he kept over the Hewlett bar, on Front Street, where Craft's furniture store now stands, or later in the room over French's shoe store, where Sol. Bear's store is now located—in either place he had a room above that in which the idea was taught to shoot, a room to which unruly youth were transported to undergo the horrors of the hickory. We hear little now of chinquapin or birch or hickory. "The fair, delightful plans of peace" prevail in the schoolrooms of today and do perhaps as well. But this must be allowed: if the youths of olden time learned less they learned it thoroughly. They lost in extent and variety, but did they not gain in solidity? In 1840 one went to school eleven months of the year, barring Saturday and Fourth of July and Christmas, perhaps, and with Mr. Mulock even Saturday was liable to be appropriated to map-inspection, or a lecture on astronomy—a sort of dessert to the intellectual feasts of the other five days.

Daguerre discovered the art of retaining impressions upon chemically prepared plates in 1839, and of course daguerreotyping was not practically known in Wilmington in 1840. On the mantelpieces of almost every home were silhouettes; that is, profiles cut out of paper or cardboard with more or less neatness and laid on a black surface. These silhouettes were usually very accurate likenesses, so far as a side view could be such. The portraits painted for those who could afford them were sometimes far otherwise. In the early days of the forties traveling on land was mostly by private conveyance. The four-horse stagecoach carried mails and passengers on special routes where not superseded by the few railroads then in existence. The stage carried one from place to place at a cost of, say 10 cents a mile, at the rate of six miles an hour, without extra charge for the bumpings and thumpings experienced. In 1845 one might go from Wilmington to New York in seventy hours, stopping at each railroad terminus to change cars and recheck (or remark) baggage. Postages previous to 1845 were 12½ cents for a single sheet of paper and 25 cents for a double sheet. All papers were folded and sealed with wafers or sealing wax. Postpaid envelopes were in use in Paris in the seventeenth century and the Sardinian States used them in 1818. Stamps were introduced