THE NEWS AND HERALD.

WINNSBORO, S. C.

TUESDAY, MARCH 6. : : : 1883.

JNO. S. REYNOLDS, CHAS. A. DOUGLASS, } EDITORS.

ALEXANDER H. STEPHENS.

The Great Commoner is no more! Georgia's Chief Magistrate has crossed the river that separates mortality from immortality, and weary with the labors of life he rests in the blissful shades of eternity. At the calm, still and solemn hour of midnight, when all nature seemed rapt in the slumbers of repose, the great statesman bade farewell to country and friends and passed away on the "noiseless funeral car."

Stephens is dead, but his memory and his record will live in the countless years to come—live to inspire the young men with the ardor and enthusiasm of his own great and useful life—live to teach men in the vigor and noontide of their lives that their highest duty to themselves is to serve their country and their country's God—live to remind hoary-headed old age that life is better and grander spent by living amid its energies and activities and dying with the harness on.

Mr. Stephens had been in bad health for some time, but he attended to his duties as usual, until the delivery of his wonderful Sesqui-Centennial oration in Savannah on the 12th of February last. Since his exertion on that occasion he was confined entirely to his bed, growing gradually worse day by day, until Sunday morning at 3 o'clock, when he passed peacefully away at the Executive Mansion in Atlanta.

Alexander Hamilton Stephens was born in Taliaferro county, Georgia, February 11, 1812. Both his father and mother died when he was quite a boy and the orphan resided with his uncle, Aaron W. Grier, until he received his education and started in life for himself. With the aid of several distinguished gentlemen of Washington the, necessary preparations were made and he entered the Freshman class of Franklin College in August, 1828, where he subsequently graduated with the highest honors of his class.

After the completion of his education, he obtained a position as teacher in Madison, Georgia, and purchasing a few law books he commenced the study of law in connection with his school, which he prosecuted unaided and unassisted. He was admitted to the bar on the twenty-second day of July, 1834, and the promising young attorney located at Crawfordville, the scenes of his early childhood, and near the home of his venerated fathers. "Here," says the *Chronicle and Constitutionalist*, "he labored assiduously day and night, poring over his legal volumes and often trudging miles to court. His practice was confined entirely to the northern circuit, which was the arena of some of the intellectual giants of Georgia. It was there that Baxter and Thomas, riding upon the full tides of successful practice and splendid reputation, ruled with sovereign wills their judicial tridents. It was there that Robert Toombs, younger in the fray but promising and vigorous, grappled the gnarled and knotty limbs with master hands. It was there that Dawson and Cone, eloquent and logical, were winning green laurels with advancing years. It was in this field, then, that young Stephens, fragile, delicate and poor, entered the portals of his chosen profession. Hourly, daily and yearly his professional reputation increased, until he was known far and wide as one of the most brilliant young lawyers in northern Georgia. His eminence at the bar afforded him a stepping stone to political honor and preferment. In 1836, two years after his admission to the bar, he was elected as a member of the Georgia House of Representatives, in 1842 to the State Senate, and in 1843 to Congress, which position he held continuously until the breaking out of the war.

Mr. Stephens's position on Secession and his subsequent connection with the Confederate government is well known to every reader of history. He bitterly opposed Secession on the ground that it was inexpedient and impolitic, but never for a moment did he deny the *right* of a State to secede. On the contrary his work on the "War between the States," in which he sets forth the arguments in its favor with great logical power and eloquence, has been very properly regarded as one of the most masterly productions that have emanated from either side of the conflict. His record since the war has been marked with great conservatism and liberality, and although always a Democrat, he was not one of those hide-bound partisans that followed the party call whenever and wherever made. In 1873 he was again elected to Congress, and was subsequently reelected each time as own successor, until he resigned his seat in that body to enter the gubernatorial contest in Georgia. Volumes might be written upon the eventful life just closed, but this is not the time or occasion for it.

Within the compass of a year Georgia has lost two men of which she might justly be proud. Hill and Stephens! the one eloquent and brilliant, the other wise, prudent and statesmanlike, not only Georgia but the entire South has suffered an irreparable loss.

All of us join heart in the common prayer that they may rest in peace, and from their ashes, spring up men to fill their places so sadly vacant.

GENERAL GOSSIP.

—Extreme distress among the people is reported from County Donegal, Ireland.

—The tablet to be placed in Rome in memory of Prof. F. B. Morse was unveiled on Monday.

—Paper bombs filled with powder were thrown in the way of the Austrian embassy in Rome on Tuesday.

—The receivers of the defunct City Bank of Rochester, N. Y., report the liabilities as $635,127. Depositors will received about twenty per cent. of their claims.

—Governor Cameron has taken personal command of an expedition against alien oyster dredgers, who are supposed to be intruding on Virginia waters.

—Some progress has been made in pumping out the flooded Diamond coal mine at Braidwood, Illinois, but as yet none of the bodies of the drowned miners have been reached.

—The New York State Senate, Thursday, passed to a third reading a bill compelling all telegraph, telephone and electric-light companies to lay their wires on the ground.

—Marino Guillot, son of a prominent citizen of Dallas, Texas, and a young companion named J. Cheffy, who recently went to Sweetwater, in Texas, to engage in business, were shot and killed there on Monday.

—At the inquest into the Catholic school disaster in East Fourth street, New York, one of the sisters engaged in teaching a class when the panic occurred testified that if citizens had not crowded into the hallway and the railing of the stairs had not given way no deaths would have occurred.

—A party of thirty-two Germans, ladies and gentlemen, left Hawley, Pa., on Monday night, in a large open sleigh, on a pleasure trip. Half a mile from town the sleigh slid off the icy road into the empty Delaware and Hudson canal, a distance of forty feet. All of the party were injured, six of them seriously. Reinhart Wary, a merchan, died from his injuries.

—In the Pennsylvania House of Representatives a bill was reported favorably from the judiciary committee providing that if the city of Philadelphia shal furnish suitable accommodations for the executive business and for the sessions of the Legislature, without cost to the State, the Legislature will meet in that city on the first Tuesday in January, 1885, and thereafter.

THE COLORED EX-CONFEDERATE.—The maimed figure of a colored man, holding open the Capitol Square gate on Bank and Eleventh streets, has long been a familiar sight to citizens. The poor fellow stands on two stumps, each leg having been chopped off just above the knee. That colored gate-holder has had an interesting history, the facts in which were brought out some years ago, when a dyspeptic made objection to the cripple's standing at the gate. It seems that during the war the man, who was then quite young, was taken out to work on the fortifications near the city. A shell tore away both legs. After the war he posted himself at the Capitol Square gate, and this has been his post for many years. He opens the gate for pedestrians, and takes whatever they will give him. Some years ago, when a commutation of thirty dollars was paid to the wounded ex-Confederate soldiers of Virginia, some persons interested themselves in the gate-holder, and he received his thirty dollars. As soon as he obtained the money he vacated his post, bought a ticket for Norfolk and other cities, and made a tour of the country, living as long as his money held out like a prince. When the cash was exhausted he stumped his way back to his old post, where he remained taking pennies until a few days ago, when he received a second instalment of commutation money, this time amounting to sixty dollars. He at once started on another tour, and there can be no doubt that the poor fellow will have a glorious time.—*Richmond State.*

PREPARING FOR A FLOOD.—The following report reached us from Laurens county: A few days ago a number of negro families on Mr. Nathan Whitmire's place, near Martin's depot, decided that another deluge was at hand, and fell to preparing an ark. They tarred and pitched a double frame building, so as to make it as much like Noah's ark as possible, then carried their stock of bacon and chickens and whatever other eatables they had into the ark. The put the children in one room and nailed the door shut. When everything was ready, they closed the ark and waited for results. The results came pretty soon, but they were not of the kind looked for. Mr. Whitmire thought that they might as well play the fool in somebody else's house on somebody else's land, so without much ado, he put an end to their tomfoolery. The rains descended; the floods didn't come, but Mr. Whitmire did in a way that is a warning to all future ark builders. *Newberry Herald.*

A NOVEL RAILWAY REPORT.—Mr. D. W. Balch, president of the Nevada & Oregon Railroad, a wild cat affair, with a nominal capital of $600,000, has just issued at Carson his sworn report for 1882, "in conformity with the statutes of Nevada." In the course of it President Balch says: "Of the amount and nature of the indebtedness of the company it is impossible to speak with any accuracy, in consequence of the books, vouchers and accounts being stolen, lost and mislaid by the former officers of the company. Amount of mortgage, $3,000,000; bonds negotiated, $310,000; bonds in treasury, $290,000; floating debt, including all claims and demands against the company of whatever nature, $250,000. No dividend has ever been declared by the accursed corporation, and it is safe to bet none ever will be. The company owns no cars or engines; those on the road are owned by private parties. The net profits of this road have been nothing, as the corporation was conceived in iniquity and born in fraud. Every honest friend of the enterprise has been swindled and robbed, and disaster has overta en all persons who have been connected with it in any capacity."

Twenty Years Ago.

In 1863, Mr. Wilson, now of Lawrence, Mass., was in the Commissary Department in Washington. Somehow or other he was taken with a violent soreness of the throat. Several Army Surgeons examined his throat and decided that it was a case of diphtheria, and that it was hopeless. After they had given him up, he tried PERRY DAVIS'S PAIN KILLER. The next day the scales began to come off of his throat, and in two or three days he was well. *

—Iron in a colorless state and Peruvian bark, combined with well known aromatics, make Brown's Iron Bitters the best medicine known. *

South Carolina Railway Company,

ON and after November 12, 1882, Passenger Trains will run as follows until further notice:

TO AND FROM CHARLESTON.

EAST.

Leave Columbia at..*8.00 a. m. †6.55 p. m.
Arrive Charleston...12.57 p. m. 11.30 p. m.

WEST.

Leave Charleston....†7.00 a. m. *4.00 p. m.
Arrive Columbia....11.27 a. m. 10.05 p. m.
†Daily. *Daily except Sunday.

TO AND FROM CAMDEN.

EAST.

Leave Columbia at..*8.00 a. m. *6.55 p. m.
Arrive at Camden... 1.07 p. m. 9.25 p. m.

WEST.

Leave Camden at...*7.00 a. m. *4.45 p. m.
Arrive at Columbia..11.27 a. m. 10.05 p. m.
*Daily except Sundays.

TO AND FROM AUGUSTA.

EAST.

Leave Columbia.....*7.25 p. m.
Arrive Augusta..... 7.55 a. m.

WEST.

Leave Augusta.....*7.00 a. m. *4.20 p. m.
Arrive Columbia.... 4.08 p. m. 10.05 p. m.
*Daily except Sunday.

CONNECTIONS.

Connections made at Columbia with Columbia and Greenville Railroad by train arriving at 11.27 a. m., and departing at 6.55 p. m. Connection made at C., C. & A. Junction with Charlotte, Columbia and Augusta Railroad by train arriving at Columbia at 11.27 a. m., and departing at 6.55 p. m., to and from all points on both roads, with through Pullman Sleeper between Charleston and Washington, via Virginia Midland route, without change. Connection made at Charleston with steamers for New York on Wednesdays and Saturdays; also, with Savannah and Charleston Railroad to all points South.

Connections are made at Augusta with Georgia Railroad and Central Railroad to and from all points West and South. Through Tickets can be purchased to all points South and West, by applying to

D. McQUEEN, Agent,
Columbia, S. C.
JOHN. B. PECK, General Manager.
D. C. ALLEN, Gen. Pass. and Ticket Agent,
Charleston, S. C.