

Elk Advocate.

HENRY A. PARSONS, JR., Editor

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OUR WASHINGTON LETTER

Washington, D. C., Dec. 25, 75

DISCORD IN THE DEMOCRATIC PARTY—SUFFRAGE AND THE U. S. POSTAL RAILWAY MAIL SERVICE—CLAY THE GOVT. PRINTER—A CONVICT BARBOCK OR LEAVE THE STATE?—"TO BE MADE SPECIAL"—FRAUDULENT PENSION CLAIMANTS TO BE LOOKED AFTER.

There is a general complaint here among the disappointed applicants for offices of the Democratic Party in the New England, Middle, and a great portion of the Western States, in the selection of the officers and the formation of the committees of the House. Among the most disappointed members in the House, is Fernando Wood, the oldest member he having been in Congress twenty-five years ago. It is thought that Fernando will not have many receptions the coming session, so disgusted is he with condition of things. It is understood that Kerr, in the formation of his committees, had an eye to being the next Democratic candidate for President. It is certain now that in order to get the nomination, he will have to reconcile his disappointed brethren.

General Babcock has arrived and had an interview with the President, and is now attending to his private business. It is thought that he will ask the President to relieve him of his duties until the result of his trial is known.

Mr. Bangs, for several years Superintendent of the Railway Mail Service, will retire from the Department the first of January to engage in private business. We regret this very much as do all those who are acquainted with the very efficient services he has rendered the Government. The postal car system has been developed by him until it has become the most important part in the service in the rapid transmission of the mails. More recently he devised a plan for the development of this system accompanied by a great reduction of expenditures. We refer to the inauguration of the Express Mail between New York and the West. The plan was originally submitted to the three great railroads, the New York Central, Pennsylvania Central, and the Baltimore & Annapolis, and they contracted to carry the entire mail between the East and the West. No sooner was the arrangement completed than the three roads fearing that they should suffer from the prestige thus obtained by the New York Central, demanded that they be allowed to run an express mail on the same terms, and now the mail over the Pennsylvania route crosses the bridge at St. Louis, and is followed in five minutes by the express mail over the New York Central. This gain of five minutes is obtained at a cost of about \$250,000 a year.

One express mail a day was all that Mr. Bangs desired and it could have been managed so as to perform the same service in the same time in the West that is now performed by the three express mails. Yet Mr. Bangs is arraigned in the Chicago papers for the expense of a double service for which he is in no way responsible. Mr. Bangs has recently addressed a letter to the Postmaster General in relation to the receipts and expenditures of the three classes of mail matter and shows that the carriage of letters is performed at a net profit of over \$4,000,000 a year to the Department—of newspapers at a loss of \$7,000,000—express parcels at a loss of \$4,000,000. His theory is "to cheapen postage for the whole people by such an amendment as shall not increase the cost of the postal service in the transportation of articles in which comparatively few are interested as to nullify the proposed lower postage." And this he proposes to do by reducing the postage on all transient newspapers, magazines, unsolicited circulars, and prospectuses, and allowing all other parcels or express matter to be carried at the present rates. The postage on third class matter, averages eleven cents per pound, while the cost is over twenty cents. The average revenue from a pound of letters is \$1.45 and the cost is \$1.13. While the number of people interested in the letters and circulars is more than six times as great as those sending express parcels, it would seem as though his conclusion would be more logical if he had proposed an advance in the rates of third class matter sufficient to make its expenses, with a reduction on letter postage, by this change the greater number would be benefited. We have no doubt that the same success will attend Mr. Bangs in the new business in which he is about to engage.

Mr. A. M. Clapp, Superintendent of the Government Printing Office, seems much alarmed as to the permanency of his present position. The employing printers of Washington, who are paying ten cents less per thousand ems for composition than the Government Printing Office, will doubtless make war on him this year, showing that the government work is costing very much more than the same work would cost in private printing offices here, and it is due to them that they shall have the priv-

ilege of competing for all work not strictly Government. The prices paid for work at the Government Printing Office ranges from 20 to 100 per cent, more, with one or two exceptions, than are paid in any other place in the whole country. To illustrate: in Boston 40 cents per thousand ems are being paid for composition; in Parkersburg 30; in Philadelphia, 45, and in Washington 50. At the Government Printing Office 60 cents are being paid. The cost of living is very nearly as cheap in Washington as in any of these cities named, and the question naturally arises why the Union should insist on receiving so much more for their work here.

More than a year ago the Postmaster General assured by letter Mr. Hinkley, President of the Philadelphia, Wilmington & Baltimore Railroad that there would be less than fifty special agents of his Department appointed. It appears now that there are one-third more agents on the roll than he proposed. To keep on good terms with the Railroad President, he has checked off, from the list of special agents sent to Mr. Hinkley, several special agents on the Pacific slope, some Western States and the Territories, to bring the number within fifty. So, therefore, it appears that although the traveling pass of those special agents all railroads, steamboats and stages that carry U. S. mail, to carry them free, by direction of the P. M. General, they will be subjected by this Railroad, at least, to the mortification of being refused.

It has been said that Mr. Dyer, District Attorney against the whisky ring, would in St. Louis, has said that he would convict General Babcock or leave the State. It is strange that any public officer should attempt to so prejudice a case as to anticipate publicly the conviction of a man. It has all along been understood that there is a disposition on the part of St. Louis people to convict, if possible, any person charged with complicity with the whisky ring, and to that end the country may not be surprised to learn of foul means being used in the prosecution of these cases. If this declaration of Mr. Dyer is a sample of the feelings of the court and the people of St. Louis, against those indicted, it is questionable whether in the interests of justice, the State would not be benefited by Mr. Dyer leaving it.

The postmaster-general has authorized a dead letter office auction sale in Washington, commencing on the 17th of January next.

George Ellis, alias George Stone, a masked burglar, has been sentenced in Utica, New York, to eighteen years in the penitentiary.

The United States survey of Lower California reports that mineral wealth is truly wonderful, and embraces rich deposits of gold, silver, iron, copper, antimony, alabaster, etc.

Dispatches report the sinking of the steamer Mary Miller, above Vicksburg. She left New Orleans for the Ohio a week since with four hundred tons of sugar and molasses. She has since been raised and the cargo will be partially saved.

Buffalo, New York & Philadelphia R'y

On and after November 28th, 1875, and until further notice, trains will leave Buffalo from the Buffalo, New York & Philadelphia Railroad Depot, corner Exchange and Louisiana streets, (Buffalo time) as follows:

U. S. MAIL, (daily except Sundays) stopping at Ebenezer 7:55 Spring Brook 8:05 Elma 8:11 Jamaica 8:17 Aurora 8:23 Wales 8:31 Holland 8:44 Protection 8:54 Arcade 9:05 Yorkville 9:12 Macias 9:19 Franklinville 9:27 Ichna 9:35 Hinsdale 10:10 Erie Railway 10:24 Ocean 10:35 Weston's 10:43 Portville 10:50 State Line 10:58 Eldred 11:11 Larabee's 11:20 Sartwell 11:25 Turtle Point 11:30 Fort Allegany 11:42 Liberty 12:02 P. M. Keating 12:30 Shippen 12:45 Exposition 12:40 P. M. Keating 1:10 Erie Railway 1:24 Ocean 1:35 Weston's 1:43 Portville 1:50 State Line 1:58 Eldred 2:11 Larabee's 2:20 Sartwell 2:25 Turtle Point 2:30 Fort Allegany 2:42 Liberty 3:02 P. M. Keating 3:30 Shippen 3:45 Exposition 3:40 P. M. Keating 4:10 Erie Railway 4:24 Ocean 4:35 Weston's 4:43 Portville 4:50 State Line 4:58 Eldred 5:11 Larabee's 5:20 Sartwell 5:25 Turtle Point 5:30 Fort Allegany 5:42 Liberty 6:02 P. M. Keating 6:30 Shippen 6:45 Exposition 6:40 P. M. 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