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BY TELEGRAPH.

STEAMER ORA BURNED.

Boat and Cargo Total Loss.

No Lives Lost.

The following telegram was received this morning:

TRENTON, La., May 24.

To J. H. Menge & Co.:

The Ora burned and sunk twenty miles above here yesterday at 4 p. m. Boat and cargo total loss. No lives lost.

E. B. CRYER.

The Ora was a sternwheel boat, built at Cincinnati in 1872; custom-house measurement, 135 tons. She was valued at $5000, and insured in this city for $3500. She was owned and commanded by Capt. E. B. Cryer, and was running in connection with the boats of the New Orleans and Ouachita Transportation Company.

WASHINGTON NEWS.

Appointments.

WASHINGTON, May 24.—It is stated that Dunn declined the Collectorship of Internal Revenue for the South Carolina District. Dunn wants to be Collector of the Port at Charleston.

James Gilfillan succeeds A. W. Wyman as Treasurer of the United States.

The Brazilian Mission.

Gen. Logan declines the Brazilian mission.

The DeKalb Massacre.

Secretary Evarts is preparing a letter to the Mississippi authorities regarding the killing of Chisholm and his family. The letter will be a notice to the people of Southern States in regard to the President's views upon the question of protection of citizens of all classes.

Crooked Whisky.

The revenue raiders claim to have destroyed sixty illicit stills in Wilkes county, N. C., during the past ten days; nine men have been arrested.

The Rockport Court-House.

ROCKPORT, Ill., May 24.—The coroner's jury in the court-house case find the architect, Henry L. Gay, guilty of the deaths of the deceased. They say that the board of supervisors acted unwisely in not employing a competent architect.

FOREIGN.

WAR NOTES.

Russia's Compromise.

LONDON, May 24.—Russia would not object to Constantinople and the Suez Canal being placed under the protection of England, provided Russia is allowed to protect Roumania, Bulgaria, Servia and Montenegro, and annex the village of Erzeroum.

A union of Bosnia, Herzegovina and Servia into a State under an Austrian Archduke is discussed at Vienna.

Greece Will Not Participate.

The Greek Minister at Vienna gives decided assurances that the rumors of Greece participating in the war are unfounded.

Servia for War.

Reports of Servia's military preparations are confirmed. All Circassian cavalry officers have been summoned to Constantinople for the purpose of forming twenty-five cavalry regiments at Adrianople and Sofia.

The War in Asia.

BATOUM, Wednesday Afternoon.—There was a tremendous cannonade today from Russians. A battle has just commenced, the firing becoming general along the entire line. The Turkish batteries are replying vigorously. The utmost enthusiasm prevails among the Ottoman troops. The Bashi Basouks are preparing for action.

Everything indicates a desperate effort on the part of the enemy.

It is stated that the Russian force assigned to the assault of Batoum, has been strengthened by 20,000 men who have just arrived from Ardahan.

It is reported that the Grand Duke Michael commands the attack in person.

The Turks are sanguine.

ERZEROUM, Tuesday Night.—The Russians are moving rapidly forward in the direction of the Turkish left.

It is reported the Turks, retreating from Ardahan, were defeated in a mountain pass near Kars.

The French Muddle.

PARIS, May 24.—The Duke de Cazes has issued a circular protesting against the supposition that the new Ministry entertained an idea of departing from neutrality.

It is stated Don Carlos was conducted to the railway station by detectives.

THE NATION'S REQUEST.

Sherman Must Come Down.

[Cincinnati Enquirer.]

WASHINGTON, May 21.—The *Daily Nation*, of this city, which, with Secretary Dick Thompson, some weeks ago endeavored to resuscitate the old Whig party, has a leading editorial to-day, demanding the removal of Secretary Sherman. It says:

"The condition of business is too precarious to admit of further trifling. During the past year, under the action of Mr. Sherman's ideas, the number of bankruptcies was greater than in any other year since the formation of the government. All classes and conditions of people went by the board, and, instead of getting better, the trouble is hourly increasing. It is evident that the Secretary is too firmly founded in his opinions ever to change, even when, as in the case of the remonetization of silver, he stands almost alone in opposition to the nearly unanimous public sentiment. He is too sincere a man to yield when unconvinced; and with that firm, iron will for which his family are noted, he proposes going ahead with his financial scheme, even though the heavens fall. The time has arrived when President Hayes must recognize that the financial condition of the country is the great question with which his administration will have to deal. He must recognize further, that the present Secretary of the Treasury totally misrepresents the popular will. There is no other hope for a return to prosperity than through the careful management of the government. Secretary Sherman must be requested to resign, and his portfolio given to some one with very different ideas upon finance. There is not a position under the government which Mr. Sherman would not fill with benefit to his country, except the one he now holds; but this one he must not continue to hold. The President may not see the necessity for such a course now, but sooner or later Secretary Sherman will have to be requested to retire."

THE OHIO ELECTION.

Both Parties Anxious About the Financial Question.

Both parties in Ohio are anxious about the financial question. The Republicans hope to head off the Democrats by declaring in favor of making silver a legal tender, and that zealous silver advocate, *The Cincinnati Commercial*, says if the administration does not take this ground there will be trouble. *The Commercial* evidently has little fear of the anti-Hayes Republican element, for it says of Mr. Wade: "As for that buffer old gentleman, Ben Wade, he was able to contain himself and suppress his private letters during Grant's administration, and Grantism left the Republican party in the whole South only two military garrisons, and they were in untenable positions, and under the circumstances ought to compose himself for a short time—that is, if he does not find indignation to be the only cure for indigestion and colic."

WHY CONKLING OPPOSES HAYES.

The Rival Fenton Has Too Much Influence with Hayes.

[Baltimore Sun.]

Ex-Gov. Fenton, of New York, is one of the Liberal Republicans whom common rumor points to as destined to exercise great influence with the administration. He has already had several interviews with the President, and his friends say he will have much to do with the New York appointments. This talk is distasteful to the friends of Senator Conkling, between whom and Mr. Fenton there has long existed a bitter feud. Senator Conkling has not been near the White House, and seems to be taking no interest in the doings of the Administration.

THE PRESIDENT'S ATTITUDE.

How Hayes Fills the Office.

[Baltimore Sun.]

During the ten weeks that Mr. Hayes has been in the White House there has been a great rush of applicants for office. At first the President undertook to receive all of these anxious ones in person, but the mental and physical strain soon became more than he could bear. The applicants now, when they cannot obtain a personal audience, get some influential person to intercede for them whenever it is possible to do so. Perhaps no occupant of the White House ever had a greater faculty of making himself agreeable, while at the same time preserving a perfectly non-committal attitude, than President Hayes. In not more than two or three instances in any of the appointments that he has made has he given any definite promise in advance. He also takes his own time in making appointments, and no amount of pressure can induce him to precipitate action. This course he pursues not only where an appointment necessitates a removal, but where there is a vacancy to be filled. Indeed, nearly all his appointments have been of the latter class, as you can easily count the removals he has made on your fingers.

THE NEW CRUSADE.

The Ohio Plan Adopted in Massachusetts.

[Chicago Times.]

SPRINGFIELD, Mass., May 20.—There are signs of a breaking out of the women's temperance crusade, after the Ohio fashion of two years ago, in western Massachusetts. A number of women created a sensation in Northampton at the saloon of Fallair, where they read several chapters of the Libie and prayed and sang. A large crowd was soon attracted, but the saloon keeper took matters very coolly, and invited them to call again. They asked him to sign the pledge, but he refused.

THE BLACK HILLS.

The Territory of Lincoln.

[Chicago Times.]

DEADWOOD, Dakota, May 19.—The convention to elect delegates to Washington to secure if possible the new territorial organization of Lincoln at the next session of Congress was held here to-day. Every mining camp was represented. Sectional feeling ran high between the miners and residents of this city, and at one time threatened an open rupture. C. W. Meyer, of Pennsylvania, and H. C. Walker, son of the Nicaraguan filibuster, both young, inexperienced, and non-representative men, were after much bickering elected.

Against the Railroad Tax.

There was a large meeting in the Tenth Ward last night to take into consideration the railroad tax question, on which to-day's election turns. The meeting was in opposition to the tax, and it was so stated by Dr. Tebault, who was called to the chair.

Mr. Ed. Fallon was the first speaker called to the stand, and he argued against the building of the road by a tax on the population of New Orleans, when the road might afterwards pass into the hands of Northern capitalists.

The following resolutions were then adopted:

Resolved, That we insist that all the employes of our city or State, whether policemen, laborers, school teachers, or others engaged upon our public works, shall be paid regularly, and dollar for dollar.

Resolved, That we condemn the improper employment of convict labor, whether for work of public or private improvement, because the employment of such Penitentiary convicts, brings them into improper and unjust competition with honorable and law abiding citizens of the commonwealth, and should not, and must not be further tolerated.

Resolved, That the Pacific Railroad tax is sought to be imposed on an unjust principle—that it means the giving of between two and three millions of the public capital to a private corporation.

Resolved, That capitalists never ask for a vote of the public money to build a house for the widow or for the poor man's family.

Resolved, That every man, even the poorest, must pay an unjust license tax, which we here denounce as wrong, while two or three millions is proposed to be given to men already rich.

Resolved, That we are opposed to building railroads by any other means than the poor man can employ for building the shelter over the heads of his dependent family.

NEW ORLEANS PACIFIC RAILROAD.

Editor Democrat—In your article of Wednesday you very effectually refute that portion of the communications of Drs. Brickell and Tebault and Mr. Archibald Mitchell, which seeks to underrate the vast importance to our commercial existence and prosperity of the New Orleans Pacific Railroad. You are equally emphatic and explicit in exposing the fallacy of another objection of these gentlemen, based on the fact that too many railroads have been built in this country and in England, and great loss and damage have been incurred by the too large absorption of capital in enterprises of that sort; to use Dr. Brickell's language, "not legitimately and imperatively demanded." It is not necessary to waste time and words in elaborating truisms like these.

We assume that in these propositions you will be supported by the vast majority of this community. It may, therefore, be accepted as an established fact that this road is a great and imperious need of this city, and that its benefits will be vast, even beyond your large expectations. The question of practical importance upon which there is considerable difference of opinion is as to the mode of securing the completion of this road.

The two modes first suggested have been tried and have failed. They are, first: the chartering a railroad company and lending the credit of the State to foreign capitalists on a pledge to use the credit of the State to raise the money with which to build the road. This plan has disastrously failed. The other plan was, to raise this money by private subscription of our citizens, avoiding the system of mortgage bonds and State subsidies, etc. Some $300,000 was thus subscribed and has been most judiciously and economically expended by the managers, who are all merchants and citizens of large interest in the commercial prosperity of the city.

But this is all that has been subscribed, and the further prosecution of the road is prevented by the exhaustion of the means contributed chiefly by our merchants.

Thus arrested, the managers have been driven, as the last and only means of raising the required amount to complete and equip this road from New Orleans to Shreveport, via Alexandria and Marshall, to the necessity of asking the people of New Orleans and those of other parishes of the State through which the road is projected, to decree the imposition of a small tax upon themselves, collectible by the city, and to be applied as a subscription to the capital of this company. And without this tax this road cannot be further prosecuted and completed.

To this proposition it is objected:

1. That the New Orleans Pacific Railroad Company is a private corporation which the people cannot be required to support and aid any more than any other industrial association or partnership; that the benefits or profits of such associated enterprise will enure to the copartners and not to the public or the taxpayers.

If this proposition were true in law and in fact, the severely logical minds of Dr. Brickell and Mr. Archibald Mitchell might have worked out the corollary of this problem, and shown how the industrial enterprise of the corporators of the New Orleans Pacific could be made productive to the partners unless the road became the great vehicle for an enormous trade and travel; and if it were so productive, how could they question its value and importance, its immense utility and profit to the *public?* Would not this result have made it a public and not a private enterprise?

And, if it is of this great public utility of universal profitableness to the whole community, does it not fall within the scope of those objects involving "the public welfare," to accomplish or promote which is the main object of government, for which taxes may and ought to be imposed, and upon which power there is no restriction or limitation in the constitution or laws?

You and other opponents of this tax employ sweeping and vague generalities in your reference to the principle violated by this tax. Why not be more specific, and show the restriction and limitation which is so violated?

Under our system of government the people are sovereign, and may impose any tax upon themselves which is not prohibited by the constitution. Dr. Brickell expresses his opposition to railroad enterprises not legitimately and imperatively demanded.

May not the people tax themselves for the establishment of all public work "legitimately and imperatively demanded for the public defense and the general welfare?" Is not such a tax of the character of one imposed to protect our city from invasion by a foreign foe, or from submersion by the river? And, if the people choose to employ individuals or a private corporation to apply this tax to these objects, where is the legal principle or constitutional restriction which forbids such mode of accomplishing the great "public object" so "imperatively demanded?"

But it is contended by the DEMOCRAT, Dr. Brickell and Mr. Archie Mitchell, that such a law and its application involve a violation of the rights of property; that it gives to one man, or a number of men, the power of controlling the use of your property and subjecting it to burdens which it is not within the range of civil and political government to impose.

This objection would apply to all taxes collected by the political authority of the State. But it is sought to give it a special and peculiar application to the present tax, because of the peculiar feature which, instead of applying it absolutely to the construction of this great public work, reimburses the taxpayer with scrip which returns to him a *direct* interest in the profits of the enterprise, instead of leaving him only to share the general and public benefits with the rest of the people. The effect of this provision is to make this a public enterprise wherein all taxpayers will be shareholders, and to lighten the burden of the tax by returning scrip or stock. And for these modifications and reductions of the burden, argue these objectors, the tax becomes a violation of the rights of property and a species of communism.

If it had been simply a tax to raise a fund to be applied to the building of this road for the public defense and welfare, these gentlemen would have been silenced; they could have made no showing in any court in this country against the right of the people and their representatives to impose this tax.

Now, because the taxpayers are reimbursed, the tax paid by them in scrip in the railroad to prevent the very danger suggested by one of the opponents of the tax of the road being diverted to the benefit of other communities, it is contended by Messrs. Brickell and Mitchell that this tax is made unconstitutional, and indeed communistic.

In truth, so far from being either, it is a favor and concession which the mass of non-property holders, who contribute the larger portion of the money with which this tax is paid, alone might object to—this reimbursement to the *nominal taxpayers*. It comes, indeed, with very bad grace from the champions of the taxpayers to base their whole argument against the tax upon this very concession and preference given to them over their fellow-citizens who practically contribute to the payment of these taxes, but who obtain no scrip in recognition of their contributions.

Now, I cannot see how a tax, clearly a legal and constitutional tax, can be made illegal and unconstitutional by discounting or reducing the amount of that tax through a system similar to that of mutual insurance companies. It is just as much a forced loan in the one case as in the other.

From all of which results there evidently follows this inconsistent and repugnant conclusion:

1. It is objected that the New Orleans Pacific Railroad is a *private* corporation, though it can only be made profitable by promoting the public welfare and certainly contemplates great public purposes.

2. When it is proposed to make it still more distinctly a public enterprise, in which all taxpayers shall have a direct as well as an indirect interest, then it is objected that this is a forced loan, and therefore unconstitutional.

3. Even conceding that a loan to be absolutely expended on the road without any return of stock scrip in reimbursement might be constitutional and legal, when such reimbursement is made then the loan becomes a gross violation of constitutional right and principle, a form of communism, though the commune does not share in this reimbursement of a tax which it largely pays.

These propositions may be safely submitted to the consideration of all people of common sense. I prefer to rest the case with them rather than on acrimonious assaults, sardonic sneers, and inflammatory appeals to passions and prejudices, and perversions and misapplication of legal and political principles that have been established by the highest judicial tribunals in the country for the last fifty years. There is not one of them that will hesitate to decide in favor of the constitutionality of this tax, and of the right of the people to declare their will that it should be imposed, as there is no sensible or enlightened citizen who can doubt that the public welfare of this community imperatively demands that it should be imposed, and that the object to which it is to be applied is one of as great necessity, importance and value to this city as any which the citizens were ever called on to contribute to.

PUBLIC WELFARE.

THE FOREIGN PROPERTY HOLDERS.

Editor Democrat—While the friends of the New Orleans Pacific Railway are attempting to create a furore of enthusiasm among that class of voters numerically the strongest in the community, would it not be well for the more sober minded to stop and coolly consider the justice of the step to be taken on the 25th inst.

No one doubts the necessity of a railroad to Texas but it is simply a question as to whether "the ends justify the means."

The proposition is to impose an annual tax of five mills on the dollar upon all taxable property within the corporate limits of New Orleans for a period of four years to help build this railroad.

To insure this end a vote is to be had, not of all interested, but of all citizens; in other words, a part only of those directly interested will be allowed to vote, and the rest "shut out" because, although they have invested their capital in New Orleans and contributed largely towards increasing her taxable resources, essential to the maintenance of good government, they have not thought fit to become citizens.

We are told that the real estate of New Orleans, to the enormous amount of forty millions of dollars, belongs to people who live abroad, and "that every dollar of their incomes is expended away from us; therefore these people ought to be taxed heavily for all such improvements as the one proposed. That all such people not only do not benefit New Orleans, but are an actual drawback to the place."

This is one of the telling (?) arguments used to influence the less intelligent of voters.

An argument that is as false as it is unjust.

Suppose these foreign property holders, instead of investing their money among us, had taken it to St. Louis, Chicago or New York, and there used it in building houses and otherwise improving the vacant lands in an about those cities, would not New Orleans have suffered to the extent of such withdrawals? Undoubtedly!

The class of buildings would be poorer, the city less attractive, and the burden of defraying the expenses of government fall upon fewer taxpayers, necessitating heavier assessments in the way of taxes, licenses, etc., to defray them.

Every dollar invested from abroad in permanent improvements in New Orleans is equivalent to just that much permanently loaned to the city. It stays here, having been largely distributed among the mechanics and working people of the city, who are employed to effect the improvements in which it is invested.

If the income therefrom is used by the investors to live upon elsewhere, it amounts to no more than a moderate interest upon their capital, probably scraped together by hard and patient labor, and they are justified in expending it when and where they choose; they still bear their share in the support of the government by the payment of taxes, and still supply work, from year to year, to the laboring classes in keeping up their numerous improvements. Why, then, should not these people have a say in so important a matter? Why not let them vote upon this project, and say whether they are willing to contribute their money towards it? These people are neither fools nor idiots. Experience has shown them to be reasonable thinking beings, but of that class who are not willing to spend their money without a reasonable guarantee of some return therefor.

Confine this vote to taxpayers exclusively, or, if not, let *every one* vote who can produce either a tax receipt or a certificate of citizenship; and let the projectors of the railroad give some guarantee more than mere words that, if the money is subscribed or assessed, the road *will be built*, and that at a reasonable cost.

There is no doubt of the honesty of the gentlemen who have the work in charge, but they are liable to errors in calculation, and we should have some safeguard against suffering as the city and state have suffered through former railroad enterprises.

The projectors of the Southern Railroad thought they could complete their work upon a subscription of $16,000,000 from Cincinnati, yet we are just informed by an associated press dispatch "that the money is all expended and still a considerable part of the work remains unfinished."

We need a railroad to Texas. There is no doubt that it will benefit New Orleans, though not to the extent claimed in the high sounding and flourishing address of the New Orleans Pacific Railway Company; and if we can build that road without a *forced loan* for which no other security is offered than stock certificates, which may in the end not be worth the paper they are written upon, let us have the road.

But let us begin the right way about it. Don't begin by increasing taxes, and thus pave the way for the *prevention* of further investments of foreign capital.

Rather let us work the other way, now that we have emerged from our political troubles, and when sufficient time has elapsed to show the world that our own self-government is all that we claim for it, no difficulty will be found in securing all the needed capital from abroad (which the projectors of the New Orleans Pacific Railway affects to despise) to build us a railway to Texas.

Convince foreign capitalists of the real facts, and instill into them confidence that they will be properly protected in their rights as property holders and taxpayers, and we shall then obtain a part of that assistance from them that has built up Chicago and the other great railroad centres of the country.

TAXPAYER.

TAX FOR THE NEW ORLEANS PACIFIC ROAD.

Fellow-Citizens—The advocates of this tax lay great stress upon the respectability of the directors. Whilst conceding this point, we are at a loss to comprehend its significance, as it is indisputable that the gentlemen who are most prominent in opposing this tax, are as respectable and public-spirited as the gentlemen who compose the Board of Directors of this road. Although granting their respectability, we cannot comprehend that it gives them authority to rob the public by the agency of a popular vote.

If, instead of being of good repute, they were notoriously bad men, they would not be dangerous, as the public would be on their guard against their schemes. All history proves that it is only good, but mistaken, men that inflict permanent injuries on society.

It was the zeal of honest men which enabled the abolitionists to precipitate this country into a terrible war the evil consequences of which may never be effaced. Respectability is a poor plea urged in defense of actions intrinsically bad. We all remember the proverb that "Hell is paved with good intentions." So let silence prevail in regard to good men who we know are mistaken.

ANTI TAX.

EX-PRESIDENT GRANT.

Simon Cameron Favors Him for the Presidency.

[Courier-Journal.]

The impression in political circles at Washington that the special attentions paid to Gen. Grant at Philadelphia were part of a scheme to put him forward for the presidential succession has been strengthened by the speech of the Hon. Simon Cameron, in which he distinctly points to such a programme.

AMERICANS WHO CAN BE SPARED.

While Europe, breathless, stands and waits,
And war in every rumor lurks,
'Tis not too late for Sergt. Bates,
To go and join the Turks.

[New York Commercial.

And, even when war's harsh alarms
Resound, time ample will remain
For Wendell Phillips to take arms,
And join the Russian train.

[Boston Globe.

Let Mary Walker fly with speed
To doc her pants and gulp her tea,
And mount a hungry mule and lead
The Austrian cavalry.

[New York Graphic.

And why need "Eli" linger here,
His wondrous yarns to try on?
Let him across the ocean steer
And "back" the British *Lion*.

[New York World.

Let Henry Ward and Theodore
While all the Turks are gone to war,
Fly to the Turkish harems for
Say—on a little lecture tour.

[Chicago Times.

And if you want to lend the best
Of heroes we can spare,
Just send Fred. Douglass to Bucharest,
To read his lecture there.

[Sunday Washington Herald.

Among the many we can spare
To join that foreign legion, nary
With Stephen Packard could compare,
To strip discharged Russians bare,
As bounty grabbing missionary.

BEAUREGARD ON THE WAR.

How the Old Confederate Leader Would Conduct Operations Against Russia.

[N. Y. World.]

It has just come to light that in 1866 the newly inducted Charles of Hohenzollern, Domnitor Prince of Roumania, tendered to Gen. P. G. T. Beauregard, then living in Paris, the command of his armies, with the rank of Field Marshal, a complete outfit and $100,000 a year pay. Gen. Beauregard was to be at liberty to select his own staff and certain other officers, and to designate their rank. It was promised that the army should be kept a minimum of 100,000 men. The General, however, declined the offer and returned to New Orleans, where he now is. He has written a letter, under date of May 10, in which he refers to this and expresses his warm sympathy with the Turks, "because they are the weaker party and are defending their homes and firesides." As to the pretext of war—"the protection of the Christians"—he says: "It reminds me of the complaint of the wolf drinking at the same spring with the lamb." Gen. Beauregard adds: "Turkey offers magnificent lines of defense—the Danube and the Balkan Mountains. With two or three hundred thousand Confederate troops I would guarantee to hold them against any number of Russians. If I were in command there I would fortify those lines well, and with my iron-clad gunboats I would prevent the construction of any bridges across the Danube. I would send Gen. Forrest with twenty-five or thirty thousand cavalry to destroy all the depots of supplies, railroads and bridges from the Danube to Middle Russia, thence to some port of the Black Sea, where I would transport his command to some other favorable point, say in the rear of the Russian forces operating in Asia, south of the Black Sea. Forrest would be provided with camels to transport his light field artillery, baggage and light pontoon trains. He would have also a full supply of carrier-pigeons to keep me posted as to his movements. My fleet in the Black Sea would keep it free of the enemy's ships. I would destroy their supplies at Odessa and would bring starvation to my assistance. How long do you think Russia could stand such a defensive war? Moreover, I am confident that the other powers of Europe will never allow Russia to get any nearer to Constantinople than the Balkan Mountains, if even she gets there. *Voila mon plan de campagne.*

"But I am a man of peace, now that Louisiana is free."

THE OPPOSITION IN OHIO.

Not Over 1000 Kicking Republicans in Ohio.

[N. Y. Times.]

WASHINGTON, May 20.—Gov. Young had a protracted interview yesterday with the President, which comprised several subjects of general interest. The President was greatly surprised at the Governor's assurance that there are probably not more than a thousand Republicans, all told, in the State of Ohio who are opposed to his Southern policy if it is a success, that is, if the Southern people show a proper appreciation of and reciprocate the efforts of the President to restore tranquillity. In the course of the interview the President expressed himself quite forcibly against the practice of Federal officials having to do personally with the machinery of politics. He said that it was proper that these officials should vote, speak if occasion demanded, and contribute financially as they felt able and justified in aid of the cause. But he did not think it proper for them to engage actively in the management of the party, such as running conventions, caucuses, etc.

FORT CUSTER.

A Cemetery To Be Established at the Scene of the Custer Massacre.

[N. Y. Times.]

WASHINGTON, May 20.—Lieut. Gen. Sheridan proposes to send an expedition to the scene of Gen. Custer's fight with Sitting Bull, for the purpose of removing the remains of the gallant band who were massacred upon that occasion, and giving them burial with proper military honors at such point as may be designated by the War Department. Gen. Crittenden, whose son fell in the fight, objects to the removal, and has written a letter asking that the remains of the heroic band be permitted to rest where they are now interred, that they may signalize, for all time, the spot where they so nobly fell. Gen. Crittenden in his letter says: "There can be no fitter resting place for the true soldier than the spot which his blood has hallowed. It would be vandalism to dig up and scatter widely the bones of those men who have been buried, as they died, shoulder to shoulder. They all perished together, fighting without hope, and the comradeship thus cemented should never be sundered."

At the last session of Congress authority was granted for the erection of two additional military posts in the Yellowstone Valley, leaving the location discretionary with Lieut. Gen. Sheridan. It is understood he has selected the scene of the Custer massacre, on the Little Big Horn River, as a site for one of these two forts, to be called Fort Custer, and it is probable the spot where Custer's troops fell and are buried will be preserved as a cemetery.

MILK SUGAR.

A New Rival to Cane.

An account is given by M. Sauter, in a German paper, of the manufacture of milk sugar in Marbach, Switzerland, the raw material for the recrystalization coming from the neighboring Alps, in the cantons of Luzerne, Berne, Schwyz, with a considerable quantity also from Gruyeres.

This material is the so-called schottensand or zuckersand, the French *dechet de lait*, obtained by simple evaporation of the whey after cheese-making, and, notwithstanding a continual rise in the price, consequent upon the demand and the increased cost of labor and fuel, the industry continually expands. The material, in its crude state, is received by the manufacturer or refiner in sacks containing one or two hundred pounds. It is washed in copper vessels and dissolved to saturation at the boiling temperature over a fire, and the yellow brown liquor, after straining, is allowed to stand in copper-lined tubs or long troughs, in order that it may crystalize. The sugar crystals form in crystals on immersed slips of wood, and these are the most pure, and therefore of somewhat greater commercial value than the milk sugar in plates which is deposited on the sides of the vessel.

In the course of some ten to fourteen days the process of crystalization has ended and the milk sugar has finished growing. The crystals are at this stage washed with cold water, afterwards dried in a cauldron over a fire and packed in casks holding four to five hundred pounds.

BABEL.

The Debate in the Turkish Parliament.

The meeting of the Turkish Parliament is likely to prove an experiment in language. The London *Athenæum* says: It is well known that the Turks, like the Magyars, the Greeks and the Romans, have worked up an oratorical and artificial language which is quite distinct from the popular dialects. It was with some a question how far the Anatolian dialect, almost Turki, would get on beside the highly-wrought Stambulu, with its infusion of Persian and Arabic. It is, however, stated that the country members speak freely. This is attributable to two causes. The first is that Turks of all ranks are in the habit of stating a case concisely before an official or a tribunal, as advocates were not formerly tolerated. The more immediate cause is that Fuad and Ali Pashas began in early life a reform in the language, with a view to increasing its area and power. They encouraged plain Turkish, and discouraged the grand style. So the officials have learned to discard their stilted phraseology and to speak plainly.

THE BUREAU OF ENGRAVING.

More Work at Less Expense Than Formerly.

[N. Y. Tribune.]

The Bureau of Engraving and Printing is now working very smoothly under the new organization. With a reduction in its force which causes a saving of about $1000 a day, or $300,000 a year, the bureau is now turning out as much work as it formerly did with the larger force. It could still increase its production without increasing the number of employes. Indeed, a small additional reduction of force will probably take place at the end of the present month. As an instance of voluntary economy on the part of an administration, especially when an adverse majority in the House of Representatives has reduced appropriations in many departments much lower than the interests of the public service allow, this is almost without parallel.

SOUTH CAROLINA ELECTIONS.

The Way Hayes is Carrying the South.

[Columbus (Ga.) Times.]

The good effects of honest Democratic government in South Carolina are shown by the result of a special election in Chester county, on Monday, for a State Senator. Gen. W. A. Walker, Democrat, was elected by 1000 majority over the Radical nominee. Chester always heretofore gave the regular Radical candidates large majorities. Judge Mackey worked for Walker. The Democrats also carried Fairfield county at the special election on Monday by 1200 majority. In November last the Radical majority was 673.

SAPONACEOUS FUN.

Soaping a Railroad Track.

[Lancaster Examiner.]

Unknown persons have been soaping the rails of the Reading and Columbia Railroad, in this city, and now we learn it is being done in Columbia. The soaping was done a short distance back of Columbia, and it took several hours for the train to ascend the grade. Putting sand on the track had no effect in checking the trains going down grade. There is a grade at this point of 110 feet, where the tracks were covered with tallow and soft soap. Even an attempt to run the locomotives over the grade after being detached from the cars proved unavailing.

WOMAN'S RIGHTS.

The Storm that Gov. Robinson, of New York, Has Raised.

The storm has begun about Gov. Robinson's head for that veto of the bill authorizing the election of women to school offices. The *Woman's Journal* tells him that he presents a "melancholy spectacle;" that his objections are "pitifully weak;" that he seems "totally incapable of framing an argument that does not refute itself;" that his message is "insolent," and that he is "unfit to hold office." This is a pretty fair indictment, but why did not the *Journal* quote Carlyle and call the Governor a "miserable, impoverished old piece of confusion?"