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THE EXTRA SESSION.

The Legislature is still in session, but will probably adjourn to-morrow. The most important measures that have been up for consideration are the Blue Ridge Railroad bill, the bill for the settlement of the debt of Columbia, and the corrections in the supply and appropriation bills. The Blue Ridge bill has passed the House of Representatives, and its advocates in the Senate are confident that it will pass that body also. They claim for it 20 votes, which is a clear majority of the body. The supply bill has been so changed as to make a levy of 5 mills for State purposes, and in the shape will probably pass both Houses and be approved by the Governor. It is certain that the levy will not be less than that amount.

State News and Notes.

The militia of Hampton county will be reviewed on the 26th. Sumter has shipped during the past five months 9,950 bales of cotton.

The Lexington Dispatch wants Hon. D. Wyatt Aiken returned to Congress.

James Powell, colored, froze to death in Edgefield county last week. Whiskey did it.

There is a fig tree on St. Simon's Island that bore in one year 30 bushels of figs.

Barnwell had a \$5,000 fire on the 11th instant, caused by the explosion of a kerosene lamp.

The Marion Merchant and Farmer has been reduced in size, and is now a home-printed paper.

Gen. Gary's race-horse dropped dead on the Washington race course in Charleston week last.

Abbeville County sent ten convicts to the Penitentiary on Tuesday, three of whom are sentenced for life.

Under a decree of foreclosure of mortgage, the Lester Factory at Greenville was sold on last Tuesday week, and purchased by Mr. C. P. Jackson for \$18,400.

Ell Wilcox and Jim Black, both colored, citizens of Marion, got into a dispute on Monday, 9th instant, which resulted in the killing of the former by the latter.

A volume entitled "Truth for the People," by Rev. W. S. Plumer, D. D., of Columbia, has been translated into modern Greek and printed at Athens, Greece.

The bursting of a kerosene lamp at Dorman's, on the Northeastern Railroad, on Wednesday, 11th instant, caused the destruction of a store and dwelling house by fire.

The Georgetown Times and Comet says that the first candidate who "puts himself in the hands of his friends" this year should be carried to the wharf and dumped into the river.

Rev. A. W. Lamar, pastor of the Baptist Church at Camden, was accidentally poisoned last week by eating some canned tomatoes, but has entirely recovered from the evil effects of the poison.

The Columbia Register states that lands in the counties of Sumter, Marion, Clarendon and Williamsburg, in this State, which eighteen months ago were offered without purchasers at \$2 per acre, are now selling freely at \$10 per acre.

The Agricultural Department at Washington has sent Col. Butler, the State Commissioner of Agriculture one thousand packages of tobacco seed, which, with all other seeds that may come to him, will be sent to the County Auditors for distribution.

The County Commissioners of Greenville have let out fifteen of the twenty-three sections of fence to be built between Greenville and Spartanburg, at prices ranging from \$20 to \$60 per section. The total cost of the fence will be about \$4,000.

The Spartanburg Spartan of last week says that "it is a cause of rejoicing that our county seems to be getting on the high road to prosperity. Land is advancing, and money is becoming more plentiful, and new enterprises are springing up here and there."

Capt. Watkins of Greenville, purchased a barrel of kerosene the other day, for the purpose of sending it to Laurens, and left it in his yard over night, and next morning it was discovered that the kerosene contents of the barrel had been emptied into his well.

Messrs. Thompson and Nangle, the promoters of the Columbia Canal scheme, are confident of the success of this enterprise, and say that parties in England have expressed a willingness, if the scheme is found to be likely to meet their expectations, to invest \$70,000.

Sam Tate, the notorious Radical and ex-Speaker of the House of Representatives under the Mease administration, spoke to a large crowd in Camden on last Monday night. Of course he thinks the chances for the party of thieves to regain control in this State at the next election are good.

Mr. K. R. Keenan, D. D., former editor of the Charleston Christian Register, died at Camden, Ga., Saturday last, aged 73 years. He was one of the highest Churchmen in the country.

LARGE NUMBER OF FRIGHTS.—A number of freight trains, which were standing on the Louisville and Nashville railroad track were precipitated down an embankment. The damage done is also being estimated at \$100,000 but in this country it cannot be approximated. Several lives are reported to be lost.

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Mr. Aldrich said the question under consideration was a choice of two principles. His was that the people were an agricultural people, and that their home was in the country. He had in other words advocated the conversion of the land into a commercial people. It was proposed to build up the commercial at the expense of the agricultural. It had been said that no more money was to be granted than an exemption of taxes, but every exemption left an increase of the burden on the backs of other taxpayers. He was as anxious as any member to see Charleston built up, but did not want to do it at the expense of the remainder of the State. He had no objection to the road would benefit Charleston except very indirectly. Who was the State dealing with in this matter? So far as was known it was proposed that she should be dealt with as a slave. Even if the road was completed it would be to the South Carolina Railroad to make a through line, and it was the foreign capitalists who were purchasing the stock of that road. Where was the guarantee for the stock to fall into the hands of those inimical to every interest of the State? The proposed discrimination against the taxpayer in favor of corporations was unconstitutional and wrong in every way. If Anderson and Oconee were to do it, but he was opposed to giving State aid.

Judge Cooke said he thought the road a great enterprise, stamped with the approval of the wisdom of the State years ago. The gentleman who had regarded the unconstitutionality of the bill amended him. Where had the House respected the Constitution or constitutional principles? When it had systematically overlooked the rights of the citizen, it was too late to feign regret. It was now to the detriment of this great enterprise. The State, so far as taxes went, had never received a dollar of taxes from the Blue Ridge Road, and having gotten along without it, he had no objection to do so. Mr. Earle had no objection to the Anderson and Oconee having permission to tax themselves for this road if they wished. This enterprise was a grand one, and the State could do nothing and might gain a great deal by extending to it a tax exemption to which it was entitled. He favored the passage of the bill with the exception of the section appropriating the proceeds of a special tax for the benefit of the State.

Mr. J. J. Hemphill said he believed the majority of the House favored the bill if passed without the section making this State tributary to the road. The House refused to strike out the offending clause, and he took up a call of the year and day. Mr. R. Hemphill moved to strike out the second section, providing for the State to take stock for the taxes of the Blue Ridge scheme had been very popular about the State. The idea was also prevalent that South Carolina could whip out the United States by herself. He thought the complete of the Blue Ridge Road about as practical as any other idea.

Representative Egan expressed his disapproval of the bill generally. Mr. Cleveland said the proposed plan would be a relinquishment of the State's right to hold the road, for the benefit of no one but the State. The legislation proposed would be in keeping with all of it on this subject since the war. Mr. Buist favored the bill. He had heard no strong reasons why the State should not give the very little asked for to aid this road. He believed that the leadership of John C. Calhoun, had its Legislature now stood and debated over a small favor to be granted when the work was done. He believed that the State was in a competition never in its history. He believed that the completion of the road would benefit the entire State, from Charleston to the mountains. He did not see how gentlemen from Pikes and Spartanburg could object to the completion of the road. They had agreed a measure through the House giving \$80,000 in taxes to the Air-Line Railroad. If there were disputes in the court house, let them be settled there. He did not care who owned the road, but he believed that it would be the financial redemption of South Carolina.

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It had been said that no more money was to be granted than an exemption of taxes, but every exemption left an increase of the burden on the backs of other taxpayers. He was as anxious as any member to see Charleston built up, but did not want to do it at the expense of the remainder of the State. He had no objection to the road would benefit Charleston except very indirectly. Who was the State dealing with in this matter? So far as was known it was proposed that she should be dealt with as a slave. Even if the road was completed it would be to the South Carolina Railroad to make a through line, and it was the foreign capitalists who were purchasing the stock of that road. Where was the guarantee for the stock to fall into the hands of those inimical to every interest of the State? The proposed discrimination against the taxpayer in favor of corporations was unconstitutional and wrong in every way. If Anderson and Oconee were to do it, but he was opposed to giving State aid. Judge Cooke said he thought the road a great enterprise, stamped with the approval of the wisdom of the State years ago. The gentleman who had regarded the unconstitutionality of the bill amended him. Where had the House respected the Constitution or constitutional principles? When it had systematically overlooked the rights of the citizen, it was too late to feign regret. It was now to the detriment of this great enterprise. The State, so far as taxes went, had never received a dollar of taxes from the Blue Ridge Road, and having gotten along without it, he had no objection to do so. Mr. Earle had no objection to the Anderson and Oconee having permission to tax themselves for this road if they wished. This enterprise was a grand one, and the State could do nothing and might gain a great deal by extending to it a tax exemption to which it was entitled. He favored the passage of the bill with the exception of the section appropriating the proceeds of a special tax for the benefit of the State. Mr. J. J. Hemphill said he believed the majority of the House favored the bill if passed without the section making this State tributary to the road. The House refused to strike out the offending clause, and he took up a call of the year and day. Mr. R. Hemphill moved to strike out the second section, providing for the State to take stock for the taxes of the Blue Ridge scheme had been very popular about the State. The idea was also prevalent that South Carolina could whip out the United States by herself. He thought the complete of the Blue Ridge Road about as practical as any other idea. Representative Egan expressed his disapproval of the bill generally. Mr. Cleveland said the proposed plan would be a relinquishment of the State's right to hold the road, for the benefit of no one but the State. The legislation proposed would be in keeping with all of it on this subject since the war. Mr. Buist favored the bill. He had heard no strong reasons why the State should not give the very little asked for to aid this road. He believed that the leadership of John C. Calhoun, had its Legislature now stood and debated over a small favor to be granted when the work was done. He believed that the State was in a competition never in its history. He believed that the completion of the road would benefit the entire State, from Charleston to the mountains. He did not see how gentlemen from Pikes and Spartanburg could object to the completion of the road. They had agreed a measure through the House giving \$80,000 in taxes to the Air-Line Railroad. If there were disputes in the court house, let them be settled there. He did not care who owned the road, but he believed that it would be the financial redemption of South Carolina. Mr. Walker said if members had walked over a line of the Blue Ridge Road, they would see that it stood as an almost everlasting monument to South Carolina enterprise in the olden time. It would be seen there that the three millions still retained in the form of one of the finest and most beautiful bodies of land in the world. He could see no possible objection to the bill as it stood. Mr. Simonton stated, regarding the legal status of the road, that it was now held in trust for the first mortgage bondholders. That road held certificates of the bonds, and citizens of this State the remaining two-thirds. He would favor that prominent capitalists were only waiting the action of the General Assembly to complete the Blue Ridge Road. Mr. R. Hemphill said this was the entering wedge. He would oppose any such thing as a relinquishment of the State's right in the road.

THE IRISH FAMINE FUND.

How the New York Herald Will Distribute Its Collections—The Duchess of Marlborough Snubbed—A Carefully Chosen Committee.

The New York Herald reported on Saturday that it had received for Ireland's sufferers amounting to the handsome sum of \$191,566. The largest subscription yet made, next to the Herald's original gift of \$100,000, was received on Wednesday from the Nevada Bank of San Francisco, which sent \$25,000. This bank is the property of the well known "bonanza" firm, composed at present of Louis McLane, John C. Flood, James G. Fair and John W. Mackay, and as the latter has just received \$10,000 in his own name, it may be said that the gift of the bank amounts to \$35,000. Among Thursday's receipts was \$5,000 from Tracy & Russell, New York brewers, \$500 from John McCullough, the actor, \$500 from (Dundrudy) Smith, and \$200 from Mrs. M. Davenport, the actress. Two hundred and thirty Congressmen also sent an aggregate of \$1,160. Some anonymous contributor sent \$5,000. The Philadelphia Commercial Exchange proposes to collect \$10,000 for the relief of the famine. Quebec has contributed so far over \$6,000 to the Irish relief fund.

The Duchess of Marlborough, wife of the Lord-Lieutenant of Ireland, on Thursday called Mr. James Gordon Bennett, the editor of the Herald, and the wife of the lady of Ireland, over whom she presides, the distribution of the Herald fund. The request was re-called to Mr. Bennett, who is in Tunis, Algiers, and the Duchess of Marlborough, who is in London, on Friday, is embodied in the following leading editorial from Saturday's Herald: THE COMMITTEE FOR THE DISTRIBUTION OF THE HERALD FAMINE FUND. (From the New York Herald of Saturday.) The public will give us credit for sincerity when we say that the selection of a committee for conveying to the poor Irish sufferers the money entrusted to us for that purpose, was not a matter of casual and even anxious consideration. We appreciate the generous confidence of the donors, who have sent in their gifts with unprejudiced liberality, without any knowledge of the channels through which they are to be distributed, in simple reliance on our good faith. But we may have felt from the beginning that such voluntary trusts should always be administered with as much strictness and even with greater precautions than those which are exacted in the case of public funds. Impressed with this sense of obligation, the Herald selected its committee before it announced its purpose to solicit contributions, and endeavored to compose it of persons of the highest moral and social standing, and of the highest repute in the country. We are confident that the committee we have named at two things: First, to secure a prompt, efficient and impartial distribution of the fund; and second, to see that the money entrusted to us is not squandered or misapplied. We do not feel at liberty to accept any relief from this responsibility. The opinion we expressed yesterday as to the acceptance of the Duchess of Marlborough's offer, and the receipt of her subscription, and the money subscribed to the Herald's fund will be distributed by the committee first selected by the Herald.

The committee, as heretofore proposed, included the names of Col. King Harman, Mr. Shaw, Mr. G. W. Barrett, Isaac Butt, the Home Rule leader; Prof. Baldwin, who is better acquainted with the statistics and condition of Ireland than any other man living; Cardinal McCloskey, and Mr. Parrell, the mere statement of the committee will command universal confidence. This committee was chosen in good faith, with a view impartially to represent and harmonize all interests. Col. King Harman belongs to the old country, and represents the landlords. Prof. Baldwin knows more of Ireland and all its various localities than any other resident of the country. Both of these gentlemen have kindly consented to act as members of the committee. Mr. Parrell is an American, and Mr. Parrell was included in the case of the committee, in order that the distribution may be made with the co-operation and under the inspiration of the American people. We are confident that this selection will be regarded as a perfect guarantee of good faith in the distribution, and as a pledge that Mr. Parrell's own ideas of the proper methods of affording relief may have proper consideration.

Cardinal McCloskey at first, to our sincere regret, declined to undertake this service. He desired to be excused for the reason, first, because the duties of his diocese are so exacting as to make it inconvenient for him to engage in any outside labors; and second, because he considered that such trusts can best be put in the management of the laity. But Cardinal McCloskey has reconsidered his declination, and now consents to render the requested service. All the American contributors and all friends of Ireland will be grateful to him for his acceptance of the trust. It is a great honor, and it was important that there should be an American representative on the committee, and of all Americans, Cardinal McCloskey possesses the most unmeasured confidence of all classes for superintending the distribution of the fund. We have received a letter from the Cardinal, in which he says: "It will give me much pleasure to fill the place, and I will gladly do all in my power to see that the money entrusted to me is not squandered."

He also expresses his hope that the Herald relief fund will be augmented to a large sum by the subscriptions of the people throughout the world. It is our desire that the means of relief may be extended to the smallest sufferers, and it has been said that a man tried to patent a chalk mark drawn across the legs of a carpenter's board to keep ants out. This was verified in Washington yesterday, for Mrs. Kate Strong, on an appeal from the adverse report of the patent office on her patent, to the court general term, was the case and she is now the possessor of the "Ant Guard," which is nothing more or less than a chalk mark drawn across the floor. Ants will not cross it and if they attempt it, the composition of the chalk irritates their feet, and they die. The right away. Everybody will learn its secret, so we don't see where she will get back the money she spent in the litigation.—Atlanta Constitution, 13th.

THE BLUE RIDGE RAILROAD. It Passes the House of Representatives, and Its Friends are Confident that it Will Also Pass the Senate. The following synopsis of the discussion had on the Blue Ridge Railroad Bill in the House of Representatives upon its third reading on Saturday night, is taken from the Charleston News and Courier, and will no doubt be read with interest by all of our subscribers: The special order for the day, the Blue Ridge Railroad matter was taken up, and Mr. Carlisle continued the report upon the Spartanburg delegation. He spoke length to Mr. Murray's strictures against the bill. He replied at length to the charges made by Mr. Carlisle, and made a comparison of the merits. He favored allowing the matter to lie over and come fresh from the people. Mr. Haskell deprecated the apparent disposition to treat legislation as a matter of bargain and sale, and return favor or opposition in kind. The bill was not, as it had been called, postscript legislation. It was not the same bill that had been defeated last session. He would not have supported that bill. He then referred to the Air-Line Road, which he said, although merely skirting the State, had increased the value of its taxable property by two millions of dollars. Railroads could not come