THE TURKISH SITUATION.

A Dead Nation in a Dying Land.

BANKRUPT AND HOPELESS.

Paper Money Which the People Know To Be Worthless.

CONSTANTINOPLE, March 12, 1877.

Experience, to say nothing of common sense, tells us that the issue of paper money by any government, no matter under what guarantees, is a sure sign of the financial weakness of the country. No clearer exemplification of this rule could be given than that which is afforded in the present state of Turkish finances. Insolvent as Turkey was six months ago, that insolvency has been doubly increased by the issue of paper money (caime) to the amount of 800,000,000 piastres (about $36,000,000). When, in August last, the government declared its intention of issuing paper money to the amount of 400,000,000 piastres—foreseeing that this step would cause a further depression in the already greatly embarrassed state of trade of the country—it promised the public that no further issue would be made until the first issue should have been recalled. This promise was quite of a piece with similar engagements made by the Turkish government, for shortly after the commencement of the new year another issue to the extent of 500,000,000 piastres was put in circulation. The result might have been foretold; the trade and commerce of the country are now in such a state of stagnation that unless some unforeseen event wards off the impending blow it will not be long before the Turks, to quote Mr. Gladstone, must, "bag and baggage," leave Europe. Of course, outside of Turkey the caime has no more value attached to it than would be bestowed upon the promissory note of a merchant whose affairs are known to be in the hands of the bankruptcy court.

A SADLY DEPRECIATED CURRENCY.

As everything exported, therefore, must be paid for in what is here called "good money"—leading to the inference that the paper money is "bad," as indeed it is for all purposes of outside trade—it is obvious that before long the currency of Turkey will be entirely paper. As yet this "coming event" has only "cast its shadow before," but nevertheless the probability of its speedy arrival tends almost daily to depreciate the value of the caime. To-day it is quoted at 165; that is to say, for a Turkish lira ($4 50 nominally) in good money (equal to 100 piastres) a money changer will give you 165 piastres in notes. In spending this money you will find that at different establishments different values are attached to the caime, and purchasers, unless they have had the misfortune to have been born or to have resided for a long time in the country, are entirely at the mercy of the shopkeepers. In nearly all the shops the rate at which the caime is accepted is posted up, and in case of dispute the proprietor merely points to his tariff, and there is an end of it. I am speaking now only so far as Constantinople is concerned. In the interior a very different state of affairs exists. Here something like law and justice, although I can't say much for the latter, exist. There "might," represented, of course, by the Turks, is looked upon as "right," and "the weakest (the Christians) goes to the wall." The officials of the government, from the zaptiehs (policemen) up to the mudirs and caimacams, are paid in caime at the rate of 100 piastres to the lira, or Turkish pound, instead of at the rate of 165 piastres, the negotiable value of this paper money. When the zaptiehs go to make their purchases in the towns and villages in the interior they, somewhat naturally, it must be said, think that if they are paid in caime at its nominal rate they should be able to pass it at that rate. This the shopkeepers, in most cases Christians—the Turks being too lazy and apathetic to engage to any great extent in trade—fail to understand. The zaptiehs then resort to force, and broken heads and frequently loss of life ensue.

THE TROOPS PAID IN PAPER.

My remarks as to these results are not based upon the evidence afforded by mere isolated cases. Almost daily correspondence from the provinces gives particulars of instances of this kind. The troops, too, when they are paid at all, are now paid in caime. Not long since something very much like a riot took place at the Dardanelles in consequence of this. It appears that the troops stationed there received some money on account of four months' arrears that were owing to them. This was paid in caime, but the authorities had nothing but notes for 100 piastres, and they wished to pay men twenty-five piastres each. After sending round and finding it impossible to get the small change in the town, they overcame the difficulty in this way. The soldiers were told off into fours, and to each quartet, in the presence of the other three, was given a note for 100 piastres, with instructions to get change for it where he could, and then pay the others. The sarafs (money changers) and shops were at once besieged, but the difficulty experienced in obtaining change was enhanced tenfold, owing to the fact that the soldiers set a very different value upon the caime to what the tradespeople did. Disputes arose, assaults were committed, and ultimately the shops were closed. Fortunately for the commercial community of the place, the next day a supply of twenty-five piastre notes arrived from Constantinople, and the soldiers were enabled to dissolve their unwilling partnership.

TURKISH COIN.

Between the caime and the "good" money come the copper piastres, which are now current at 150 to the lira. The market seems to be overflooded with these big ill-smelling coins, which are rather larger and decidedly heavier than the French five franc piece, and if while out walking you happen to have three or four in one side pocket it is absolutely necessary to give them away in charity or put the same number in the corresponding pocket on the other side. If you do not you are likely to capsize, like the man in the racing outrigger who said to have got a ducking because—usually parting his hair in the middle—he changed it one day to the side and thus destroyed the equilibrium of his fragile craft. In each gold lira there are five silver medjediehs, and in each medjedieh there are four beshliks, about a franc; consequently, with copper at 150 to the lira, a beshlik should be worth 7½ piastres copper; while, with caime at 165, a note with the nominal value of five piastres should be represented in copper by a fraction of a piastre under the value it bears upon its face. As I before mentioned, however, the values attached to the Turkish currency vary considerably. If, for instance, you buy a pair of gloves in that general store on the Grand Rue de Pera known as the Bon Marché (for no other reason as far as I can make out than that it charges much higher than some of the other establishments of a similar character) your medjedieh is taken at the rate of twenty piastres only instead of twenty-seven; but if, on the other hand, you happen to tender payment in copper you must pay at the rate of twenty-seven to the medjedieh. So diversified is the rate at which the various coins are taken here that at three shops joining each other your beshlik will be accepted at the ratio of four and a half, five and five and a half piastres. While if on returning to the street you should be tempted to purchase a ring of fancy bread about as large as a child's hoop, and probably as palatable, from an *skmekdji*, or itinerant baker—numbers of whom you meet in the Grand Rue—to your surprise he takes your beshlik at seven and a half piastres.

BULL-DOZED BY A STEAMSHIP COMPANY.

Sometimes the disputes which arise as to the current value of the caime are of an amusing character to those who are not parties to the controversy. According to the market, or for private reasons, the Bosphorus steam companies and other caterers for the conveyance of the public frequently raise or lower the price at which they accept the caime. A few days ago the passengers by one of the regular boats running from the different villages on the banks of the Bosphorus to Stamboul were surprised and angry to find that the employés of the company, when they came round, according to the usual custom, to collect the fares just before the boat reached its destination, that their caime was taken at a slight percentage lower than that at which it had previously been accepted. The difference was insignificant, but as the majority of the passengers were "regulars" and not "transients," they refused *en masse* to accept change upon the depreciated tariff. When the boat arrived at the bridge, or rather within a few yards of it, there being many people on board who had not paid their fares, the captain refused to go any further, so that they were unable to land. He even prevented some passengers from leaving the vessel who tried to do so in caiques. After lying off the bridge for an hour the passengers gave in, accepted the change which was offered to them for their caime and were landed.

THE PEOPLE WITHOUT CONFIDENCE.

It is not only one class of the community which is affected by these financial difficulties, each section is more or less the sufferer. The fact is that everybody here is short of money, and what little they have they are afraid to spend, not knowing where the next is coming from. This was very noticeable this year during the carnival, which was a very tame affair as compared with what it has been on former occasions. To celebrate the opening of the festivities several masked balls were held, but almost without exception these proved a failure. One ball was gotten up at great expense for the benefit of the sick and wounded Turkish soldiers, at which only thirty people put in an appearance, the result being that the promoters lost heavily. A concert, however, for the same purpose, under the patronage of the European residents in Constantinople, and which was held a few days ago, was a complete success, in consequence of the support afforded to it by the English and other Turkophiles here. The receipts amounted to 800 liras. Apropos of this concert, I was much amused the other evening by a remark I heard from a lady well known here for her Turkish sympathies, who was on the Committee of Management. A question had arisen as to how the money was to be disposed of. "It would never do to give it to the Turkish officers," said the lady in question, "you know they would be sure to use it for themselves, but I fear that they won't like our sending any one to see that it is properly distributed." From this it would seem that little confidence is placed in the officials of the Porte, even by their friends. But to return to the question of Turkish finance.

NO MAN CAN SOLVE IT.

Your readers will perhaps be a little puzzled to understand why there should be these extravagant differences in the value attached to the various denominations of the Turkish currency. They may even look for some explanation of it from me. But it is impossible to give this explanation, for none exists. I have been in this country since the commencement of the Servian war, and let alone not being able satisfactorily to account for it to myself, I have never met any one else who could. Queen Victoria has, I believe, offered a large reward for any one who discovers or produces a blue dahlia; Her Majesty would be just as safe were she to offer the same reward to any one who can account for the strange absence of anything like a rule whereby to find the equivalent value of Turkish money in that of other countries, or to ascertain its real value here. They might as well try to square the circle or discover perpetual motion.

THE CHANGERS OF MONEY.

But, stop; there is one class of financiers here who could possibly cut this gordian knot if they were so disposed. I mean the sarafs, or money changers. These, for the most part, are Greeks, Armenians, and, of course, Jews. It does not require much stock in trade, or an extensive site, to set up as a money changer in this part of the world. About fifty dollars is enough for the former, and three feet square on the street, in out-of-the-way corners of the entrances to larger establishments, or half under ground, in a locality erst covered by an area grating, will meet the requirements of the latter. When a man makes a start in this line of business—and it is a profession which is much in favor with certain classes here, who look forward to the time when they can embark in it just as an English footman or butler looks forward to the time when he shall have saved up enough to start life in that little "public" round the corner upon which he has had his eye for a long time—he buys a table, about eighteen inches square, sets up a small glass case, in which he distributes his capital of $50 or thereabouts in a lira or two, some medjediehs, beshliks and piastres, a handful of roubles and a sprinkling of coins with the effigy of Victoria, the Kaiser William, Francis Joseph or other crowned heads, and everything is ready for business. He does not look for customers, not he! All the looking is for, as the lawyers say, "the other side" to do, but when they have discovered his often retired retreat, he changes their *libras*, or whatever they wish, at a slight percentage, and if he happens to be lucky, I am told by one of the "oldest inhabitants," he can realize from twenty to thirty dollars a week. This, of course, applies to men who have been for some time established in the business and who have added thereto a little bill discounting, &c.

SELLING SALARIES IN ADVANCE.

It is this that pays, and it is a discredit to any so-called civilized government that these sarafs should be afforded the chance of making money in the manner they do. To explain; insolvent though Turkey is, it occasionally pays its employés, nominally, once a month. In reality there are about three or four months' salary due to them at the present time. Not long since five months' arrears were due, but then the Porte knocked off a month indiscriminately from the pay of its officials, and kindly gave them credit in the newspapers for having subscribed the amount toward the war expenses. The clerks in the government offices and other employés of the Sublime Porte cannot live on air any more in this country than they could in another, and, consequently, they have recourse to the sarafs to assist them over the difficulty. The sarafs make them advances on account of their salaries at, to the clerks, a ruinous rate of interest. The security given is an order on the head of the bureau to receive the money, which order is, of course, handed in to the department before pay day. It generally happens that the sarraf has a friend in the department, who, in consideration of a certain amount of that all powerful agent backsheesh, manages to accelerate the movement of the slowly revolving wheels of the Turkish administration, and in consequence he receives his money much sooner than the clerk would have done. The name of these sarafs is legion. In some of the streets of Galatea or Stamboul they are to be found sitting two or three in a row, and yet there seems to be business enough for them all. Sometimes, of course, they over-speculate and find themselves in a state of insolvency. But this does not trouble them much, for they just move off their tables to another site and trust to Providence that their creditors will not discover them and make them go through the useless formality of passing through the bankruptcy court. Here, in Constantinople, where the customers are principally civilians, the sarafs have a good time of it; but in the interior, where they are at the mercy of the zaptiehs, disputes, as I said before, are of frequent occurrence, and it is certain that the money changer, being a Christian, gets the worst of it. Habits and customs change so little in the East that often, as I pass the saraf's little tables, I think that they must have been built upon the same model as those which centuries ago were "overturned in the Temple." Misunderstandings occurred even at that time, but the broken heads which often follow a dispute with the sarafs of to-day, always have something to do with paper money; then, as far as we know, caime did not exist.

TEST INSURANCE SUITS.

CAN A COMPANY BE COMPELLED TO PAY A POLICY WHERE THE HOLDER WAS KILLED DURING A PRIVATE QUARREL?

GOSHEN, N. Y., April 6, 1877.

The courts will soon decide another interesting case, which has grown out of the famous Berdell-Murray tragedy. It will be remembered that the Murrays and Barnards, with whom Erie's ex-President, Robert H. Berdell, became connected by marriage grew to be very insolent toward Mr. Berdell on account of alleged family difficulties. Wisner Murray, the late President of this village, who married a sister of Mr. Berdell's wife, took a very active part in the aggressive warfare upon Mr. Berdell, and, as the latter says, hounded him upon every favorable occasion that presented itself, heaping insult upon insult until his conduct and actions became almost unbearable. However, Mr. Berdell stood it all, and with calm serenity and patience awaited events that were to happen in due course of law. Murray's insults were alleged to be very frequent, upon ferryboats, cars and streets—in fact, wherever and whenever they met. Finally, he became emboldened at a fancied wrong committed by Mr. Berdell, and then concluded to have revenge by flogging Mr. Berdell with a rawhide. Accordingly, accompanied by his brother, they lay in wait at the Goshen depot for the arrival of the Newburg and Ulster county express, upon which it was expected Mr. Berdell would be. He came as expected, and, no sooner had he left the train, than Wisner Murray's brother pinioned him while Wisner applied the cowhide vigorously across Mr. Berdell's face and head, cutting a deep gash at every stroke and making a most pitiable sight of the man they attacked. Mr. Berdell loosened himself and the attacking party fled, but before he got out of harm's way Berdell had lodged a bullet in his brain. He died and Goshen was bereft of a President. These are the plain facts connected with the tragedy, and the suit that is soon to be tried is the outcoming of it.

Wisner Murray before he died had a policy for $6,000 placed upon his life in the New York Life Insurance Company. The executors of the estate, his widow, Gertrude Murray and Henry G. Wisner, are now anxious to obtain the $6,000, but the company says no; he jeopardized his life by attacking Mr. Berdell, and they refuse to pay the amount of the policy. The suit has been instituted to recover the $6,000, and it will soon be brought to trial.

ANOTHER CASE IN POINT.

The case of Wolff vs. the Connecticut Life Insurance Company, Circuit Court, Judge Boyle presiding, at St. Louis, is a similar one. The deceased was one Waldrat Wolff, of Madison county, Ill., upon whose life an insurance was effected for $2,500. The evidence at the trial showed that the deceased was killed by a blow upon the head inflicted by one Kanli; that Wolff made an unprovoked assault upon Kanli, who, to save his own life, killed his assailant. The plaintiff claimed that the policy was not annulled by this act. The defence contended that when the deceased voluntarily and recklessly placed his life in jeopardy and lost it by his foolhardy act the policy was forfeited. The jury took this view of it and gave a verdict for the defendant.

One of the stipulations in the New York Life Insurance Company's policy is similar to that of the Connecticut—namely, that it was to be void in the event of the insured committing an act jeopardizing his life, as Murray did, or in violating the laws of the State.

EXAMINATION OF LAW STUDENTS.

About fifty students of the University Law School will be examined for the degree of LL. B. early in May next. The committees selected by a meeting of the alumni are as follows:—On Written Examinations—Hon. P. P. Good, Messrs. Meyers and Platz. On Oral Examinations—Henry E. Davies, LL.D.; Messrs. Chauncey B. Ripley, Samuel B. Sewards and George C. Coffin. On Essays—Messrs. John H. Strahan, Hunt, Tomlinson and Fletcher. The attendance at the meeting of the alumni was unusually large and the school is in a flourishing condition.

UNFEMININE CONDUCT.

A middleaged woman giving the name of Annie Hall was charged, at the Tombs Police Court yesterday, with picking the pocket of Sarah McEvoy of $7. The complainant was looking into a store window, when the prisoner, it is alleged, came up behind her and picked her pocket. The prisoner pleaded that she was intoxicated at the time, and did not know what she was doing. She was held in $500 bail.

ROONEY'S ROW.

Daniel Rooney, of No. 128 East Fourteenth street, who is charged with assaulting Officer Lawlor, of the Nineteenth precinct, on Saturday morning, proved by his counsel that the officer had made the first onslaught. Judge Smith, before whom he was arraigned yesterday, sent the case to Special Sessions, as the evidence was conflicting, and reduced Rooney's bail from $500 to $300.

OUR COMPLAINT BOOK.

A PERTINENT QUERY.

TO THE EDITOR OF THE HERALD:—

How is it about the Industrial Exhibition Company? It appears to have no office, and the officers themselves appear also to be *non est*, but the sale of bonds by certain agents of the "company" appears to continue. Something would seem to be entirely wrong about this thing—the company continuing to receive money from the public and giving no account thereof, nor paying any back when the same becomes due. Is there no complaint because those "sold" prefer to suffer in silence? LAW AGENT.

RAILROAD ACCOMMODATION.

TO THE EDITOR OF THE HERALD:—

Will you please ask the Delaware and Lackawanna road why they do not run on time? I was at the depot at twenty minutes to ten last night, the train was to leave at quarter to ten, yet the ticket office was not open and I could not get to Newark, for I was told the train had gone! Is this right? I hold a ticket on the Pennsylvania Railroad, and had already purchased a single ticket on the Delaware and Lackawanna, from Christopher street, New York. I spoke to the ferry people and was told that although it was an outrage I had no alternative but to go on some other road. H. M. K.

TO THE EDITOR OF THE HERALD:—

Will you please permit me a small space in your "Complaint Book" to state facts in reference to the bad management of the Elevated Railroad? I patronize this road daily, and in the afternoon after five o'clock, at the Franklin street station, I am compelled to wait and view train after train pass without stopping. Occasionally a train will stop and I am notified it does not go above Thirtieth street. Now, I would like to know why this road can't issue transfer tickets, so that those going above Thirtieth street can transfer at that place where there is plenty of room. If the through trains get their complement of passengers below Franklin street, let the passengers at that point take another train and transfer above. Will the managers of the road look into this matter? REGULAR RIDER.

LAND SHARKS AND SEAMEN.

TO THE EDITOR OF THE HERALD:—

Allow me a space in your "Complaint Book" to make my grievances public, as I see with pleasure and gratitude that your valuable paper is always in favor of the weak and wronged. My being of the seafaring class, and about five weeks ashore, I have had a good opportunity to observe how the shipping of seamen is to-day conducted in South street by those different shipping agents, most of whom have combined with the principle sailors' boarding house keepers to ship nobody but their boarders and to take a fee of from $5 to $10 from those poor men, thus throwing men boarding at home or married men out of employment. The thing is done like this:—The shipping agent will go to some master of a vessel and offer him, for every man he wants, from $5 to $6, and, if accepted, extorts from $8 to $10 from the sailor, with the consent of his boarding house master. By this method no married sailor can make a living or provide for his family. The Shipping act passed by Congress is in force in every seaport of the United States, except New York. Cannot the authorities remedy this evil and do away with these few sharks in South street? or are they waiting for the raising of a second Plimsoll? A SAILOR.

A RUFFIANLY CONDUCTOR.

TO THE EDITOR OF THE HERALD:—

I think a word in time against the rudeness of our street car conductors would not be out of place. Ladies generally riding in the street cars have to submit to annoyances by conductors or leave the cars. I was a passenger on car No. 35 of Broadway line to-day (Thursday) on the down trip after five o'clock P. M. I got in at Thirty-seventh street and was the only passenger at the time. The air being damp and chilly, and I feeling indisposed, when I got seated in the car, after having gone a little way down, the conductor having the car door open, I being cold, civilly asked him to close the door. He heeded not my request, and I waited until another passenger got in the car when I myself got up from the end of the car nearest the driver, where I was seated, and closed the door. When I did this the conductor looked daggers at me, but made no protest, likely from fear of the gentleman. A third passenger got in. He came in to collect the fares and left the door open, when I again kindly requested him to shut it or I would. He replied that he would not. I asked him why. Said he, standing over me and mimicking me, "Because it is very warm." I said I would close the door. Said he, "No, you won't; I'd like to see you," and not until this lady (the third passenger) spoke to him did he desist from insulting me and close the door. AN ARDENT ADMIRER OF YOUR PAPER.

ABOUT A CHANDELIER.

TO THE EDITOR OF THE HERALD:—

The chandelier in the gallery of the Academy of Music is a source of much annoyance. AUDIENCE.

REMOVE THE "SQUATTERS."

TO THE EDITOR OF THE HERALD:—

That handsome building, the Jefferson Market Court House, that cost the taxpayers about five hundred thousand dollars, is hardly completed, yet some fellow has taken possession of part of the front and built a stand there. Please call the attention of Commissioner Campbell and Captain Kennedy to their duties in the premises and see that this obstruction is removed; also to notify "squatters" in general that they will not be allowed to become a nuisance by the citizens of the Ninth ward. TAXPAYER.

UNCOMFORTABLE MILITARY QUARTERS.

TO THE EDITOR OF THE HERALD:—

The roof the armory in which the Sixty-ninth regiment, N.G.S.N.Y., have quarters, is much out of repair. When it rains everything is wet and made disagreeable, owing to its leaky condition. Other regiments have dry and comfortable buildings—why not the men of the Sixty-ninth? A general caving in of the old barracks seems imminent unless something is done. A SIXTY-NINTH MAN.

OUR THEATRES.

TO THE EDITOR OF THE HERALD:—

I was pleased with the article by "An Old Stager" upon the high price of admission to our best theatres. I attended one of our first class theatres last evening where they charge $1 50 for a seat. I paid $1 and entered the first circle, and was told by the usher that the seats were "all reserved." I then went down into the parquet, and was told that I could take a seat in one of the rows back of a line with the front of the first circle and near the door. I did so, and enjoyed the play. The house was about half full, and of course many vacant $1 50 seats. Now, would it not be better to fill the house at $1 than to have a "beggarly account" at $1 50? ANOTHER OLD STAGER.

SILAS WEGG'S LATEST EFFORT.

TO THE EDITOR OF THE HERALD:—

Please give the car drivers a show for a seat;
They're standing from morning till night on their feet.
Such objects for pity it's seldom we meet—
Oh, give the poor drivers a show.

There's no reason why these poor fellows should stand,
And no one works harder throughout our land;
His horses and brake, he as well can command
Sitting down as when standing, you know.

So please, Mr. Editor, give them a show;
In your "Book of Complaints" let my plea quickly go,
And let all these "grinding monopolies" know
That the people their rights will maintain.

TENTH STREET.

THE COLLEGE CAP AND GOWN.

TO THE EDITOR OF THE HERALD:—

Having noticed in the HERALD that the students of the class of '80 of Columbia College had adopted the cap and gown as a mark of college distinction we would like to encourage them in this matter and at the same time call their attention to the fact that the students of St. Stephen's College, Annandale, have worn the cap and gown for many years. The faculty of this college encourage the students by wearing caps and gowns, as well as hoods, according to their respective degrees. STUDENT.

THE CROSSTOWN CARS.

TO THE EDITOR OF THE HERALD:—

I should like to ask the reason why persons having occasion to be out after twelve o'clock at night on the east side of town have no means of riding over to the west side? The crosstown lines on Twenty-third and Seventeenth streets are both stopped at that hour. A SUFFERER.

MILITIA EXCLUSIVENESS.

TO THE EDITOR OF THE HERALD:—

Having a desire to see the Twenty-second regiment drill, and knowing that a portion of it drilled on Friday evening last, I thought it a favorable opportunity to satisfy my desire. Having proceeded as far as the door I was stopped by the guards, who imposed the question, "Are you a member of the regiment?" while others who were in citizen's dress passed in unquestioned. Why are some persons permitted to enter and others excluded? KEPT OUT.

DANGERS OF UNCLEAN STREETS.

TO THE EDITOR OF THE HERALD:—

I had two children, a boy of two and a girl of five years old, both as healthy as any child could be. They both died the same day last week. If I were living on Fifth avenue I would have them yet. I am living in First street, which has not been cleaned for six months past; and it is proven that both my dear children died from scarlet fever caused by the poisonous emanations of the accumulated filth and long decayed organic matters which cover the street to a depth of nearly a full foot. My case is not an exceptional one; many other children in the same street died, and many others are still at the point of death, through the same cause. A DESPERATE FATHER.

OBSTRUCTION OF SIDEWALKS.

TO THE EDITOR OF THE HERALD:—

Property on West Broadway, from Canal to Duane street, has depreciated twenty-five per cent and trade has been ruined by the constant occupation of sidewalks by packing box dealers and junkmen. Is there no remedy? Policemen merely shrug their shoulders when appealed to. Please call attention to this outrage and oblige PROPERTY OWNER.

MILK FREIGHT CHARGES.

TO THE EDITOR OF THE HERALD:—

I see by the HERALD that Mr. Vanderbilt is regulating the freight on his railroads. Would it not be well for him to regulate the freight on milk over the Harlem road? When the latter road first carried milk to New York they charged only one-quarter of a cent per quart, or ten cents per can. It was afterward raised to one-half cent per quart, or twenty cents per can; but when Mr. Vanderbilt obtained control of the road it was then placed at one and one-half cents per quart, or sixty cents a can. The road carries thousands of cans now where it did not carry a hundred then. Why such exorbitant freight on milk when it has to be sold so cheap? J. G. C.

G. W. B. CRITICISED.

TO THE EDITOR OF THE HERALD:—

The proposition of the Pilot Commissioner G. W. B. "to cart the street dirt forty miles out at sea" is not exactly in keeping with "Civil Service Reform." Why involve so great an expense when a dumping ground can be had for less, and when filled would add another island of use and beauty to the harbor? Why not construct a bulkhead from the southerly side of Jersey City, west of Ellis' Island, running in a southerly direction on the flats on a line of four feet or less of water at low tide—about 500 feet long by 100 feet wide—which can be extended as required, then at high water dump all dirt scows inside? C. C. HICKOK.

MINIATURE YACHT OWNERS' TROUBLES.

TO THE EDITOR OF THE HERALD:—

Will you please call the attention of the Park Commissioners to the great want of a place to store our miniature yachts? During the coming season cannot we have a small place in the new boathouse, such as the Prospect Park club have? as we have to carry our yachts to and from the park every day. Dear Mr. Editor, please start the question through the HERALD, and I am sure we will get it, and oblige a large fleet of MINIATURE YACHTS.

STREET ANNOYANCES.

"First Ward" describes the condition of Washington street from Cedar to Albany as perfectly disgusting, filthy, and if not soon remedied will cause disease. The writer has complained to the police several times, but they have paid no attention to it. Having just erected buildings on the block at a cost of over $50,000, "First Ward" is very anxious to have the street kept clean. The garbage, ashes and mud stand piled up in front of each house.

"Hoodwinked Public" writes to bring to notice a point not yet brought to light—viz., that for all that the Street Cleaning Bureau have no dumping ground, they still persist in sweeping, which is a high handed waste of money, as the same identical dirt will have to be repiled; therefore the city is paying twice, perhaps thrice, for one job. The Commissioners are either mercenary or stupid. They should be judged incompetent to hold office, or expelled for wasting public funds.

"A Resident of that Unhappy Locality" asks the HERALD to try and ascertain what offence poor Franklin street committed against the authorities that she has not been subjected to the official broom, scrape and shovel for the last four months.

"An Anti-Democrat and Anti-Filth Supporter" says that a most disgusting odor fills the streets at night and penetrates the most decent parts of the city. He adds, "Why is this? In no other city in the world do such foul smells prevail. Can it be that the olfactory nerves of those who rule this city's destinies are less sensitive than those of the better classes?"

"Justitia" informs us that there is one way to get clean streets. Let Mayor Ely do his duty and remove the present Police Commissioners and Board of (Ill) Health. Some three years ago the Long Island farmers offered the city $200,000 for the privilege of removing the dirt from our streets for manure. Now let the Commissioners cremate the garbage and advertise the dirt for sale. That will dispense with the Italians and encourage farmers to buy it and take it away. That is the way they do in "London, you know."

"Caroline Street" announces that it was swept last Wednesday for the first time since last summer, but the authorities have neglected to remove the dirt and filth, which was piled up in great heaps two or three feet high by the sweepers on the west side of the street. Why is it not taken away? The street in its cleanest condition is not very inviting, and in its present state is horrible.

"E. F. H." asks the Complaint Book to notify the police of the Nineteenth ward that the crowd of ruffians who congregate on Third avenue, between Fifty-eighth and Fifty-ninth streets, insult every young lady that passes.

"Miss Ella Sinclair" would like to ask the Captain of the Tenth precinct to please keep the gang of blackguards off the corner of Norfolk and Grand streets, for they are a nuisance and insult young ladies going by.

"One Who Has Been Persecuted" would like to call the attention of the police to the crowd of aristocratic loafers who infest the corner of Sixty-first street and Third avenue, and insult young ladies as they pass by.

"Thomas" calls attention to the gang of rowdies who infest the corners of Christopher and Bleecker streets nightly, who make the nights hideous with their drunken brawls.

ANSWERS.

THE LADIES' CABIN SEATS.

TO THE EDITOR OF THE HERALD:—

If my brief answer to "W. E. W.," of Sunday's issue, had appeared early in the week it would have saved "Douglas" the trouble of writing such a long communication as that which you found space for. These gentlemen do not speak to the question, which is "seats." Neither the "Two Plain Spoken Young Ladies" nor myself desire the exclusion of the gentlemen from the ladies' cabin; but we ask that when necessarily many must stand the gentlemen do so and allow the ladies the seats. If gentlemen are accompanied by ladies or meet a lady acquaintance on a boat do they take the seats and compel the ladies to stand? And again, if the seats are all occupied, two-thirds by men, do they not feel naturally indignant, particularly if the ladies are tired or sick? If this fact is conceded then why not give the seats to other gentlemen's friends? The ladies are all sisters, wives or mothers to men. This is common courtesy if not justice. I still maintain, however, that the gentlemen have no right to a seat in a ladies' cabin while ladies stand.

I protest against smoking at all in any part of a boat. It is dangerous in the extreme. I have been made nervous many times by seeing gentlemen knock the fiery ashes off a cigar within a few inches of a load of loose hay. A spark, lodged anywhere, together with the fearful draft and firing the boat, would be attended with great calamity. "Tramps," smoking in barns, where they have crept in to sleep, have caused nine-tenths of the fires in them. It takes but a few minutes to cross our rivers; can't the gentlemen deny themselves this dangerous luxury in the interests of public safety? Compose, gentlemen, give up your smoking; make your cabin habitable for those who do not, and perhaps—who knows?—the ladies may come over on your side when their own cabin is full; and we'll stand, too, without a murmur, conceding your right to the seats. J. A.

TO THE EDITOR OF THE HERALD:—

The two plain spoken young ladies thank "Douglas" for his sympathy in their cause. We do not mean to say that we are opposed to having "gentlemen" coming into our cabins; we are not; they are always welcome, but must allow us to have the seats. By mistake we did "poke our nose" in their cabin once, and, oh, horrors! the perfume that greeted us was unendurable. Your suggestion we think perfect, and hope the ferry companies will profit by it. We are very glad that we have found one who wears that article of attire (pantaloons) to be a "gentleman" (and a young one we hope). Mr. Editor we think "Douglas" very flattering, but we cannot believe all they say, as they sometimes exaggerate. With many thanks for his kind letter, we are still TWO PLAIN SPOKEN YOUNG LADIES.

TO THE EDITOR OF THE HERALD:—

In answer to "Old Lady," of the 7th inst. When the ferry companies give gentlemen a cabin where tobacco will not be used we will vacate the ladies' cabin, and not before. Let ladies visit the gentlemen's cabin; then they will not blame us for occupying their side of the boats. D. H. W.

NO SUCH THING.

TO THE EDITOR OF THE HERALD:—

In your "Complaint Book" I notice a communication signed "New Yorker" making a charge that "negroes and low white men" congregate outside of the liquor store on the corner of Fifty-third street and Sixth avenue, insulting ladies as they pass. I challenge "New Yorker" or any other person to substantiate the charge. Permit me, Mr. Editor, in conclusion, to state one thing, and that is that my saloon is the resort mainly of business men, who always conduct themselves with decorum both in and outside of my establishment. CHARLES HAYES.

DON'T DISGRACE THE FLAG.

TO THE EDITOR OF THE HERALD:—

All honor to "J. Ward Murray" for taking the initiative in denouncing the disgraceful purpose for which our country's flag is so commonly used—namely, that of displaying it as an advertising medium from the doors of tin shops, second hand supply stores and the like, pricipally in the very slums of Baxter, Cherry and other low streets. Shame that the flag in defence of the honor of which our forefathers died should be used for such a purpose. Certainly our national banner has not one single stripe indicative of any one of the thirteen original States, nor one single star among the thirty-eight that needs to be hidden from view; nor will it ever have unless it be when Utah shall be entitled to one of those heaven lighting emblems, which, God grant, may not be while she is the home of Mormonism. In the words of "J. W. Murray," "Why not pass a law prohibiting such a use of our national banner?" T. A. C., No. 54 Bleecker street.

POOR DEBTORS.

TO THE EDITOR OF THE HERALD:—

In answer to "A Swindled Merchant" in your "Complaint Book" I agree with him that it would be better for the poor men who are confined in Ludlow Street Jail for debt to pay their debts and not get in there. It would be better for the creditor to let them have an opportunity to earn the money and pay it, and it would save the taxpayers $20,000 per year, directly, that they now pay to give malicious, evil disposed persons the privilege of tormenting poor debtors without expense to themselves. So this settles the question in my favor. The law granting imprisonment for debt should be abolished. But if we cannot do this let us have a law that parties wishing to imprison poor men for debt should be compelled to pay the county charges during their imprisonment. This would put an end to the infamous practice. VERITAS.

"COMMON SENSE" ON THE FERRYBOATS.

TO THE EDITOR OF THE HERALD:—

I have been very much entertained with the long and rambling controversy in your columns as to the rights of women to the seats in what is called the "ladies' cabin" of our ferryboats, and also amused by the great misapprehension of the facts in the case as evidenced by the arguments of the female portion of your correspondents. They insist upon their "right" to the seats:—"There is a gentlemen's cabin; why don't the men stay in there?" "If they are permitted in the ladies' cabin why don't they stand until every female is seated?"

Now, I will inform all these writers that the words "Ladies' Cabin" do not mean that the side of the boat on which they appear is for the exclusive use of women, but simply that it is the only cabin they are permitted to enter. If they want to cross the ferry they must keep to that side of the boat, and it is absurd to suppose the words mean anything else, for by whom are the ferryboats mainly supported? Not by women, surely. Count the passengers on a ferryboat in the crowded portion of the day—the time when the seating accommodations are inadequate—and you will find from eight to ten gentlemen to one female. Is one-half of the boat to be set aside for the use of one-eighth of the passengers?

In no country in the world have females been treated with greater courtesy than in this, and the result is that as a class they are completely spoiled. The average female is much like the average child. As a father, when my boys begin to act as though the world revolved around them, I find a little rough treatment has a very beneficial effect. So with women.

There was a time when no woman, young or old, rich or poor, fair or plain, stood up anywhere with me seated. But the cry of "right" has disgusted me, and my courtesy applies now only to old ladies, women with infants in their arms, or those carrying bundles. If every gentleman will adopt my plan, the time may come in the near future when "Thank you!" will be heard more frequently than now. COMMON SENSE.

CAUSE AND EFFECT.

TO THE EDITOR OF THE HERALD:—

I beg to thank your "Complaint Book" for the promptness with which the block in Twenty-second street, between Seventh and Eighth avenues, was cleaned and the ashes removed, the same having been done on the very day that the complaint appeared in your columns. ANTI-DIRT.

TO THE EDITOR OF THE HERALD:—

The timely admonition of the HERALD had its due effect in stimulating the Street Commissioners to an unwonted alacrity in making repairs at the corner of Eighth avenue and Fourteenth street. Could they not be persuaded by the same influence to extend their efforts to Greenwich avenue, adjacent to the more fashionable quarter of Fourteenth street. The sewage of that street is defective, and those obliged to pass through that street can testify both by their olfactory organs and visual observation that the $2,000 per diem might be wisely expended in repairs before the summer solstice engenders miasma and consequent sickness. For the sake of the poor children who inhabit this neighborhood do put in a plea in behalf of the innocents and resident taxpayers. C.

THE PARK LABOR PATRONAGE.

THE CONTROVERSY NOT YET DECIDED—PRESIDENT MARTIN'S VIEW OF IT.

The controversy in the Park Department as to the adoption of the system of assigning laborers, embodied in the resolutions recently passed by a majority of the Board of Commissioners, was not renewed at the meeting yesterday morning, and the question at issue between President Martin and the majority of the Commissioners consequently remains *in statu quo*. Under the existing system labor tickets are issued directly from the main office and bear the superscription of the Secretary. The laborer thus designated then reports to the Superintendent, who gives him another ticket assigning him to duty with such and such a foreman. The latter makes his returns on these tickets to the paymaster, who prepares the payroll in accordance with them.

At a meeting held on Wednesday, February 28, Commissioner Stebbins introduced a series of resolutions, the purport of which was to make such radical changes in the labor organization of the Park Department as amounted to a complete revolution. Under these resolutions, which included the whole working force employed on the public parks, each Commissioner was empowered to issue labor tickets on his own responsibility, which tickets were to be sent directly to the paymaster, without the countersignature of the Superintendent, and upon the payroll thus made up the appropriation was to be disbursed. This, of course, rendered it possible for each Commissioner to become a centre of patronage, and also lodged considerable discretionary power in the hands of the paymaster, who, it is stated, is in the interest of Mr. Andrew H. Green, who is just now out of employment. President Martin thinks from the introduction of the resolutions by Mr. Stebbins, who was for many years associated with Mr. Green in the Park Department, that Mr. Green was manœuvring, through him, to obtain control of the patronage of the Park Department.

The resolutions were passed, and the President filed written objections to them, declaring that they were contrary to the bylaws of the department and in contravention of the statute creating the commission, and were therefore invalid. Mr. Stebbins also filed an opinion in which he disclaimed the construction put upon his resolutions by Mr. Martin. The wrangle bade fair to be long and bitter, when, by way of reconciling the contestants, Mr. Wetmore offered a resolution that the contested resolutions be referred to the Corporation Counsel, which was lost. At the meeting yesterday the question was talked over, and Mr. Martin suggested that, as the bylaws could only be amended by proposing changes at one meeting and ratifying them at the next, Mr. Stebbins should submit in writing