

The Abbeville Messenger.

VOL. I.

ABBEVILLE, S. C., WEDNESDAY, OCTOBER 29, 1884.

NO. 5.

WILMINGTON, COLUMBIA AND ANHOLTA RAILROAD.
Going South
Leave Wilmington 9:30 p.m. 11:40 p.m.
Arrive at Columbia 1:50 a.m. 2:20 a.m.
Going North
Leave Columbia 4:45 p.m. 10:00 p.m.
Arrive at Wilmington 7:40 p.m. 8:10 a.m.
Train No. 43 stops at all stations; nos. 43 and 47 stop only at Brinkley's, Whiteville, Florence, Fair Bluff, Marion, Florence, Timonville, Sumter, Camden Junction and Eastover. Passengers for Columbia and all points on C. & A. R. R., C. & A. R., Aiken Junction and all points beyond, should take No. 48, night express. Separate Pullman sleepers for Charleston and Augusta on trains 46 and 47. All trains run solid between Charleston and Wilmington.

SPARTANBURG AND ANHOLTA RAILROAD
On and after May 13, 1884, passenger trains will run daily, except Sunday, between Spartanburg and Hendersonville as follows:
UP TRAIN.
Leave R. & D. Depot at Spartanburg 6:00 p.m.
Leave Spartanburg, A. L. Depot 6:10 p.m.
Leave Saluda 6:50 p.m.
Leave Flat Rock 7:15 p.m.
Arrive Hendersonville 9:30 p.m.
DOWN TRAIN.
Leave Hendersonville 8:00 a.m.
Leave Flat Rock 8:15 a.m.
Leave Saluda 8:50 a.m.
Leave Spartanburg, A. L. Depot 9:00 a.m.
Arrive R. & D. Depot at Spartanburg 11:30 a.m.
Trains on this road run by Air-Line time. Both trains make connections for Columbia and Charleston via Spartanburg, Union and Columbia. A. L. Depot at Flat Rock. JAMES ANDERSON, Superintendent.

CONDENSED TIME CARD
Magnolia Passenger Route.
In effect September 14, 1884.
GOING SOUTH.
Leave Greenwood 11:30 a.m. 14:00 p.m.
Arrive Augusta 11:30 a.m. 8:50 p.m.
Leave Augusta 10:30 a.m. 9:00 p.m.
Arrive Atlanta 4:45 p.m. 6:40 a.m.
Leave Atlanta 11:40 a.m. 11:40 a.m.
Arrive Beaufort 5:50 p.m.
Leave Beaufort 6:50 p.m.
Leave Charleston 6:50 p.m.
Leave Savannah 4:42 p.m.
Leave Jacksonville 9:00 a.m.
GOING NORTH.
Leave Jacksonville 5:30 p.m.
Leave Savannah 6:18 a.m.
Leave Charleston 7:25 a.m.
Leave Beaufort 7:37 a.m.
Leave Augusta 1:48 p.m.
Leave Atlanta 11:50 a.m. 18:50 p.m.
Arrive Greenwood 11:30 a.m. 10:10 a.m.
Leave Greenwood 4:40 p.m. 5:40 a.m.
Arrive Greenwood 9:00 p.m. 11:30 a.m.
Tickets on sale at Greenwood to all points at through rates—baggage checked to destination.
Daily, W. F. except Sunday.
W. F. SMITH, Traffic Manager.
J. N. BARR, Superintendent.

ATLANTIC COAST LINE.
PASSENGER DEPARTMENT,
Wilmington, N. C., July 10th, 1884.
NEW LINE between Charleston and Columbia and Upper South Carolina.
CONDENSED SCHEDULE.
WEEK.
GOING EAST.
7:00 a.m. Lv. Charleston Ar. 9:45 p.m.
9:15 " " " " " " 8:55 " "
11:00 p.m. Ar. Columbia Lv. 5:30 " "
2:31 " " " " " " 3:48 " "
3:45 " " " " " " 2:44 " "
5:35 " " " " " " 1:00 " "
6:25 " " " " " " 9:00 " "
8:00 " " " " " " 2:00 " "
8:15 " " " " " " 1:00 " "
GOING WEST.
1:10 p.m. Ar. Newberry Lv. 8:02 p.m.
3:09 " " " " " " 12:00 " "
6:40 " " " " " " 7:40 a.m.
7:18 " " " " " " 10:33 " "
9:09 " " " " " " 9:50 " "
9:08 " " " " " " 1:00 " "
4:45 " " " " " " 11:00 " "
5:50 " " " " " " 10:50 " "
5:59 " " " " " " 8:00 " "
Solid Trains between Charleston and Columbia, S. C.
J. F. DIVINE, T. M. EMERSON,
Gen'l Sup't. Gen'l Pas. Agent.

COLUMBIA AND GREENVILLE RAILROAD.
On and after October 5, 1884, PASSENGER TRAINS will run as hereafter indicated upon this road and its branches.
Daily, except Sunday.
NO. 52, UP PASSENGER.
Leave Columbia S. C. Junction 10:45 a.m.
Arrive Columbia S. C. G. D. 11:10 p.m.
Arrive at Greenville 12:10 p.m.
Leave Greenville 2:47 p.m.
Ninety-Six 2:47 p.m.
Greenwood 3:49 p.m.
Hodges 3:53 p.m.
Belton 4:05 p.m.
Arrive at Greenville 6:05 p.m.
NO. 52, DOWN PASSENGER.
Leave Greenville 9:50 a.m.
Arrive at Abbeville 11:15 a.m.
Hodges 12:25 p.m.
Greenwood 12:48 p.m.
Ninety-Six 1:32 p.m.
Belton 1:52 p.m.
Alston 4:10 p.m.
Columbia S. C. G. D. 5:15 p.m.
Arrive Columbia S. C. Junction 5:50 p.m.
REAR BRANCH RAILROAD.
NO. 53, UP PASSENGER.
Leave Alton 12:52 p.m.
Union 3:55 p.m.
Spartanburg, S. C. & C. Depot 10:55 a.m.
Arrive at Spartanburg, S. C. & C. Depot 10:55 a.m.
Spartanburg, S. C. & C. Depot 10:50 a.m.
Union 12:50 p.m.
Arrive at Alton 3:49 p.m.
NO. 53, DOWN PASSENGER.
Leave Alton 3:45 p.m.
Arrive at Abbeville 4:45 p.m.
Arrive at Hodges 12:00 p.m.
REAR BRIDGE RAILROAD AND ANDERSON BRANCH.
Leave Belton 4:45 p.m.
Arrive Anderson 5:18 p.m.
Pendleton 5:58 p.m.
Seneca 6:40 p.m.
Arrive at Walhalla 7:08 p.m.
Arrive Seneca 9:15 a.m.
Pendleton 9:52 a.m.
Anderson 10:35 a.m.
Arrive at Belton 11:08 a.m.

SOUTH CAROLINA RAILWAY COMPANY.
Commencing Sunday, Sept. 7th, 1884, at 2:35 a. m., Passenger Trains will run as follows until further notice, "Eastern time."
Columbia Division—Daily.
Leave Columbia 7:48 a. m. 5:27 p. m.
Arrive Charleston 12:20 p. m. 9:38 p. m.
Leave Charleston 7:00 a. m. 4:30 p. m.
Due at Columbia 11:00 p. m. 9:22 a. m.
Camden Division—Daily except Sundays.
Leave Columbia 7:48 a. m. 5:27 p. m.
Due Camden 12:55 p. m. 8:25 p. m.
Leave Camden 7:15 a. m. 4:00 p. m.
Due Columbia 11:00 p. m. 9:22 p. m.
Augusta Division—Daily.
Leave Columbia 7:48 a. m. 5:27 p. m.
Due Augusta 11:00 p. m. 7:41 a. m.
Leave Augusta 3:50 p. m.
Due Columbia 9:22 p. m.

Connections.
Made at Columbia with Columbia and Greenville railroad by train arriving at 11:00 a. m. and departing at 5:27 p. m.; at Columbia Junction with Charlotte, Columbia and Augusta railroad by same train to and from all points on that road.
At Charleston with steamers for New York on Saturday; and on Tuesday and Saturday with steamer for Jacksonville and points on St. John's river; also, with Charleston and Savannah Railroad to and from Savannah and all points in Florida.
At Augusta with Georgia and Central railroads to and from all points West and South; at Blackville to and from all points on Barnwell railroad. Through tickets can be purchased to all points South and West by applying to
D. McQUEEN, Agent, Columbia, S. C.
JAMES B. PECK, General Manager.
D. C. ALLEN, Gen. Pass. and Ticket Agt.

The Georgia Pacific RAILWAY.
New Short Line, via, Atlanta, Ga., and Birmingham, Ala., to Points in
Alabama, Mississippi, Louisiana, Arkansas, Texas and the West and Northwest.
The favorite route TO THE WORLD'S FAIR, NEW ORLEANS, LA.
COMMENCING December 1st, 1884.
Double Daily Trains, with elegant Sleeping Cars attached, for which the low rate of \$1 for each section is charged—the lowest sleeping car rates in the United States. Berths secured ten days in advance.
SEE that your Tickets READ FROM

ATLANTA, VIA THE GEORGIA PACIFIC RAILWAY AND BIRMINGHAM, ALA.
For further information write to or call on
L. S. BROWN, Gen. Pass. Agent, BIRMINGHAM, ALA.
A. S. THWEATT, Trav. Pass. Agt., ATLANTA, GA.
I. Y. SAGE, Gen. Superintendant, BIRMINGHAM, ALA.

RICHMOND AND DANVILLE RAILROAD.
Passenger Department.—On and after Sept. 24, 1884, passenger train service on the A. and C. Division will be as follows:
Northward. No. 51* No. 53†
Leave Atlanta 4:40 p.m. 8:40 a.m.
Arrive Greenville 6:47 p.m. 1:00 p.m.
Lula 7:25 p.m. 11:01 a.m.
Rabun Gap June 8:12 p.m. 11:40 a.m.
Toccoa 8:54 p.m. 12:04 p.m.
Seneca City 9:39 p.m. 1:00 p.m.
Central 10:32 p.m. 1:52 p.m.
Liberty 10:53 p.m. 2:13 p.m.
Easley 11:10 p.m. 2:27 p.m.
Greenville 11:42 p.m. 2:59 p.m.
Spartanburg 1:41 a.m. 3:56 p.m.
Gastonia 3:20 a.m. 5:54 p.m.
Charlotte 4:10 a.m. 6:40 p.m.
Leave Charlotte 1:45 a.m. 1:00 p.m.
Arrive Gastonia 2:30 a.m. 1:45 p.m.
Spartanburg 4:28 a.m. 3:45 p.m.
Greenville 5:43 a.m. 4:25 p.m.
Easley 6:17 a.m. 5:26 p.m.
Liberty 6:34 a.m. 5:42 p.m.
Central 6:58 a.m. 6:09 p.m.
Seneca City 7:33 a.m. 7:36 p.m.
Rabun Gap June 8:40 a.m. 7:35 p.m.
Lula 9:34 a.m. 8:30 p.m.
Lula 10:09 a.m. 8:59 p.m.
Atlanta 10:35 a.m. 9:25 p.m.
Atlanta 1:00 p.m. 11:50 a.m.

CARPETS and House Furnishing Goods, the Largest Stock South of Baltimore, Moquet, Brussels, 3-Ply and Ingrain Carpets, Rugs, Mats and Crumb Cloths, Window Shades, Wall Papers, Borders, Lace Curtains, Cornices and Poles, Cocoa and Canton Matting, Upholstery, Engravings, Crochets, Picture Frames. Write for samples and prices.
BAILIE & COSKERY,
Augusta, Ga.
W. C. BRET, JAS. H. RICE, L. W. SMITH, Abbeville, Ninety-Six, Abbeville, BENET, RICE & SMITH, Attorneys at Law.

CONDENSED TIME CARD
Magnolia Passenger Route.
In effect September 14, 1884.
GOING SOUTH.
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Arrive Augusta 11:30 a.m. 8:50 p.m.
Leave Augusta 10:30 a.m. 9:00 p.m.
Arrive Atlanta 4:45 p.m. 6:40 a.m.
Leave Atlanta 11:40 a.m. 11:40 a.m.
Arrive Beaufort 5:50 p.m.
Leave Beaufort 6:50 p.m.
Leave Charleston 6:50 p.m.
Leave Savannah 4:42 p.m.
Leave Jacksonville 9:00 a.m.
GOING NORTH.
Leave Jacksonville 5:30 p.m.
Leave Savannah 6:18 a.m.
Leave Charleston 7:25 a.m.
Leave Beaufort 7:37 a.m.
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Tickets on sale at Greenwood to all points at through rates—baggage checked to destination.
Daily, W. F. except Sunday.
W. F. SMITH, Traffic Manager.
J. N. BARR, Superintendent.

GREENWOOD HOTEL,
THOS. F. RILEY, Proprietor,
Greenwood, S. C.
Dinner house of the A. & K. road. Passengers on the down train of the C. & G. road, going East, have ample time to secure a good dinner before the departure of the train for Augusta.
Transient board \$2 per day. A liberal discount from above rates to parties waiting board by the week or month.
Livery, Feed and Sale Stables connected with this hotel.

EXCHANGE HOTEL,
GREENVILLE, S. C.
THE ONLY TWO-CLASS HOTEL IN THE WORLD.
W. R. WHITE, PROPRIETOR.
L. W. PERRIN, T. F. COTHMAN.
PERRIN & COTHMAN,
Attorneys at Law,
Abbeville, S. C.

EUGENE B. GARY,
Attorney and Counsellor at Law,
Abbeville, S. C.
CENTRAL HOTEL,
Mrs. M. W. THOMAS, Proprietress,
Broad street, Augusta, Ga.
R. C. WILLIAMS,
SURGEON DENTIST,
Greenwood, S. C.

Notice.
APPLICATION will be made to the General Assembly of South Carolina at its next session for a charter for a Railroad from Greenwood by Edgefield, C. H., to Aiken on the S. C., R. R. sep 11-3m.

French Candies, Fresh!
LEMON CRACKERS, FRESH!
SODA CRACKERS, FRESH!
GINGER SNAPS, FRESH!
ASSORTED JUMBLES, FRESH!
Just Received.
QUARLES & THOMAS.

Annual Meeting.
NOTICE is hereby given that the annual meeting of the Board of County Commissioners for Abbeville County, will be held on Tuesday, November 4th, 1884. All persons holding bids, accounts or demands of any kind against said County which have not been presented to the Board of County Commissioners at special meetings held during the year, are hereby required to deposit the same, duly sworn to, with the Clerk of the Board, on or before the first day of November, so that they may be examined and ordered to be paid at the annual meeting.

JAMES C. KLUGH,
Clerk B. C. C.
Oct 1-5t
An Ordinance Creating the Office of Clerk of Council, Regulating his Election, Defining his Duties and Providing for his compensation.
SECTION I. Be it ordained by the town council of the town of Abbeville in the State of South Carolina, and by the authority of the same, that at the organization of each town council now or hereafter elected or at some succeeding meeting it shall be the duty to elect some suitable person either in or out of the council, clerk of council to serve for the full term of the council by which he is elected, unless removed for good cause, and to sign the minutes of the council, and to collect all taxes that may be due thereon. To provide a book in which shall be made regular entries of all cases containing the names of all offenders who shall be summoned to appear before council for the violation of any ordinance now in force or which may hereafter be ordained by the authority aforesaid with the specifications of the offense charged and the time and result of the trial. To submit to the intent of the ordinance aforesaid the town council on the fourth Tuesday in August of each year a full exhibit of the receipts and expenditures of the year preceding. To turn over to the succeeding council within thirty days after the expiration of his office all moneys in his hands belonging to the corporation and deliver up all books, papers and other records incident to his office.

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J. N. BARR, Superintendent.

THE TORCH IN EDGEFIELD.
DIRE VENGEANCE OF NEGRO DEPENDABLES.
Nearly the Entire Business Part of the Town Laid in Ashes—Two Men Narrowly Escape With Their Lives—No Provisions left for the People—Trailing Robbers with Bloodhounds—The Exciting Cause of the Outrage.
[Special Dispatch to the News and Courier.]
TRENTON, October 18.—In a fire this morning the village of Edgefield lost four-fifths of its stores. All the buildings on the central and most closely built square of the town, and in addition four buildings on an adjoining square were blotted out. I came here from Columbia to-night, intending to proceed to the village and obtain full particulars of the disaster, but the hour of arrival was so late that it was found impracticable to visit Edgefield in time to secure the requisite news and telegraph it to-night. I am, however, able to give from this point all the information needed. The Edgefield Advertiser, with much enterprise, issued to-day an extra which gives reliable information, and which I quote almost entire. The Advertiser's extra says:
On Saturday morning at daybreak, on the 30th October, 1881, the business part of Edgefield was laid in ashes. This morning at daybreak—three years, lacking twelve days, having elapsed—the same territory is again laid in ashes. Every one of the new buildings erected after the fire of 1881 is consumed with one solitary exception, Mr. Alvin Hart's. The fire was discovered about five o'clock, bursting from the roof of the storehouse occupied by Capt. C. L. B. Marsh. This was the middle one of the three wooden stores in one building, erected by Mr. A. A. Clisby soon after the fire of 1881. Diagonally opposite where the four stores, one belonging to Mr. W. B. Penn, the other three to Dr. D. C. Tompkins. Next west of the Clisby building was the new one erected by Mr. A. J. Norris and occupied by Mr. W. N. Burnett. Next was the large building erected by Mr. W. E. Lynch, after the fire of 1881, two stores, one occupied by Mr. Lynch, the other by McCullough & Son. Next and last was the new building erected by Mr. James M. Cobb, after the fire of 1881, and occupied by himself. In the rear of Lynch's stood the new four-room law office of John L. Addison, Esq. In the rear of Cobb's stood the newly erected Chronicle office.

In less than one hour all these buildings were swept by the flames from the face of the earth. Mr. Hart's new building, being of brick, withstood the fury of the flames, although standing so near the large Clisby building. The Jones Hotel and the Sheppard law office were saved.
The opposite side of the square, where stands the Advertiser building, was in great peril all the while, but escaped intact. At one time the roofs of the wooden offices on each side of the Advertiser building, were burning briskly. The flames were extinguished by brave and persistent efforts, thus saving the South side of the square, including the huge old Ryan Hotel. Park Row, it will be remembered, has never been built up since the fire of 1881.

Upon the Clisby, the Norris, the Lynch and the Cobb buildings, there was not a penny of insurance, the late high rates of insurance upon wooden buildings amounting almost to prohibition. Upon the Penn and the Tompkins buildings, and the Addison law office there was some insurance. Mr. Wiley Turner and Capt. C. L. B. Marsh, occupying the Clisby building, lost their entire stocks, saving not even their books. When Capt. Marsh, who lives upon the outskirts, reached the scene, the store he occupied was no longer standing. Mr. Burnett lost his entire stock. McCullough & Son lost their entire stock. Mr. Lynch saved so little as scarcely to be worth mentioning. Mr. Cobb saved about one-fifth of his stock. Mr. Brunson, occupying one of the Tompkins buildings, saved about half his stock. Mr. W. B. Penn's loss is fearfully heavy. His stock was uninsured, and he saved but a couple of showcases.

We write within less than five hours after the breaking out of the fire, but even thus early we see many signs of pluck and bravery. Mr. James M. Cobb, already, with his odds' and ends, in the old Bryan brick store, where he will replenish his stock and push forward. He will rebuild, in brick, upon his old site before New Year. Mr. Lynch with his odds and ends, is already in the old Penn brick store next to the jail. He is now on his way to Augusta for a new stock. He will also rebuild immediately. Mr. W. B. Penn is also already in Augusta buying new goods. He will open immediately in the corner building just below the old Bryan brick store. He will also rebuild without loss of time. Mr. Brunson will reopen his business immediately in one

of the lower front rooms of the Ryan Hotel.
As to the origin of this terrible fire, we can say yet—in the midst of so much confusion and excitement—hazard no very decided opinion. The signs, however, would seem to be those of diabolical incendiarism. In regard to this matter, though, we deem it wiser not to say anything very decided until our regular issue next week.
The business part of our town is a smoking, desolate, barren, horrible waste. And there are literally and absolutely no provisions for man within our corporate limits.
The Advertiser's estimate of the losses as completed by my inquiries here are as follows:
W. E. Lynch, drugs and groceries, owned the building occupied, loss \$8,000; no insurance. W. N. Burnett, general merchandise, occupied Norris' building, loss \$5,000; insurance \$2,000. James M. Cobb, general merchandise, owned the building occupied, loss \$6,000; no insurance, but one-fifth of the stock saved, as the store was the last to be reached by the flames. Wiley Turner, general merchandise, occupied Clisby building, loss \$2,000; insurance \$500. W. B. Penn, drugs and groceries, owned the building occupied, loss \$5,000; insurance not ascertained, but very slight. A. J. Norris lost the building owned by him and occupied by Burnett, loss \$8,000; no insurance. D. C. Tompkins, lost four stores, one occupied by W. H. Brunson, the others unoccupied, loss \$4,000; no insurance. W. H. Brunson, groceries, occupied Tompkins' building, loss \$2,000; no insurance. McCullough & Son, general merchandise, occupied one of Lynch's buildings, loss \$3,000; insurance \$1,000. C. L. B. Clisby, groceries, occupied Marsh's building, loss \$2,000; no insurance. John L. Addison lost his fine new building occupied by him as a law office and containing valuable furniture and library, loss about \$4,000; no insurance.

The Edgefield Chronicle, published by Outz & Daley, occupied Mr. Outz' building, loss \$1,000; insurance \$500. Three wooden stores erected by A. A. Clisby in 1881, were burned. Loss estimated at \$2,600; no insurance. Total losses \$47,000. Total insurance a little over \$4,000. The buildings and stocks were total losses, except that a small portion of Brunson's and Cobb's stocks were saved. There are but three occupied stores left in Edgefield—one dry goods store and two small groceries. This is a hook and ladder company in the town, but the conflagration was so sudden and so wide spread that nothing could be done to save any of the buildings on the square in which the fire originated. The wooden buildings were as dry as tinder after the long drought, and were well massed together so that they burned like lightwood.

The only brick building destroyed was the Chronicle office. This had a shingle roof. The proprietors of the Chronicle announced that they will occupy the Sheriff's office for the present, and will rebuild as soon as possible.
The Advertiser does not give the reasons which induced the belief that the fire was incendiary. Those reasons I am informed are as follows: McCullough & Son were robbed night before last of a quantity of groceries. Yesterday the goods were found hidden under a bridge near the town. Watch was kept near the plunder last night and two mounted negroes rode up and began to remove the articles in the sight of the watchers, who came out of ambush and attempted to capture them. The negroes fled, leaving their animals. One negro was captured, and a bloodhound was put on the track of the other who, however, was not captured. This was about 1 o'clock this morning. The negroes who heard the dog trailing through the village were very indignant at the idea of having bloodhounds used. Messrs. C. L. B. Marsh and W. A. McCullough, Jr., were the principal persons connected with the capture and pursuit. The fire broke out four hours later in Capt. Marsh's store, where Mr. McCullough was known to sleep. He and Mr. Turner barely escaped with their lives. There can be no doubt that the fire was incendiary. An investigation will probably prove it so.

Edgefield will soon rebuild her waste places, it is hoped. It will be well for her to use more space, more brick, and carry more insurance.
White Brothes have now in store more than one hundred cases of Boots and Shoes. They sell Zeigler's Ladies' Shoes, which are unsurpassed for fit, style and durability. They also have a large lot of Men's and Boy's Shoes, made by the Bay State Shoe and Leather Company. Their goods have been tested for several years and have given universal satisfaction. Any one who buys a pair of this make of Boots or shoes, always gets the worth of his money.
A few dollars invested in Window Glass and Prepared Putty will make your house comfortable for winter, anything in this line can be furnished cheap for the cash by Speed & Lowry. Cobblers and Toddlers at Bailey's.

A ROMANCE IN REAL LIFE.
The Tichborne Claimant, Again.
The cable announces the release of the Tichborne claimant from penal servitude, and thus a new phase of the most celebrated case that has occupied the English criminal and civil courts during the past century is entered upon. A slight retrospect will enable every one to recall the general outline of the case. Roger Tichborne, heir to the Tichborne estates and title, when 26 years of age, set sail from Rio in the *Bella*, which foundered at sea. An odd young man, backward in education and somewhat eccentric in character, he had been educated in France, and in 1845 entered Stonyhurst College. In 1849 a commission was purchased for him in the Sixth Dragoons. In 1853 he sold out and left England with a purpose of making a protracted tour abroad. After the foundering of the *Bella* and the supposed death of all on board, a year or two elapsed, and no sign having come from Roger Tichborne, the family were forced to the conclusion that he too had perished. His mother, however, refused to believe that her son was dead, and advertised again and again for news of him. In answer to these appeals a communication was received in 1865 from the man now known as the Tichborne claimant, declaring his identity with the long missing heir to the Tichborne estates and title. Cubitt, the man through whom the correspondence was carried on, held and interviewed with him, and so intimate was the knowledge shown by the claimant of the history of the Tichborne family that Cubitt was convinced that he was the rightful heir. Bogle, a personal attendant of the undoubted Tichborne, instantly recognized the claimant as his old master. In July, 1866, the claimant, accompanied by his wife and child, set sail for England, where he arrived on the 25th of December. Three days later he was seen and recognized by a number of old residents of the Tichborne estate, and a few days after, he went to Paris where the daughter Lady Tichborne was residing. Without the slightest hesitation he was recognized by that lady as her son, and was declared to be such by the British Embassy.

Returning to England the claimant took up his residence at Essex Lodge, Croydon, where his mother, who went to reside with him, made him an ample allowance up to the day of her death on the 12th of March following. The rest of the family then refusing to acknowledge him as the heir, and treating him as a rank impostor, several wealthy friends advanced the necessary funds to enable him to enter suit for the recovery of the Tichborne estates, worth some \$125,000 a year. The case came on for trial in the latter end of the year 1871, and the result was that the plaintiff was ordered into custody for perjury. Dozens of persons who had known the undoubted Roger Tichborne swore at the trial that the present claimant was none other than he; but, on the other hand, a powerful array of witnesses denied his identity and were equally positive that the claimant was none other than Arthur Orton, the son of a Wapping butcher, who was known to have emigrated to Australia about the time that the claimant stated that he had sailed to that country. The plaintiff was released from Newgate prison, on very heavy bail, after a short time, and in the following year was put on trial on a dual charge of forgery and perjury. This trial lasted 190 days and ended in the claimant's conviction, which was followed by a sentence of fourteen years penal servitude, seven years for perjury and seven years for forgery. The claimant has now served out his full term, less the three months in each twelve which is granted to all convicts whose conduct is good while in confinement. The whole expense of the prosecution was paid by the Government, and it is understood that the whole affair cost the country no less than \$1,500,000. The machinery of the Home office and the detective department at Scotland Yard was pushed to its fullest extent to convict the accused. The theory of the prosecution was that the claimant was not Sir Roger Tichborne, but that he was Arthur Orton. Seventy-five witnesses were called who had known Arthur Orton. The entire seventy-five swore that Orton had light hair, sixty swore that he had large feet, fifty-two swore that he had high cheek bones, twenty-eight swore that he had marks of a small pox, and seven swore that he had light blue eyes. Eleven witnesses called for the Government also swore that Arthur had light hair. One hundred and thirty-two witnesses swore distinctly that the prisoner was none other than Roger Tichborne. Of these, one hundred and ten swore that Tichborne, as they knew him before he left England, had dark brown hair, thirty-seven swore that he had small hands, thirty-five swore that he had small feet, seventy-nine swore that he had an turned knee, eighty swore that he had a twitching of the eyebrows, thirty-four swore that he was

not tattooed. As a matter of fact, the claimant had dark hair, small hands, small feet, and an turned knee, a twitching of the eyebrows and he is not tattooed.
In spite of the apparently strong points of his case, he was, as we have said, sentenced to fourteen years penal servitude. Though now practically dead to the world, he was not, however, forgotten by a few friends, who had believed in him from the first. Prominent among these were the late Lord Rivers, the late Guilford Onslow, member of Parliament for Guilford, and Mr. Quatermaine East, who has since been elected Sheriff for London. It was resolved by these gentlemen that the first step to be taken was to produce the real Arthur Orton, or authentic proofs of his death. An agent was accordingly sent to Australia to endeavor to trace Orton. He was distinctly identified with a man who had taken the name of Smith, and who afterwards, under the name of Crosswell, married a widow named Clark.

With infinite trouble this woman was found, and stated that though she had married her second husband believing his name to be Crosswell, he had afterwards confessed that his real name was Arthur Orton. He had taken to drink, and had been finally landed in the Paramatta Lunatic Asylum, where he would be found under the name of Crosswell. Charles and Edmund Orton, brothers of Arthur Orton, were immediately sent out to Paramatta, and recognized the lunatic Crosswell as their brother, and were recognized by him. Eighteen independent witnesses subsequently identified him as Arthur Orton, and the two brothers made application to the authorities to have him handed over to their care, his wife agreeing to the proposition. The authorities, however, took time to consider their decision, and three months later, to the great astonishment of the claimant's friends, refused to deliver up the lunatic. Another feature of the case that has appeared since the conviction of the claimant is that before his trial the jury who were to try him were severely interviewed by detectives from Scotland Yard, whose orders were to ascertain whether they thought the accused was indeed Sir Roger Tichborne or believed him to be an impostor. Letters from Ex-Inspector Meiklejohn, and the notebooks kept at Scotland Yard, corroborate this fact, and show that previous to the trial of the claimant methods were adopted to ensure his conviction which are utterly inconsistent with the pure administration of justice supposed to prevail in England.

In view of all these circumstances, it is believed that the case will be reopened in some way in spite of the fact that, as there is no Court of criminal appeal in England, there is no legal procedure by which this can be done. One-half of the country believe that an unjust sentence has been inflicted upon an innocent and deserving man. Associations all over the Kingdom have never ceased agitating and forwarding petitions to the Government in his behalf, one such petition being signed by 176,359 persons, and it is generally evident that the people at large are not inclined to let the matter rest where it stands.

Public opinion demands that Arthur Orton, the Paramatta Lunatic, shall be brought to England, and if this is done, it will be difficult, if not impossible, for the Government to refuse to further investigate a case in which it is clearly shown that the claimant is not the man they have, as it were, convicted him of being. In any event the case presents one of the most remarkable instances of doubtful or disputed identity that has ever been known, and its further course will be watched with great interest.

A Queer Old Document.
A valued friend sends us what purports to be a petition addressed in 1733 to the Governor of South Carolina by 16 maidens of Charleston. It ran thus:
THE HUMBLE PETITION OF ALL THE MAIDS WHOSE NAMES ARE UNDERWRITTEN.

Whereas we, the humble petitioners are at present in a melancholy disposition of mind, considering how all the bachelors are blindly captured by widows, and we are thereby neglected; in consequence of this, our request is that your excellency, will for the future, order that no widow presume to marry any young man till the maids are provided for; or else to pay each of them a fine for satisfaction for invading our liberties; and likewise a fine to be levied on all bachelors as shall be married to widows. The great disadvantage it is to us maids is that the widows by their forward carriage do snare up the young men and have the vanity to think their merit beyond ours, which is a great imposition to us, who ought to have the preference. This is humbly recommended to your excellency's consideration and hope you will permit no further insults. And we poor maids in duty bound will ever pray.

What reply his excellency made we know not. It is a long time however since such petitions were necessary.

of the lower front rooms of the Ryan Hotel.
As to the origin of this terrible fire, we can say yet—in the midst of so much confusion and excitement—hazard no very decided opinion. The signs, however, would seem to be those of diabolical incendiarism. In regard to this matter, though, we deem it wiser not to say anything very decided until our regular issue next week.
The business part of our town is a smoking, desolate, barren, horrible waste. And there are literally and absolutely no provisions for man within our corporate limits.
The Advertiser's estimate of the losses as completed by my inquiries here are as follows:
W. E. Lynch, drugs and groceries, owned the building occupied, loss \$8,000; no insurance. W. N. Burnett, general merchandise, occupied Norris' building, loss \$5,000; insurance \$2,000. James M. Cobb, general merchandise, owned the building occupied, loss \$6,000; no insurance, but one-fifth of the stock saved, as the store was the last to be reached by the flames. Wiley Turner, general merchandise, occupied Clisby building, loss \$2,000; insurance \$500. W. B. Penn, drugs and groceries, owned the building occupied, loss \$5,000; insurance not ascertained, but very slight. A. J. Norris lost the building owned by him and occupied by Burnett, loss \$8,000; no insurance. D. C. Tompkins, lost four stores, one occupied by W. H. Brunson, the others unoccupied, loss \$4,000; no insurance. W. H. Brunson, groceries, occupied Tompkins' building, loss \$2,000; no insurance. McCullough & Son, general merchandise, occupied one of Lynch's buildings, loss \$3,000; insurance \$1,000. C. L. B. Clisby, groceries, occupied Marsh's building, loss \$2,000; no insurance. John L. Addison lost his fine new building occupied by him as a law office and containing valuable furniture and library, loss about \$4,000; no insurance.

The Edgefield Chronicle, published by Outz & Daley, occupied Mr. Outz' building, loss \$1,000; insurance \$500. Three wooden stores erected by A. A. Clisby in 1881, were burned. Loss estimated at \$2,600; no insurance. Total losses \$47,000. Total insurance a little over \$4,000. The buildings and stocks were total losses, except that a small portion of Brunson's and Cobb's stocks were saved. There are but three occupied stores left in Edgefield—one dry goods store and two small groceries. This is a hook and ladder company in the town, but the conflagration was so sudden and so wide spread that nothing could be done to save any of the buildings on the square in which the fire originated. The wooden buildings were as dry as tinder after the long drought, and were well massed together so that they burned like lightwood.

The only brick building destroyed was the Chronicle office. This had a shingle roof. The proprietors of the Chronicle announced that they will occupy the Sheriff's office for the present, and will rebuild as soon as possible.
The Advertiser does not give the reasons which induced the belief that the fire was incendiary. Those reasons I am informed are as follows: McCullough & Son were robbed night before last of a quantity of groceries. Yesterday the goods were found hidden under a bridge near the town. Watch was kept near the plunder last night and two mounted negroes rode up and began to remove the articles in the sight of the watchers, who came out of ambush and attempted to capture them. The negroes fled, leaving their animals. One negro was captured, and a bloodhound was put on the track of the other who, however, was not captured. This was about 1 o'clock this morning. The negroes who heard the dog trailing through the village were very indignant at the idea of having bloodhounds used. Messrs. C. L. B. Marsh and W. A. McCullough, Jr., were the principal persons connected with the capture and pursuit. The fire broke out four