

THE NATIONAL TRIBUNE

(Established 1877.)

PUBLISHED WEEKLY.

ONE DOLLAR PER YEAR.

INvariably in Advance.

Six months, 75 cents. No subscription for a less period received.

SPECIAL ANNOUNCEMENT.

Money sent us, otherwise than by registered letter, postal money order, or draft on New York, will be at the risk of the sender.

AGENTS.—We employ no agents. THE NATIONAL TRIBUNE has many volunteer canvassers, and they are generally honest and faithful.

THE NATIONAL TRIBUNE

WASHINGTON, D. C., APRIL 18, 1895.

ARE YOU GOING TO THE NATIONAL ENCAMPMENT?

IF SO, THE NATIONAL TRIBUNE WILL FURNISH YOU A FREE TICKET.

Every comrade wants to go to the great National Encampment at Louisville, next September; but the question of transportation is a very serious one to many.

We will furnish a round-trip, first-class ticket to anyone who will get us up a club of subscribers in his town. The size of the club will be proportioned to the distance from Louisville, but everywhere it will be of such size as to allow anyone to easily secure a ticket by a little effort.

In this way comrades can readily club together to get a ticket for one of their number, while securing THE NATIONAL TRIBUNE for themselves, and Posts may provide for such of their number as feel otherwise unable to go.

Write to us at once in regard to the place from which you desire tickets and the number of subscribers required.

Go to work at once securing subscribers, informing us as each is sent in that you want it applied on an Encampment ticket.

We will make the same offer for subscribers to The American Farmer. Every farmer wants and should have so good and so cheap a paper as The American Farmer, and any comrade, or the son or daughter of a veteran, should be able to secure a ticket with very little effort.

Consider this at once, and write to THE NATIONAL TRIBUNE, 1729 New York Avenue, Washington, D. C.

THE CENTURY WAR BOOK.

Teach your children the history of the world's greatest war by providing them with a bound volume of that incomparable record of our great civil strife, THE CENTURY WAR BOOK with THE NATIONAL TRIBUNE for one year costs only \$3.50, express prepaid.

REMINISCENCES OF THE ATLANTA CAMPAIGN.

Maj.-Gen. Richard W. Johnson, who commanded a brigade or division in the Army of the Cumberland from the formation until severely wounded at New Hope Church, and who commanded a division of cavalry at Nashville, has written an interesting sketch of some of his reminiscences of the Atlanta Campaign, which will appear in an early issue of THE NATIONAL TRIBUNE.

SPECIAL COUPON.

THE ARMY SKETCH BOOK.

Included please find _____ cents, for which send me Parts number _____ of "Forbes' Army Sketch Book."

Name _____ P. O. _____ State _____

This coupon may be used to order any of the parts from 1 to 50 at 10 cents each, or the set complete in 20 parts at \$2.00, upon receipt of \$2.

Have you done your duty in getting one more subscriber for THE NATIONAL TRIBUNE? You should do this, for it is the best way to help your comrade.

The way oil is going up will tempt gold-seekers to go boring for petroleum.

AN OPEN LETTER

To the Commissioner of Pensions.

SIR: We feel that we must return to the subject of the immense importance of improving to the utmost every one of the weeks yet remaining to you. This importance is so overwhelming—so burdened with momentous consequences to such an immense number of people—that the temptation is strong to sound the awakening trumpet constantly, in season and out of season.

As we have said before, and frequently, there can be no sort of doubt that all these just pensions will be allowed, and that in the near future. The American people most strongly intend that this shall be done. They will accept nothing less. Every time they hear of some battle-wrecked veteran dying in penury—of his crippled old wife attempting to take in washing to support him, as was narrated last week—they feel a great throb of pity and indignation, and register a firm resolve that that sort of thing must cease.

No possible plea can be made which will excuse it to them. The apology of economy only excites their derision, for the memory of the millions made a free gift to the foreign bankers is too fresh in their minds. Have you any doubts as to the effective use that will be made during the coming campaign of the contrasting pictures of millions to the Rothschilds and the denial of paltry dollars to veterans to save them from starvation?

The American people have not believed a single pension law upon the books to be in any manner too liberal. No one has asked for the repeal or modification of a single provision in them. Where a man fulfilled the requirements for the highest rating known to the law—\$72 a month—the grateful people have said: "Give it to him, in God's name. It is little enough for a man who has suffered for us as he has." It is the same with the lesser rates. All that the people have asked was that the laws be interpreted strictly and justly, and no pensions given to men not entitled to them.

The people have watched with the deepest interest your vigorous attempts to ferret out the alleged frauds upon the pension-roll. They have followed every step in the extraordinary effort, and noted the immense expenditure of money, and the paucity of results has convinced them, as it doubtless has you, of the general integrity of the pension system. Being thus satisfied, they are very anxious that the work of pension allowances shall be pushed with the greatest energy to its legitimate completion of putting on the roll every man and woman entitled to a place there. They want this just as they wanted the rebellion put down, the public debt settled, specie payment resumed, the Pacific Railroad built, or any other great public object accomplished. They will appreciate and value the man who does it just as they have appreciated and valued the men who accomplished these other works which they were given to do. They have had no patience with the official who dallied and procrastinated with his work, but given all honor to those who hastened it on to completion.

Now, nearly 100 weeks remain for you to do this work in your office. You have an opportunity such as none of your predecessors have had—such as few American officials ever had. You have spent two years in getting thoroughly acquainted with the ground, and in convincing yourself and the People of the exact status of affairs in your office. You can now go ahead and wind up its business, with the allowance of every deserving case, without being embarrassed by the harsh criticism which assailed your predecessors in like attempts.

Next comes the strongest reason of all for hastening the work to completion. It is that of common humanity. No words can adequately describe the appalling amount of suffering resulting from the delay in allowing pension claims. All that tens of thousands of aged and broken-down men and women have in the world is that which is due them from the Government. This moiety represents to them food, clothing, shelter, and medicines to relieve the anguish of their racked bodies. Without their pensions many can have nothing, or, at best, but the grudging stint of the

pauper. The anguish of this feeling is sharper than a serpent's tooth. It is venomed by the thought of the ingratitude of the country, for which strength, health, and worldly goods were sacrificed, and which now haggles and chafers about the allowance of the sorry pittance. Every month, somewhere in the United States, sees thousands of these poor, disabled, want-harried people dying, bereft of what is rightfully theirs; of what was dearly earned in the dread fire of battle or the terrible hardships of the march and the camp, more than a quarter of a century ago. A wrong is being inflicted upon them which can never be effaced or corrected. No after-liberality in pension giving can reach them to repair the wrong they have suffered. The sod which covers their graves closes all communication with the Pension Bureau.

Now, Mr. Commissioner, why not make these remaining weeks glorious with the extension of the Nation's justice to every deserving veteran and veteran's widow from the Atlantic to the Pacific? Why not make them a season of rejoicing to the veterans, of glad satisfaction to the whole people, of credit to the National honor, of pride to your party and of lasting honor to yourself by closing up the whole pension business on the basis of liberality and justice? Why not determine that when you turn the office over to your successor it shall be with its third of a century of work rounded up and ended, with every just case in it allowed according to a liberal interpretation of the law, with its files garnished and swept of every cobweb of delay, and nothing left for him to do but to foot up the melancholy death-list at the end of each month and ask greatly decreased appropriations each year from Congress?

What a grand achievement this would be, Mr. Commissioner. It is something to fire any man's ambition, if not his higher sentiments.

If you will do it, none will sound your praises louder than THE NATIONAL TRIBUNE. Will you not do it? Yours, hopefully, THE NATIONAL TRIBUNE.

THE BATTLEFIELD OF CHICKAMAUGA.

Gen. H. V. Boynton, the distinguished newspaper correspondent and historian, and member of the Chickamauga National Park Commission, has done the country a great service by writing an admirable volume, which he modestly entitles a "Historical Guide" to that National Military Park. In contains first a succinct account of Gen. Rosecrans' Campaign for the possession of Chattanooga, of the battle of Chickamauga, the rebel investment of Chattanooga, and the battles of Wauhatchie, Lookout Mountain, Tunnel Hill, and Mission Ridge. All this is written in Gen. Boynton's delightfully lucid style, which makes even the most complicated maneuvers at once clear to the reader. This is followed by a comprehensive description of the Park which has been established there, and of its woods, fields, streams, and other natural features, as well as the roads, monuments, lookouts, etc., with which it has been improved by the Commission. In conclusion is a history of the work of establishing the Park, and some comments and criticisms upon the military operations.

All is abundantly illustrated by maps showing every important stage in the maneuvers and battles, and by views—mostly fine half-tone reproductions of photographs—of various historical points around Chattanooga. The whole is a handsome book of 324 pages, neatly bound in cloth. It is published by the Robert Clarke Company, Cincinnati, and sells for \$1.50.

There is no man in the country so competent for such a work as Gen. Boynton. He has a National reputation for literary ability and historical accuracy. He began with unusual personal knowledge of the subject, gained as Major and Lieutenant-Colonel in command of the 35th Ohio, taking an active part in all the operations until he was severely wounded in the assault on Mission Ridge. Since the war he has made an exhaustive study of all matters connected with the operations around Chattanooga. He was one of the earliest movers, if not the originator, of the idea of a park, and for years has devoted a large portion of his time to its development.

THE NATIONAL TRIBUNE is the great teacher of Americanism, patriotism, and loyalty to duty. It should be in every family.

FORTHCOMING ARTICLES.

HAVING arrived at the end of the Atlanta Campaign, we will now suspend for a while the publication of Gen. O. O. Howard's intensely interesting articles on the war. We do this in order to give place to some other articles which we have long promised, and for which our readers have been impatiently waiting. Next week we shall begin "The Cannoneer's" splendid sketch of Mink's Battery. The Army of the Potomac comrades have been wanting to see this for a long time, and have written numerous letters, some of them rather impatient, regarding it. All of them knew and admired Mink's Battery, which had stood by them and helped them valiantly in a hundred desperate places, and they were eager to see what so competent a historian as "The Cannoneer" would say about it. It goes without saying that it is a remarkably fine production. "The Cannoneer" does not write any other kind.

We shall probably follow "Mink's Battery" with something of special interest to the comrades of the Army of the Cumberland—a series of articles on Stone River, Chickamauga, Mission Ridge, etc., by Maj.-Gen. R. W. Johnson, who helped so much to make the glorious history of the Army of the Cumberland write for itself.

These are only a small part of what we have in store for our readers.

GOVERNMENT OWNERSHIP OF RAILROADS.

EDITOR NATIONAL TRIBUNE: Would you kindly give your views on the advisability of the Government owning and controlling the railroads in the United States?—A. W. LEONARD, Crystal Springs, O.

This is a matter that cannot be disposed of off-hand, in a paragraph, or in a single article, even, that would not extend beyond the limits of a newspaper. That we need some radical reforms in our railroad system no one can deny. Whether this call for so serious and revolutionary a step as Government ownership may be seriously doubted.

THE NATIONAL TRIBUNE clings steadfastly to the idea of the founders of our Government, that the Government should not attempt anything that can be done as well by private enterprise.

The cardinal idea of Americanism is that every man can do better for himself than any Government can do for him, and that its functions should be confined to securing him the greatest freedom and security in his efforts at self-advancement. The closer that this principle is adhered to, the greater the stimulus to individual activity and intellect, the less reason for discontent with the Government, and the greater its stability and the respect in which it is held by its citizens.

Now, how far is this applicable to the work of building and running railroads? Let us state the arguments on both sides:

On the one side it is urged with the greatest force and truth that the business of transporting passengers and goods from one place to another is essentially, and has ever been until within a few years, considered a private business, to be conducted by private persons or aggregations of them into corporations; that the Government has properly no more to do with carrying a man to his destination or his merchandise to market than it has with running a hotel for his entertainment at his journey's end, or with furnishing him a warehouse and a market for his goods. That private enterprise can be better relied on to see the need of new roads, of better equipments, of new inventions, and improved facilities; that experience has demonstrated conclusively that the railroads of the country have responded much more promptly and satisfactorily to the needs of the community than any institution managed by the Government ever has or could. In addition to these is the crowning objection that it means the addition of a vast army of Federal place-holders, who will get higher wages for less work and less skill than those employed in private establishments; that these cannot but become an omnipotent political element, controlled by ambitious politicians; that they will be constantly striving to increase their perquisites and privileges, at the expense of the people; that with their numbers, discipline, and control of the means of communication, they will have the country by the throat, and can dictate their own terms.

On the other hand it is contended, with great force and truth, that one of the highest functions and prerogatives of the Government is the entire control of the means of communication of its citizens; that it cannot abdicate the prerogative

any more than it can that of making war or administering justice; that it has always exercised this prerogative in the ownership of highways, canals, navigable streams, and the harbors and waters of its coasts; that the tens of millions of dollars it spends every year under the River and Harbor Bill is a constant assertion of this; that the progress of invention making railroads the chief highways cannot rob it of this attribute of sovereignty, or stop its exercise in the least. In response to the last objection given above, it is pointed out how efficient the postal system is, and that from carrying letters, papers, books, and parcels, it is but a step to carrying passengers and merchandise.

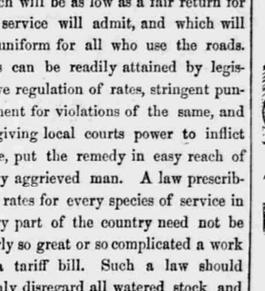
THE NATIONAL TRIBUNE's view lies midway between the two extremes. It believes that the Government in the exercise of its prerogative has the right to take possession of the railroads—paying the owners a fair return for their actual investment—but it does not think it expedient to exercise this power of eminent domain. The better way, it seems to us, is a system of rigid and comprehensive control. The time has come, we think, to stop piecemeal legislation, and begin the earnest consideration of a radically new system, which will put every railroad in the country under Government regulation. It should have and exercise the power of fixing the rates at which a passenger or a ton of goods shall be carried. The railroads are public servants, and every citizen of the United States has the right to their service on the best terms granted any other citizen. The railroads are common carriers, and every form of Government has always exercised the right of controlling and regulating common carriers. Municipal Governments regulate the fares of street railroads and omnibuses, prescribe how often the cars shall run, their rate of speed, the transfer of passengers from one line to another without extra charge, etc. State Governments regulate bridge, ferry, canal, and turnpike tolls, and make some attempt at those of railroads. The subject of railroads is entirely too large for the States, however, and properly belongs to the General Government.

In place of the Interstate Commerce Commission we should have a "Department of Transportation," of equal rank with the State, Treasury, War, Navy and other Departments, and its head a member of the Cabinet. This should have charge of the enforcement of all laws and regulations made by Congress for the Government of railroads, ships, boats, canals, rivers and harbors. In this way we should get all the benefits to be derived from Government ownership, unaccompanied by any of the manifold dangers of such ownership. We should retain all the advantages following from individual enterprise.

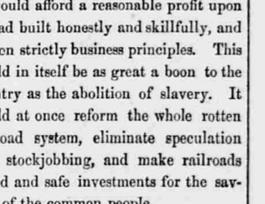
All that the people hope to gain by Government ownership are rates for freight and passenger transportation, which will be as low as a fair return for the service will admit, and which will be uniform for all who use the roads. This can be readily attained by legislative regulation of rates, stringent punishment for violations of the same, and by giving local courts power to inflict these, put the remedy in easy reach of every aggrieved man. A law prescribing rates for every species of service in every part of the country need not be nearly so great or so complicated a work as a tariff bill. Such a law should sternly disregard all watered stock and all fictitious values, and make rates such as would afford a reasonable profit upon a road built honestly and skillfully, and run on strictly business principles. This would in itself be as great a boon to the country as the abolition of slavery. It would at once reform the whole rotten railroad system, eliminate speculation and stockjobbing, and make railroads sound and safe investments for the savings of the common people.

TRIBUNETS.

CATCHING GOLD.



A TOUCHING INCIDENT.



Farmer Slinkhunk, a widower of three years, conversing with Miss Gumdrops, a neighbor, over the back fence—When I turned their air cattle of mine into the barnyard about a half after five last night, I left that ole of ox of mine in that lot [blunt] you, and when the crooked-horned ole nuisance a-said what I'd gone an' dun, the darned critter gin me sort of wishful-like look an' jest layed right down an' blated right out; an' I'll be glad turned if I hadn't been lonesome ever since.

Life: A mule one day said: "I will no longer work for my Masters, but will run this Farm myself."

At the End of the Day the Mule had damaged such of the Farm as he had given his Attention to, and had neglected the Remainder, besides getting badly entangled in a Wire Fence. Moral: It is well that Congress has adjourned.

Life: Sign in front of clothing store in Texas town: "Owing to the low price of cotton, all wool suits marked down to \$7.95."

This probability is that the heavy war indemnity which China will have to pay Japan will be in silver bullion. This may make another momentous era in the history of the white metal similar to that which followed the Franco-German war. A great deal of nonsense has been written about the consequences of the Demonetization Act of 1873. Really, the severest blow given silver was Germany's throwing on the market the immense hoard she obtained from France, together with that she gathered up when she reorganized her currency. It therefore becomes a question of intense interest what use Japan will make of the millions of pounds of silver she will probably get from China.

EX-GOV. WAITE is to start a paper, entitled "The Nation's Crisis." He is behind the times. The National crisis is past, and the country is rapidly recovering, since the happy turning of last November. Mr. Waite will soon find himself riding up to his bridge-reins in debt.

GEORGIA Democrats are talking of ex-Speaker Crisp for President. They seem to have overlooked the Constitutional provision that a President must be born in the United States. Mr. Crisp's birthplace was Sheffield, England.

No one need hope to get the exact truth out of the Cuban war news. Both sides are accomplished boasters and liars, and all the dispatches given out are carefully prepared in the interest of one side or the other. We shall only know which side has beaten when the conclusion has been reached.

THE number of members of the last Congress who before election were for "Labor against Capital" was just equal to the number who after election were for foreign Capital against American Labor.

SPECIAL NOTICE TO SUBSCRIBERS.

Some complaints are made of money mailed to us not reaching us, and we earnestly advise every subscriber sending in his subscription, or making other remittance, to secure, if possible, a postal order. These are so cheap—but three cents—that the expense is trifling, and the security is beyond question.

NATIONAL TRIBUNE CLUB LIST.

The National Tribune and Any Other Paper or Magazine Sent Together at Reduced Rates.

Table with 3 columns: Name of Periodical, Regular Price, With the National Tribune. Lists various magazines and their prices.

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Farmer Slinkhunk, a widower of three years, conversing with Miss Gumdrops, a neighbor, over the back fence—When I turned their air cattle of mine into the barnyard about a half after five last night, I left that ole of ox of mine in that lot [blunt] you, and when the crooked-horned ole nuisance a-said what I'd gone an' dun, the darned critter gin me sort of wishful-like look an' jest layed right down an' blated right out; an' I'll be glad turned if I hadn't been lonesome ever since.

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PERSONAL.

Comrade Capt. Brewer, William H. Hamilton Post, who died at San Prairie last month, was born in Vermont April 6, 1833, and moved to Hampden, Columbia Co., Wis., in 1854. Comrade Brewer enlisted at Columbus, Wis., September, 1861, in Co. I, 18th Wis. He was in the battles of Shiloh, Tenn.; Corinth, Miss.; Iuka, Miss.; Lake Providence, La.; Fort Gibson, Miss.; Raymond, Miss.; Clinton Junction, Miss.; Jackson, Champion Hills, Black River, and the charge on the Forts at Vicksburg, May 18 and 22, 1863, and all through the siege of Vicksburg, until they surrendered, July 4, 1863. He was at the battles of Oxford, Miss.; Allatoona, Ga., and Atlanta, and marched with Sherman to the sea. Comrade Brewer was promoted to Sergeant, from that to Lieutenant and to Captain in the Quartermaster's Department. He was mustered out Aug. 14, 1863. At that time he was home for the first time for three years and 11 months. He had never seen a well day since his return. His many friends say he was a good and obliging neighbor, a true soldier and a kind husband and father.

Gen. Sickles is one of the new Sachems of Tammany.

John H. Knowles, the sailor who made himself famous during a naval engagement in Mobile Bay between the Hartford and Tennessee, by lashing Admiral Farragut to the rigging of the Hartford, has just died at Annapolis, Md.

Among the thousands who cheered when Robert E. Lee handed his sword to Gen. Grant, 30 years ago, were Brig.-Gen. Frederick H. Collier and David Buchanan. Collier had recruited the 39th Pa., and Buchanan was one of his best men. The two never saw each other from Appomattox Day until last week, when Buchanan was arranged before Collier, now a Judge on the bench in Pittsburg, for settling a man. Judge and prisoner recognized each other simultaneously. Buchanan shamefacedly pleaded guilty, while the venerable jurist was greatly affected. Buchanan will be sentenced, but his old commander will have another Judge official.

Comrade Simon Price, Co. B, 2d Iowa Cav., writes from Yankton County, S. D.: "My daughter, teaching in District No. 57, this County, bought, with the assistance of her pupils, a flag, and raised Old Glory over her schoolhouse last Friday—the first one in this County, and first in the State over a County schoolhouse. It is a patriotic example for others to do likewise in this great ex-soldier State, where the Star-spangled Banner ought to wave over every schoolhouse top, to teach patriotism to our large foreign population and others."

Five hundred people attended the banquet given by the Hartford, Conn., Republican Club to Gov. McKinley, of Ohio, last week. The Governor began his speech with an eulogy of New England and the men who founded free governments here, where the popular will is the remedy for wrongs.

Gen. A. W. Greely, of the War Department Library, Washington, D. C., is making vigorous efforts to complete the files of National Encampment Journals in this library. He has completed said files, with the exception of the years 1878, 1877, and 1880. Any comrade or Department having duplicates of these years, and willing to part with them, should communicate with Comrade Greely.

It is rumored that among the possible candidates for the next Commander-in-Chief will be Department Commander John C. Shotta, of New York. He has the honor of serving the Department of New York longer than any other Commander, owing to the fact that date of the Encampment has been changed from February to May, thus giving him three months more of service. Well, the Department will not be any the worse off for it.

MUSTERED OUT.

Veterans of the Country's Grandest Army Who Have Answered the Last Call.

STICKNEY.—At Argonia, Kan., Lewis H. Stickney, aged 78, enlisted in Co. K, 32d Wis. He leaves a widow and three children.

SMITH.—At Labetta, Kan., George D. Smith, aged 53. He enlisted in Co. E, 47th N. Y., at the beginning of the war, and was engaged in every battle of importance. He was a member of Curtis Post, 9.

REYNOLDS.—At Caldwell, Mich., April 3, Paul S. Reynolds, Co. D, 6th Mich. H. A. Mott, aged 58. He was a native of New York, had been a resident of Baltimore since 1883, and was one of the most popular and best-known hotel managers in the city.

KRITH.—At Springfield, Mass., Jno. S. Krith, aged 53. He enlisted in Co. F, 11th Conn., and served four years. He leaves a widow and two daughters.

LOCKE.—At Barrington, N. H., March 19, of pneumonia, Capt. H. W. Locke, aged 67. He enlisted in Co. H, 4th N. H., as Second Lieutenant in 1861; was promoted to Captain in 1864, serving until the close of the war. He leaves a widow and one daughter.

BURTON.—At Wapella, Ill., March 1, 1895, Comrade Robert Burton, aged 60.

SPRAGUE.—At Farmville, Va., Feb. 7, of heart disease, Franklin B. Sprague, aged 70. He was an honored member of Price Post, and in the Spring of 1868 was sent and interpreter with Gen. Crook in the campaign against the Snake Indians.

RUSSELL.—At Midway, N. Y., Charles H. Russell, aged 65. He died from injuries received on the Stoneman railroad at Hammond, Va., in 1853, while in command of the 10th Md. Cav. He was a brave soldier, and many feats of daring are recorded of his bravery, and when the war broke out he organized a company of cavalry at Williamsport, and took sides with the Union.

PARKS.—At Jonestown, Pa., Andrew H. Parks, Co. E, 20th Pa. He was a member of Peeler Post, 438.

JOHNSTON.—At Midway, N. Y., March 2, Francis Johnston, Co. K, 4th N. Y., aged 58.

HASLETT.—At Wapella, Ill., John H. Haslett, aged 55. He enlisted in Co. A, 107th Ill., and was a member of Post 251.

CHASE.—At Marlboro, N. H., Alvin B. Chase, aged 50. He enlisted in the 53d Mass., re-enlisted as a Corporal in the 4th Mass. H. A. He was a member of John Sedgwick Post, No. 4.

FULLER.—At Norwich, Conn., Wm. W. Fuller, aged 53. He enlisted in 1861 in the 11th Conn., and was wounded at Antietam and Petersburg, and received an injury from which he never entirely recovered, when a train on which he was traveling fell 70 feet through a bridge which had been fired by the rebels. At the close of the war he accepted the position of machinist in the Totoket Mills, in Occum, and held the place until failing health compelled him to resign. He was prominent in several secret societies, and in Sedgwick Post, 1, of Norwich.

PARKS.—At South Newbury, O., Myron Parks, aged 51. He enlisted in Co. B, 15th U. S. Spcies.—At Farmville, Va., William H. Spicer, aged 59. He enlisted in Co. I, 13th N. Y. He was a member of William Payne Post, and was buried by them with military honors. He leaves a widow and three sons.