

POSTAL REFORM.

Stopping Off Too Many Postal Routes.

Washington Special Cincinnati Commercial. Some reformers in their zeal to go farther than others not less disposed to do right, yet cooler and more deliberate in their action—sometimes commit errors and have to retrace their steps. This is likely to prove true in regard to the reforms which Postmaster General James is attempting, more especially as regards his intention to make the department self-sustaining. This is a new idea. It has never been realized or even attempted before in practice. The principle heretofore has been that the letter carriers must keep pace with the immigrant and settler. Though there would be an apparent deficit in the balance sheet, it would be more than made good by the development of the country, toward which mail facilities so materially assist. Probably the essence of the policy of the department, as hitherto observed, may be expressed by saying the true intent and purpose of the postoffice is to carry the last letter to the farthest settler. Of course there must be certain qualifications; but herein the true principle is contained. When abuses are found to exist, correct them. The principle, and no part thereof, should be sacrificed. The country has cheerfully acquiesced in this, and never complained that there was an annual deficit. It was next asked to have the department self-sustaining. It will demand that it be not self-sustaining, if to do it the mails of the people in sparsely settled districts must be cut off. If for any reason it still be maintained that the self-sustaining rule must prevail, there will be a very general demand that the reduction of mail facilities and costs be universal in the old and popular routes as in the new and thinly populated regions. In such a contest the postmaster-general would find himself at a disadvantage. Congress, if necessary, would define him his duty as either to insure mails to the distant regions, even at the sacrifice of the self-sustaining idea, or, if that idea must be kept up, the reduction of expenses shall be over the whole country alike, the heaviest where it could be the easiest borne, to wit, on the old and most popular routes. The total suspension of a weekly or a tri-weekly mail on the frontier or in the thickly populated parts of the old states, is not less onerous on the people affected than would be a corresponding reduction in the great routes, viz: between Washington and the great cities, or on the great lines between the seaboard and the west. Mr. James is likely to have to deal with the demand that the reduction be pro rata, or on some other principle, not altogether just, perhaps, which is liable to grow out of the antagonism which his zeal may create. The representatives of the sparsely settled regions—and this means to a considerable extent the entire south, as well as the new west, where the reformer's knife is cutting deepest and the effects are already beginning to be felt most, will feel that they have a battle to fight, and next winter will come prepared to fight. Under no circumstances will mail facilities be yielded from motives of alleged economy. While insisting that frauds and abuses shall be dealt with, mails they will have. It will be maintained as a settled fact, if the country is not going to furnish mails the public lands will, materially, cease to be in demand, and development will be seriously affected. Under this head absurd claims will be preferred, as in the past, and unjust complaints will not be made. There is reason for every honest man to differ as to what are and what are not abuses in mail routes, as well as continuing old ones. What don't pay directly in dollars and cents may nevertheless be very important, and should be encouraged—not cut off. Some will go so far as to maintain that frequently mail contracts ought to be given to encourage steamboat and mail lines where otherwise they would not exist, because these in course of time assist to the development of self-sustaining or even profitable routes. If there were to be no non-paying routes the postoffice department would be of small account to a very considerable portion of the people. Said Senator Ransom, of North Carolina, in substance, at the postoffice department a few days ago: "If you persist in putting off mail routes in my state, as you have been doing, because they do not pay, I shall demand that you cease your free delivery in cities."

Here is the foreshadowing of the fate of the contest that is so common. "What is the just source of complaint is that extravagance and, perhaps, dishonesty have come to exist in the mail service, as I believe it has in nearly every department. Cut them off, not it out, but cease your efforts to make the department self-sustaining. The people, who pay the expense, don't want it, quite the reverse." This was said by another when protesting against the extension of a star which had shown on his section, Senator Ransom, of whom I have already referred. I don't know what, perhaps, had occurred to some of them, that the mail service of the country, so long as so much of the territory remained unsettled, never had been, never could be, and never should be made self-sustaining, and that it was a totally wrong principle when applied to that branch of the government.

It is already evident that Mr. James, if he goes ahead with his self-sustaining idea, has a battle of no common proportions on his hands. First of July will witness the execution of the orders of suspension in a very great number of cases. After that will come the protests. By the time congress assembles, the prospect is they will become an avalanche. This is independent of any question concerning star-route management, the government may have on its hands now. It is not to be doubted, however, that it will be difficult to prevent the two mingling in the popular mind at least, if not in the courts. I believe the department already realizes something of the magnitude of its undertaking, perhaps more sensible now than it did at first. Perhaps it may not be so just at present, but it will not be long when the question will be whether to go on or stop.

It cannot be much of a question even now what is going to be the manifestation of public opinion in the country on the subject at large. The idea of making the postoffice department self-sustaining, would undoubtedly be a good one if practicable. It is, however, a taxing one when the way to do it comes to be considered. Perhaps Mr. James has gone to the bottom of it. If so he is the first man.

GRANT AND GARFIELD.

How They Met and Were Received at Long Branch.

Correspondence Philadelphia Times. For three days Mr. Garfield had lived just across the drive from Mr. Grant, and Mr. Grant had lived just across the drive from Mr. Garfield. It was exactly the same distance from the cottage where Grant was to the hotel where Garfield was, as from Garfield's hotel to the Grant cottage, and the distance either way was too great for either to travel. It was, however, just about the right distance for a man to see without glasses, and it is well known to every man, woman and child in this place that ex-President Grant spent the greater part of his daylight time behind the window shutters of the house trying to see what President Garfield was up to across the way. At this identical time President Garfield occupied the eligible position behind the window shutters of the Elberon hotel, and he was closely watched every suspicious movement of the ex-silent man across the avenue. The strain of all this upon imaginative people here was simply awful. It would have been a great relief if one great man would have dared the other great man half way; it would have been still more so if Garfield had gone out into the middle of the road and strutted around with a chip on his shoulder, or if Grant had dared Garfield to come inside the fence, or if anything in the world could have happened it would have been very pleasant to the expectant crowds who daily hung around to see fair play.

But the meeting finally occurred. The great president and the great ex-president got tired glancing at each other through the window shutters. The president went out to ride and the ex-president went out to walk, and they met unaccountably encountered each other. It was one of those mornings when Grant had forgotten to take his pistol from under his pillow and put it into his pocket, and as he felt around under his coat-tails for it he turned white and began to wonder if he had left his will in his Mexican railroad and the third term in good order. He felt certain Garfield would get the drop on him, and he regarded complacently, as a brave man can, the closing moments of an eventful life. He did not know that Garfield had mislaid his Bowie-knife and was not near enough to the president to see that he turned pale at the discovery. This was a situation for two men whom the newspapers and the gossips had got into a temper to chew each other in pieces. They had finally met and neither had a weapon. There was not even a club or a stone within reach. A score or more spectators, who had assembled to gather up the fragments of the greatness after the fight should end, were breathless with fear. President Garfield looked at ex-President Grant and raised his hat; ex-President Grant looked at President Garfield and raised his hat; the one drove away; the other walked on, and the war was over.

THE DEAD WARRIOR.

Obsequies of Maj. Gen. Davidson of the U. S. Army.

St. Louis Post-Dispatch, June 29. The funeral of Maj. Gen. Davidson at 3 o'clock to-day was a memorable affair. The dead soldier had a host of friends in this city, men who had known him long and respected him thoroughly. Gen. Davidson has been colonel of the Second Infantry for a long time, and has endeared himself as much to his immediate military friends as to his general associates, and the mourning for his death is by no means confined to this city, but is felt over the whole country. Few men had a wider circle of personal friends and few deserved better the love and esteem in which they were held. The funeral at three o'clock this evening was held according to the beautiful rites of the Episcopal church, and an added solemnity was given by the presence of a large body of troops from the barracks, under the command of Lieut. Col. John Green, of the First Cavalry. The troops were formed at the Plum street depot, and were thence marched to the residence of Mr. Ben E. Walker, 1620 Chestnut street, where the body was lying in state. The Cavalry depot band preceded the troops, and the long line was strung out on Chestnut street. The music played was a very solemn dirge. The appearance of the troops was elegant and their marching superb. When 3 o'clock came the casket was placed in the hearse, wrapped around with the American flag, and the cortege escorted by the soldiers set out for Christ church, where the funeral service was pronounced. Thence the route was taken up to Bellefontaine cemetery, where the body was interred with the proper military honors and salutes. All of the officers of the barracks, and several accidentally passing through the city, were present to do honor to the dead warrior. The pall bearers were Gen. Thos. H. Neil, Gen. Sam D. Sturgis, Gen. A. Beckwith, Col. E. D. Baker, Major E. B. Grimes, Capt. Jos. A. Snyder, Capt. J. N. Wheeler, Capt. Bomus, all of the United States regular army. The other pall bearers were Gen. A. J. Smith, Major Henry S. Turner, Gov. Thos. C. Fletcher, Gov. John S. Cavender, Gen. John B. Gray, Gen. W. Noble, Col. Alton R. Easton, Capt. Silas Bent, Gerard B. Allen, Sylvester H. Ladin and D. H. Armstrong. The Mexican veterans' association, of which the deceased General was also a member, was present and walked with the cortege from the church, many of them accompanying the remaining to the cemetery.

CONKLING.

Continuation of the Drizzly Deadlock in New York Legislature.

ALBANY, June 30.—Conkling and Platt have not gained a man since the first week, but their forces are so completely under their master's control that only three have deserted. The rest, although becoming impatient and anxious to break away, dare not do so and boast, like the Old Guard, that they will never surrender. Dewey reached his highest numerical strength just when the Bradley bribery bomb was exploded. Right after that he gained two members, but has since lost four or five. His followers stick to him faithfully, but there are murmurs in the ranks, and the losses are more likely to occur here than among the Bucks. The friends of the other administration candidates, who have laid aside their own personal preferences to advance Dewey, say that he has been given a fair trial, that his election is proved to be an impossibility, and that he ought now to withdraw his name so as to give the others a chance to display their strength. His managers are as yet unwilling to allow this. They hope that the legislature will decide that the bribery charges are not proved. Then, they assert, there would be a general rally to this much-abused candidate. As, however, Dewey is a candidate, there is no prospect of the election of any other administrationist. The leaders EXPECT TO CHOOSE ONLY ONE ADMINISTRATION MAN.

The other place is conceded to the Bucks by common consent. This is the reason Wheeler's vote does not go above 50. If he should run up to 60 or more, Dewey's friends fear that the Bucks might make a break for the Lone Fisherman, knowing that his election would insure Dewey's defeat and permit them to name the Buck of their choice for the long term. Any other administration man who might be put forward for the short term would probably meet the same difficulty, so that Dewey's continuance of the fight is as much an obstacle to a successful termination of the contest as Conkling's.

IF THE LATTER WOULD WITHDRAW, it is generally believed that an election would take place immediately, but the same confidence in the result is not felt in the prospective retirement of Dewey. It is thought that the administration wing would be apt to split up in such an event. The rivalry between the candidates preventing as great concentration as now exists, a scattering of votes similar to what occurred on the short-term vacancy for the first two or three weeks would probably follow, although it is possible that a new man might elude up at once all the anti-Buck elements and secure a speedy election. The conviction that the prospective retirement of Dewey is in the position until Conkling and Dewey retire has started a flood of rumors to-day about compromises. They emanate largely from persons outside the legislature who want the matter settled, and are mere idle gossip which has no foundation of fact.

WYOMING—OREGON.

The Short Line From Granger to Portland.

Cheyenne Sun. There have been so many railroad projects of the air line order inaugurated in the west this season amid a blaze of newspaper headings that have either come to naught or are in a state of continued rest that the general reader is inclined to be somewhat skeptical, and to regard with misgiving all such announcements. But whatever doubts there are in regard to other Wyoming railroad schemes there is no longer any question about the speedy construction of the Union Pacific branch from Granger to Portland, Oregon. Mr. A. K. Nash, of the engineer department of the Oregon Short Line of the Union Pacific railway, was in the city yesterday and we obtained from him some facts in regard to this road. Under his direction twenty-five miles of grading is completed from Granger and in two weeks he will be ready to lay iron, except where bridges are being constructed over Han's Fork. Grading is also being pushed as far as Hodges pass, a distance of 45 miles from Granger. At this pass it is necessary to run a tunnel 1,000 feet in length and men are working at both ends, that is, they are driving headings from each end. It is the intention of the company to construct the line to Soda Springs this season—a distance of 150 miles—and surveying parties are out making locations and work is being rapidly pushed the whole distance. The preliminary survey of the entire route indicates that a very practical route can be located which will make the distance between Granger and Portland not over 950 miles. This road will pass through Snake river valley and along other streams, passing within 15 miles of Boise City, and will not encounter any serious engineering difficulties. As it is a broad gauge route there will be no breaking of bulk, and Granger station will not be as dangerous a rival to Green River City as some of its people might suppose. Indeed it may result to the advantage of the latter place. Evanston quite justly looks upon the new road with misgivings.

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