

An Eastern War Cloud.

The relations between the English Government and the King of Burmah are still unsettled. The news is so fluctuating and uncertain that it is hard to tell what is the exact state of affairs between the two countries. One day, war is declared to be inevitable. The next all the clouds are reported to be dissipated, and the sun of peace shines over both countries in full meridian splendor. It is very certain, however, that there is no lasting harmony between the two nations, although war is not desirable just now in Asia, and England especially does not want to fire a gun which, before the contest is closed, may be replied to by Russian batteries. The unpleasantness arises from two causes—disputed jurisdiction over a small strip of territory lying between the kingdom of Burmah and British Burmah, and from the geographical position of the former kingdom, which separates British Burmah from the Chinese empire. Recently a British expedition en route from India to the point of beginning for a commercial route to China was attacked by the Chinese forces and its leader murdered. An attempt was made to arrest the murderer, but he was protected and defended by the authorities of Burmah. No explanation or apology was given, and that is the open wound that still irritates and rankles in the minds of the British officials.

The kingdom of Burmah is not such a weak-handed opponent as is generally supposed. It has a population of 4,000,000, and the people are the most intellectual in that portion of India. Portions of its territory were easily dismembered by the British in 1826, and again in 1852, but within the last ten years Burmah has paid great attention to military matters. Her forces have been increased and the troops supplied with new style European arms and officered by Austrian and Polish generals. The contest, if one take place at the present time, will, therefore, not be quite one-sided, and the natives of British Burmah may possibly side with their dusky brethren and thus place the English between two fires. It is important that England should have permission to cross Burmah into China at this time, when Russia is beginning a new series of operations on the Amoor River, and it can be secured in no other way. The trouble may end by the whole of Burmah falling into the hands of England, and being incorporated with her Indian possessions.

The Beecher-Tilton scandal case has terminated in a mistrial and the jury has been discharged. The statement is made that the vote stood three for conviction and nine for acquittal. Under all the circumstances, this result must be considered a victory for the plaintiff, and Mr. Beecher has virtually been found guilty of the offence with which he was charged. Loeder is to be tried for perjury, and Moulton defies the Beecherites to indict him. In fact, he courts it.

Patents issued by the Patent Office to the citizens of South Carolina, for the week ending July 2, 1875; furnished for the PHOENIX, from the office of J. McC. Perkins & Co., 513 Seventh street, Washington, D. C.

163,915. Stations for submarine telegraphs. Robert F. Bradley, Moffettsville, filed March 29, 1875. In ocean telegraphy, a station for placing intermediate points in communication with the land termini, constructed of a hollow sectional column, which is supported on a universally-jointed base-plate and anchored, by stay-chains or cables, to stay-plates secured by stakes, for carrying the branch cable from the main cable to the surface substantially as and for the purpose set forth.

164,174. Bog-boots for animals. W. Jacobs, Charleston, filed March 29, 1875. A bog-boot for animals, whereof the upper is composed of two side pieces, A, front piece B, and heel stiffening C, and provided with the fastening-straps D and loops E, substantially as specified.

INQUEST IN THE BOND CASUALTY.—The inquest in the case of the aged white man named Bond, killed on the South Carolina Railroad, near the 39 mile-board, on Wednesday, was resumed and completed at the coroner's office, yesterday. The conductors and other persons connected with the outgoing and incoming trains were examined, and in their depositions stated substantially what has been published in reference to the casualty, completely exculpating the South Carolina Railroad Company and its employees. When the remains were sent home to the son free transportation was furnished, and they were enclosed in a handsome coffin provided by the company.

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Mr. Editor: Friday we had a pleasant entertainment at the close of the year of study at the Ursuline Institute, in the usual way, and the Convent pupils proved that they had been students, not in name only. Misses Daisy and Nell Aldrich, Lilly Lynch and Mary Clarke distinguished themselves in music on piano, guitar and harp. Many other names were often mentioned with honor in their respective classes. The pencilings and paintings which hung upon the walls testified to fine taste and culture, and the various specimens of needle-work showed talent and industry, proving there were few hours of idleness spent by the young ladies during the past year. The system of education given in the Convent is very thorough, embracing, with the curriculum of studies usual in a first class institute, those lessons of domestic economy so necessary to home comfort and health. The grounds surrounding the Convent are spacious, and afford ample room for open air exercise, which, judging from the fine and healthful appearance of the students, they know well how to enjoy.

J. L.

LOEDER AS A BLACKMAILER.—The Boston Globe prints a letter from Mr. W. H. Morey, a gentleman of standing in that city, concerning Loeder, whose recent affidavit is made public after the close of the case for the defendant in the Beecher-Tilton case. Mr. Morey writes that he knows Loeder too well, and continues: "During the year 1868, Mr. Joseph Loeder came to Boston and established a small upholstery store in one of our principal streets, and for six months did a moderate business. He was a good workman himself, and his employees were also good and apparently understood their trade. About this time a lady, living and moving in the best South-end society, wanted something done to her lambrequins, sent for Loeder, she having previously heard of him and his expertness in the trade through a friend of hers. Mr. Loeder came, estimated the probable cost, and set the day on which he should call for them. Everything so far was perfectly satisfactory.

Meanwhile this young lady's brother, who had been absent for many years, unexpectedly returned, and on the very day, as it happened, that Mr. Loeder was to call for the curtains. Of course he saw their affectionate embraces, for this brother had always loved his sister, and she was rather demonstrative in her actions toward him, since she had not seen him for many years. The curtains were finally repaired, and Mr. Loeder received his pay, and for three days nothing was heard of him. At the expiration of that time a letter came directed to this lady, and was postmarked Boston. On opening it, and glancing at the signature, she was greatly surprised to see Mr. Loeder's name. The letter run thus:

My Respected Mrs. M. W.—DEAR MADAME: You will feel surprised in hearing from me again, particularly through a letter. Nevertheless I feel it my duty in calling your attention to the fact that while working at your house I noticed many un ladylike demonstrations on your part toward that gentleman. I thought it very improper at the time, especially as you were a married lady. Unkind as it may appear, I feel it my duty to warn your husband, unless you immediately inclose \$100 to my address.

JOSEPH LOEDER.

The letter, being shown to the husband and brother, nearly caused Mr. Loeder to get the top of his head shot off, but finally both gentlemen were persuaded to a milder course. Mr. Loeder was visited, told how wrong he was, made to retract his unjust accusation and finally to leave the city for good.

SUNDAY.—The following ordinance, we are requested by Chief Nixon to say, will be rigidly enforced hereafter: AN ORDINANCE FOR THE BETTER OBSERVANCE OF THE SABBATH DAY.

SECTION 1. Be it ordained by the Mayor and Aldermen of the City of Columbia, in Council assembled, That from and after the passage and promulgation of this ordinance, any merchant, shop-keeper or vendor of wine, spirituous or malt liquors in any quantity, either under a tavern or retail license, who shall keep his, her or their store, shop, bar-room or saloon open for the transaction of business on the Sabbath day, shall be subject to a penalty of not more than forty-five dollars, nor less than twenty dollars, at the discretion of the City Council of Columbia, for each and every violation of this ordinance.

SEC. 2. And be it further ordained, That any person who shall publicly work or labor, or employ any other person to do so, on the Sabbath day, (except in cases of emergency,) shall be subject to a penalty of ten dollars for each and every offence.

The Washington Chronicle takes consolation in anything that comes handy: "That the Republican party needed a sudden rousing to drag it forth from its fancied security, no honest-minded Republican will deny; and that there is a tidal wave setting in the opposite direction, however, is plainly evinced by the recent election in some of the Eastern States, and although we cannot as a party expect to regain at one grand stride the ground we have in our apathy lost, we have at least learned one salutary lesson, that we have a wily foe to deal with—one whose vigilance is the most commendable trait in his character, and who will make a desperate fight to maintain his hold upon his hardly gained position."

Mr. Henry T. Crumpton died of Bright's disease, at his residence near Ridgeway, last Monday. Mr. C. was about fifty years of age at the time of his death.

Spartanburg will shortly have gas works.

THE RECENT CONVENTION IN NEW YORK.—ADVANCE OF FREIGHTS.—In pursuance of a call made by the New York commission the 10th of June, inviting the managers of railroads and steamship lines interested in Southern and South-western business to meet that commission in New York, on the 22d of June, in order to devise methods for the adjustment and maintenance of rates, a number of persons interested met the commission at the office of W. R. Garrison, chairman, 5 Bowling Green, on that day.

R. R. Bridgers and A. Pope represented the Atlantic Coast Line; Geo. W. Quintard and B. Hasell the Great Southern Freight Line via Charleston; Henry Fink and C. E. Evans the Virginia and Tennessee Air Line and Great Southern Dispatch and Old Dominion Steamship Company; J. N. DeBarry, F. M. R. Talcott and Sol. Haas the Piedmont Air Line; Virgil Powers, Wm. Rogers and Geo. Yonge the Great Southern Freight Line via Savannah; W. L. James the Philadelphia and Southern Mail Steamship Company, and W. P. Clyde the Clyde & Co. Steamship Lines. R. R. Bridgers was appointed Chairman, and Geo. Yonge Secretary. It was stated that the rates were being generally cut, and it was desirable to establish rates that would be maintained. A sub-committee was appointed to report rates for the action of the convention.

The sub-committee reported a resolution that with concurrent action of the Green Line and all competing lines, they recommend the adoption of the tariff and classification of May 12, 1873, from all Eastern cities to Chattanooga, Tenn., and to all competing points in the Carolinas, Georgia and Alabama.

On motion of Mr. Fink, it was agreed that the Boston rates of August 29, 1874, be adopted to Columbia and Augusta, and that Charlotte rates be made the same as to Columbia and Augusta.

Resolutions were offered and adopted as follows: By J. N. DeBarry, that the acceptance of the rates be conditioned upon the action of each of the railroad companies and steamship lines competing for business agreeing to maintain the same in good faith, and in the event of any line declining to protect these rates, then the other lines to take such discriminative action as will protect the same. By Gen. W. L. James, that all deviations, whether by drawbacks or failure of any of the lines represented to prevent the use of combined locals, shall not be permitted without the authority of said commissioners.

Another meeting was held at the St. Nicholas Hotel on Thursday, the 24th, at which S. L. Fremont and C. H. Roberts represented the Carolina Central Railroad, and M. H. Smith the Louisville, Nashville and Great Southern or Green Line. It was agreed to adopt the following rates until amended by future conventions: To all points beyond Augusta the rates and classification of May 12, 1873, with the exceptions adopted April 16, 1875; to Charlotte, Columbia and Augusta, the Augusta rates of the Boston convention, August 29, 1874, and similar classification as beyond Augusta; that no agreeing line shall disturb these rates, but shall report violations or evasions to the New York commission for its action; the agreement to be binding until one different be entered into in the general convention, to meet under the call of the Hon. Joseph E. Brown, President of Atlanta convention of January 30, 1875; the rates adopted by the convention to take effect at once by the lines represented, and by the Louisville line July 1. Each line is to name a representative to act in the interval between the meetings of the general convention. The meeting adjourned to meet in Atlanta on the 30th ultimo, to arrange a settlement with the Carolina Railroad, which was not represented in the New York convention.

The rates from Baltimore under the new schedule, which goes into effect today, for the six classes of goods, are to Charlotte, Columbia or Augusta, first class, including dry goods, clothing, boots and shoes, &c., \$1.05; second class, 90 cents; third, 75 cents; fourth, 70 cents; fifth, 55 cents, and sixth, including flour, bacon, sugar, molasses, &c., 40 cents. Macon and Augusta, \$1.60, \$1.30, \$1, 85 cents, 75 cents and 55 cents. It is difficult to determine what have been the lowest rates at which freight to those points has been taken during the war between the lines, which has been waged since last February.

During the deliberations in New York, Moncure Robinson, Wm. T. Walters and B. F. Newcomer, of Baltimore, were present in the interest of the Atlantic Coast Line, which extends from Baltimore to Augusta and beyond, including the Old Bay Line, the Seaboard and Roanoke, Wilmington and Weldon, and Wilmington, Columbia and Augusta Railroads, and has also a connection in the Baltimore and Wilmington Steamship Line. The Piedmont Air Line includes the Baltimore and York River and Powhatan Steamship Lines, connecting with the Pennsylvania Company's Southern railroad system. All of the lines out of Baltimore, except that to Charleston, were represented in New York.

CRUELTY TO ANIMALS.—The effect of the recent organization of the society for the prevention of cruelty to animals, in Charleston, shows itself in the interest manifested everywhere in its success. Orders have been issued by the City Railway Company that no more than a specified number of passengers will be allowed on each car. To those who have witnessed with pain the struggling of the street-car horses with a load of fifty or sixty passengers, this reform will be hailed with pleasure.

The story of the flood in France loses nothing in the telling. The number of people drowned in Toulouse alone is now put down at 2,000. We do not recall any calamity in modern times that will compare with this.

CITY ITEMS.—To-day being the 4th of July, a general observance will be had to-morrow, the 5th. Therefore, no paper will be issued from this office on Tuesday.

What the girls say: "A thing of beauty is a boy forever."

Now that the commencements are over, what?

Deaths in Columbia for the week ending July 3, 5—whites 2; colored 3.

The weather has been cooler since the rain, and dust is down for awhile.

Tuesday, Judge Carpenter will convene the Court of General Sessions in extra session.

The rain of Friday night was hailed with delight by planters, gardeners and city folk.

We learn that there was a heavy fall of hail about seven miles above Columbia, Friday night.

Those partly made dress shirts at Wm. D. Love & Co.'s are the cheapest garments of the kind ever offered—only \$15 a dozen.

The suspension of the South Carolina Bank and Trust Company, we learn, will not affect the other banking houses in this city.

The adjourned meeting of the Phoenix Axe, Hook and Ladder Company will be held Wednesday evening, the 7th, instead of Monday, the 5th.

Wm. D. Love & Co. have concluded to continue their bargain counter all next week, commencing on Tuesday, the 16th instant.

Mr. W. H. Gibbs has been appointed by the Citizens' Committee of Twenty-five to make collections from the citizens to pay the expense of litigation with the City Council.

Mr. J. H. Altee's horse run off with his wagon, yesterday, about the time the storm came up. The wagon was turned over, the springs broken, and the horse slightly injured.

Terrific results from the "thunderbolt" will be felt this week—we mean the one Perry & Slawson advertise. We think all their new cigars are entitled to this name, from the manner in which they have struck every smoker's fancy.

The filling in the old well in front of the store of F. B. Orchard & Co. sunk several feet during the storm yesterday. This is a dangerous spot, and the city authorities should see to it that the covering be made substantial and permanent.

The active and contributing members of the Richland Rifle Club will meet promptly at the Charlotte, Columbia and Augusta Railroad depot, at 5 P. M., today—active members in full uniform, with arms, accoutrements, epanettes and gloves. The roll will be called at 5 promptly.

Whoever is needing goods for their families, should visit the store of Wm. D. Love & Co. all next week. They are almost giving their goods away.

KILLED.—A colored girl, about twelve years of age, was killed on the South Carolina Railroad, near Kingville, on Friday last, by being run over by the train. We learn that the girl was idiotic, and had been in the habit of playing and walking on the track, near which she lived. Those in charge of the train are exempt from condemnation, as it was impossible to avert the casualty. This is another lesson to parents who permit their children to frequent railroad tracks and depots.

STORM.—A terrific storm passed over Columbia about 7 o'clock, last evening. The flashes of lightning and peals of thunder followed each other in rapid succession, and was blinding and deafening. The rain fell in torrents for twenty or thirty minutes, and continued in a light fall until late in the evening. The close, warm morning was considered the forerunner of a storm. The lightning is believed to have done some damage in the vicinity of the city, but we have not heard positively. The store of Mr. J. Meighan was injured by the storm, and the rain poured in, but no damage was sustained to the stock.

HO! FOR AUGUSTA.—The Richland Rifle Club will leave Columbia, this evening, at 5 1/2 o'clock, and will arrive in Augusta at 10 P. M., via the Charlotte, Columbia and Augusta Railroad. They will be received at the junction of Reynolds and Washington streets by Oglethorpe Infantry, Company A, and escorted to the hall of the latter, where they will partake of a collation. Afterwards they will be escorted to their quarters at the Central Hotel. The club will probably return home Monday night, so as to afford the members opportunity to resume their business engagements Tuesday morning. Active and contributing members are requested to meet at the depot at 5 o'clock, railroad time.

RELIGIOUS SERVICES TO-DAY.—St. Peter's—Rev. Father Quilter, first mass, 7 A. M.; second, 10 1/2 A. M.

Trinity—Rev. P. J. Shand, Rector; Rev. J. H. Stringfellow, Assistant; 11 A. M. and 6 P. M.

Washington Street—Rev. A. Coke Smith, 11 A. M. and 8 P. M. Sunday School, 9 A. M.

Marion Street—Rev. W. D. Kirkland, 11 A. M. and 8 P. M.

Lutheran—Rev. R. W. Bodenbaugh, 10 1/2 A. M. Sunday School, 5 P. M.

Baptist—Rev. A. B. Woodfin, 11 A. M. Rev. J. W. D. Creath, 8 1/2 P. M. Sunday School, 9 A. M.

Preaching at Hibernian Hall, over Agnew's store, at 5 o'clock P. M., by Rev. D. B. Clayton. Subject—Rich man and Lazarus.

THE CONVENT.—The commencement exercises of the Ursuline Institute were reported in yesterday's PHOENIX. The following list embraces the awards:

Misses Lilly Lynch, Daisy Aldrich, Nell Aldrich and Mary Clarke for "proficiency in Christian doctrine and sacred history."

Honors awarded in the classes of orthography, diction, English grammar and composition, rhetoric, logic and writing to Misses Daisy Aldrich, Lilly Lynch, Mary Clarke, Nell Aldrich, Carrie Aughtry, Adele Kennedy, Julia Dunn, Hattie Ellerbe, Ida Calnan, Mary Dunning and Mary Howell.

Honors awarded in the classes of modern history and geography, physical geography, botany and chemistry, familiar science, plain sewing and needle-work, to Misses Daisy Aldrich, Nell Aldrich, Lilly Lynch, Mary Clarke, Adele Kennedy, Hattie Ellerbe, Ida Calnan, Carrie Aughtry, Annie Carpenter, Nelly Kennedy, Mary Dunning and Mary Howell.

Honors awarded in the classes of mental and natural philosophy, physiology and conchology, Lilly Lynch, Daisy and Nell Aldrich, Mary Clarke, Carrie Aughtry and Hattie Ellerbe.

Honors awarded in the classes of ancient history and geography, mythology, astronomy, chronology, classical biography and geology, Daisy Aldrich, Lilly Lynch, Nell Aldrich, Mary Clarke, Carrie Aughtry, Hattie Ellerbe and Adele Kennedy.

Honors awarded in the classes of arithmetic, tables and abbreviations, book-keeping and algebra, to Lilly Lynch, Daisy Aldrich, Mary Clarke, Carrie Aughtry, Julia Dunn, Nell Aldrich, Hattie Ellerbe, Adele Kennedy, Mary Dunning, Ida Calnan and Mary Howell.

Honors awarded in the classes of French, Italian and Latin languages, Misses Daisy Aldrich, Lilly Lynch, Nell Aldrich, Mary Clarke, Mary Dunning, Adele Kennedy and Ida Calnan.

Honors awarded in the classes of crayon drawing, painting, embroidery and fancy work, Daisy Aldrich, Adele Kennedy, Mary Clarke, Nell Aldrich, Carrie Aughtry, Nelly Kennedy, Mary Dunning, Annie Carpenter, Fracencia Carroll and Marion Stevenson.

Honors awarded in the classes of instrumental and vocal music, Lilly Lynch, Daisy Aldrich, Mary Clarke, Nell Aldrich, Adele Kennedy, Mary Dunning, Ida Calnan, Fracencia Carroll, Hattie Ellerbe and Nelly Kennedy.

Honors awarded in the classes of domestic economy, culinary department and laundry:

Culinary—Best made coffee—Nell Aldrich and Carrie Aughtry; best made tea—Adele Kennedy; best made soup—Hattie Ellerbe and Carrie Aughtry; best roast beef—Nell Aldrich and Carrie Aughtry; best boiled ham—Hattie Ellerbe; best made bread—Lilly Lynch and Daisy Aldrich; best made pastry—Carrie Aughtry and Nell Aldrich; best pound cake—Daisy Aldrich; best silver and gold cake—Lilly Lynch; and Mary Clarke, best sponge cake.

Laundry—Best washed merino—Lilly Lynch; best starched and ironed collars and cuffs—Hattie Ellerbe; best done up laces and muslins—Daisy Aldrich and Mary Clarke; best cleansed silk and ribbons—Lilly Lynch and Julia Dunn.

Honors of excellence—conduct, politeness, diligence, order and application. First class—Misses Daisy Aldrich, Lilly Lynch, Nell Aldrich, Carrie Aughtry, Mary Clarke, Hattie Ellerbe. Second class—Adele Kennedy, Mary Dunning. Third class—Ida Calnan, Julia Dunn, Fracencia Carroll, Nelly Kennedy, Annie Carpenter.

Politeness.—First class—Nell Aldrich, Mary Clarke, Hattie Ellerbe, Carrie Aughtry. Third class—Ida Calnan, Adele Kennedy, Mary Dunning and Julia Dunn. Fourth class—Annie Carpenter, Fracencia Carroll, Nelly Kennedy.

Testimonial awarded to Miss Daisy Aldrich for excellency in the first class of the English department, languages and music, as well as for exemplary conduct and the practice of those virtues which should adorn a Christian young lady.

Miss Minnie Holmes Dennison deserves honorable mention for her lady-like deportment and exemplary conduct during her short stay in the institute.

Miss Marion Stevenson merits commendation for her observance of rules during the short time she has spent in the institute.

HOTEL ARRIVALS, July 3.—Mansion House—A. J. Witherspoon, La.; Chas. T. Ligon, F. T. Miller, J. H. Kinard, Dan. Ligon, W. H. Casson, Jr., J. K. Jilison and family, Andrew Crawford, Miss Mamie Ivey, city; A. G. Clarkson, R. Singleton, Mrs. A. Clarkson, S. C.; G. T. Reid, G. & C. R. F. C. Mann, Boston.

LIST OF NEW ADVERTISEMENTS.—Perry & Slawson—"Thunderbolt." Roach & Drennan—Barbecue. Jacob Levin—Gas Light Bills for June. Palmtoet Steam Fire Engine Company.