THE NEW ORLEANS DAILY DEMOCRAT.

OFFICIAL JOURNAL OF THE STATE OF LOUISIANA AND OF THE CITY OF NEW ORLEANS.

VOL. II--NO. 336. NEW ORLEANS, MONDAY, DECEMBER 3, 1877. PRICE, FIVE CENTS.

CAPITAL NOTES.

ANNUAL REPORT OF THE SECRETARY OF THE NAVY.

Important Review of Our Foreign Commerce—Recommendations as to Our Merchant Marine.

WASHINGTON, Dec. 2.—The Secretary of the Navy, in his annual report, gives the number of vessels in the navy, as follows: Sixty-seven steamers and twenty-three sailing vessels, six torpedo and twenty-six tugboats. The report contains a statement of the different squadrons and by whom they are commanded, and a full statement of the condition and strength of the navy, which is necessary to enable Congress to adjust the appropriations to the necessities of the service and the condition of the treasury.

There are twelve iron clads at convenient places in fresh water as will hold them in employment when needed. In the list of vessels in active service, in ordinary, undergoing repairs are mentioned the Colossus, now on the stocks at New York, so decayed (having been built of white oak timber) as not to be worth completing. The Massachusetts is in the same condition at Kittery, as also the Oregon at Boston.

The wreck of the Huron is alluded to, and the Secretary will make the report of the board to investigate the cause of her unfortunate loss the subject of a special message to Congress when the result is ascertained. The Connecticut and Pennsylvania are at Boston; the Iowa and Susquehanna at New York; the Congress, Kansas and Sabine at Kittery; the Worcester and Shawmut at Norfolk; the Saco, Nyack and Ozone at Mare Island, and the Frolic at Washington.

The New Orleans, at Sackett's Harbor, is also mentioned as so much decayed as to be unfitted for repairs or completion. The Rio Bravo was sent up the Rio Grande river more than a year ago, and is anchored at Browsville, from which place she cannot proceed either up or down the stream in consequence of the shallowness of the water. She can therefore only render such assistance to that exposed frontier as could be afforded by a local fortification with the same number of men and guns, and by transferring men for military service on shore in case of necessity.

The active list of the navy is composed of 829 officers of the line, 594 officers of the staff, and 249 warrant officers. The retired list is composed of 135 officers of the line, 103 officers of the staff, 27 warrant officers, and 4 professors of mathematics.

There were in service on the 24th of November, 1877, 702 enlisted men and boys.

An active navy, the report states, is a positive necessity, but the main difficulty is in deciding upon the point of efficiency to which it is expedient and proper to carry it. The leading nations in Europe have such close political relations that the fear of disturbing the existing balance of power is constantly communicating itself from one to the other, and thereby each is influenced to keep itself in readiness for any military or naval exigency that might arise. Hence the necessity for large standing armies and extensive navies. But what they may do or not do as regards their intercouse with each other, whether in peace or war, does not directly concern us as a nation, and yet has such an indirect relation to us, as one of the great powers of the earth, that our policy must in some degree be influenced by theirs.

Our situation about midway between Europe and Asia forbids any immediate or direct interference by the United States with the affairs of the nations possessing either of those continents, nor is it reasonable to expect that, occupied as they are and are likely to be for many years to come, with questions that seem inseparable from their relations with each other, that they will find it to their interest to adopt an aggressive policy towards us.

We may safely adopt such a course, therefore, with reference to our navy as is dictated by our own domestic relations alone, separated as they are, except by commercial intercourse from those of all other nations, and constantly increasing capacity to become one of the leading commercial nations in existence.

Our national pride, and our agricultural productions, the basis of our prosperity, exceed those of any other country, and are increasing in many ways. Our condition is a controlling one, both as regards our example and the necessity of other nations being supplied by our industries.

Not only have we given respectability to labor, but in various ways we have increased its productiveness and value. In the mechanic arts we are unexcelled, our mineral wealth is inexhaustible, and already its vast importance is recognized. In fact, we are supplying American iron to British workshops. The coal mines of England are rapidly failing on account of their immense depth, while ours are not only of incalculable extent, but near the surface. Everything, in fact, combines to show that we possess a rapidly growing internal commerce, which only needs the fostering care of the government to secure to it an ultimate development which can not be surpassed by that of any other nation.

During the last year the value of this commerce transported on the various lines of railroad is estimated at $1,080,000,000, and during the present year, in consequence of the increased product and value of grain, it will exceed that. As our internal commerce increases beyond our power of consumption, the excess must either find a foreign market or loss falls upon the producers. All commercial nations understand this, and therefore their efforts to secure foreign markets for their exports.

The greatness of Great Britain over other nations, in a considerable measure, is owing to the steadiness and consistency of her policy in this regard. There is no inlet in any sea where the vessels of her merchants do not penetrate. Even at the present time, when our own trade is slowly recovering from its paralyzation, demanding additional means of supplying the wants of thousands of meritorious artisans and workmen who are out of employment, her merchants and capitalists are actively engaged in making our own foreign commerce tributary to their own by forcing us into dependence upon British vessels for the transportation of our surplus productions. They snatch the trade of a considerable portion of the American Continent from our hands. Brazil exports to England annually over $112,000,000 of her productions, for which she receives in exchange nearly an equal amount of imports.

The trade is carried on by direct lines of communication, and in a great measure by steamers to which large government subsidies are paid, while for want of lines of steamships between our Eastern cities and Rio, our most expeditious route to Brazil is lost. Of the exports from China more than three times as much go to Great Britain as come to us, and with imports the difference is still greater.

The policy of the Japanese government, induced by influences adverse to our commercial interests, has secured to English and French lines of steamers almost her entire trade, while an American line of steamers from Yokohama to Shanghai has been compelled to withdraw.

Astria exports about $240,000,000 a year and imports nearly as much, and almost the entire trade is carried on with England and her dependencies.

The superiority which both England and France have obtained over the United States with reference to this vast trade may be attributed to the fact that each of these governments pays yearly to steamship lines between four and five millions in subsidies, while the government of the United States has, by pursuing the opposite course only contributed to their superiority, which England has thus acquired by also paying subsidies to her steam lines out of its own revenues.

The result has been to increase foreign over our domestic tonnage so steadily. Since the close of the war our interest in ocean mercantile navigation is yearly decreasing. Before the war our foreign export and import trade was carried on a hundred per cent more in American than in foreign vessels, while since the war it has been carried on a hundred per cent more in foreign vessels than in American. Until this condition is changed, our commercial independence cannot be established on such a basis as it deserves.

While our navy is not engaged in commerce it is its important and necessary ally, and it should be at all times ready to furnish its protection in whatsoever sea it may be required. All nations should understand that we are as ready to afford it this protection as we are to avenge an insult to our national flag.

Without foreign commerce we must sink into inferiority, and without a navy amply sufficient for this purpose all the profits of our surplus products will be tranferred from the coffers of our own to those of foreign capitalists. The reward of our own industry and enterprise belongs to us, and we cannot fully maintain our independence without their enjoyment. The profits of American agriculturists are as much their own as the land which produce them, and those of the laborer and artisan, in all spheres of life, should be held as sacred regard.

The government cannot withhold its fostering care from them without detriment to itself.

Our navy, in its present condition, is not sufficient to furnish the necessary amount of protection to our commerce. If we can consider our commerce, at the present stage of development, with content, or if we are content to leave it to be transported abroad in foreign ships, and thus deprive the American producer of the profits of his own labor, it may be sufficient; but if we take the position among the commercial nations to which we are entitled, to secure our own people the right to transport the products of their industry to whatever port they may be demanded in, so that the profits may be returned to increase the aggregate of our national wealth, then, in my opinion, it is not in such a condition.

There may be ships enough, if they were all in proper repair, to increase our squadron to a sufficient size for this purpose. To put them all in repair, however, would require a larger expenditure than is practicable in the present condition of the treasury, and probably larger than would be justifiable at any time until our revenue from customs shall be sufficiently increased. We may expect this from a gradual development of our commerce, and as this occurs we may gradually carry the navy up to the point of necessary improvement. With the existing wants of trade it is manifestly a national duty to keep the navy in such condition as to make it available in the future for all the purposes for which it may be designed.

Considering it in this light, the estimates for the ensuing year have been made in reference only to ordinary expenditures, such as are absolutely necessary for repairs and limited construction. No new ships are estimated for, because it would involve an expenditure larger than the receipts into the treasury will be likely to justify. Those now possessed and in progress will be sufficient for all ordinary purposes in time of peace, and if from any emergency not anticipated a larger number of vessels should be demanded, the experience of the late war has proven that we must rely on our mercantile marine for the supply of material for a navy whenever it is demanded. This mercantile marine depends for its effectiveness and extent upon the protection given to our commerce by the government, it necessarily increasing with the increase of commerce.

If we have steamship lines running directly from our own ports to all the leading commercial ports in the world they would not only increase our revenues but render more easy the improvising of a navy in event of an unexpected emergency. These vessels are constructed for speed, and can be easily constructed for purposes of naval warfare. They will increase in number and importance as our capacity to give naval protection to our commerce increases, and hence we find ground for the necessity of keeping the navy in a condition to furnish these protections.

Further on it is remarked that the present condition of the navy relatively to those powers has less aggressive force than at any time during the past third of the century, except during the war, or less power to inflict serious injury on the commerce of our enemy. Indeed, the fact cannot be concealed and ought not to be for it is well known to other nations that even the third and fourth rate powers, almost without exception, are superior to the United States in this respect.

For some years past large sums have been expended in refitting a number of vessels of the class known as monitors. Perhaps, under particular conditions with another power, rebuilding them was not unwise, and within and adjacent to the Gulf of Mexico they could be effectively employed in connection with other vessels, and for purposes which it is not now pertinent to discuss. Apart from these monitors and a considerable amount of material for construction now on hand, we have but little to show for these large expenditures.

The Secretary is not inclined to favor the building of heavy armor-plated gun vessels. They are suited for little else than harbor defense and may be likened to movable fortifications; and if it shall result that the use of them shall be dispensed with to make place for improved ships, rams and torpedo vessels, the navy can become sufficiently supplied with fast sailing and fast steaming vessels, of different classes and built as they are now built, to serve in time of peace as schools of instruction for seamen, and in time of war to destroy the commerce of an enemy.

The appropriations available for the present fiscal year, commencing July 1, 1877, are $13,592,-932. The whole amount drawn from the Treasury from July 1, 1877, is $5,343,037 30. Of this amount there is estimated to have been in the hands of paymasters and agents of the Government November 1st, 1877, $876,528 30. Besides $153,000 refunded, making a total of $1,029 528 30, which deducted from amount drawn, shows the actual expenditures from July 1st to November 1st, 1877, to have been $4,313,509.

The estimates for the present fiscal year are $16,233,234 40, exclusive of $2,314,231 submitted for new buildings, repairs and improvements at the several navy yards.

In the report of the Secretary of the Navy of November 29, 1876, the estimated amount for the pay of the navy for the present year was $7,300,000, the computation being based on the number of officers and men then borne on the register.

Congress, however, by the act of March 3, 1877, appropriated only $6,600,000, or $700,000 less than the estimate.

This will necessarily produce a deficiency at the end of the fiscal year, unless Congress shall appropriate the above amount, the payment of which to the officers and men is so fixed by law that it cannot be avoided. The amount appropriated for the deficiency at the extra session of Congress had reference only to the last fiscal year, ending June 30, 1877, and was based on the amount ascertained to be due on the books of the Fourth Auditor to officers, whereas the deficiency here referred to is estimated for the present fiscal year, ending June 30, 1878.

The Naval Academy receives praise from the Secretary, and he recommends, among other things, that a number of cadets shall be educated for the position of naval constructor, to complete their education, after leaving the academy, under the tuition of experienced constructors at some navy yard.

The estimates for the several navy yards cover such amounts only as are supposed to be absolutely indispensable to keep them in good condition. The Secretary urges that something be done to arrest the decay of the Cobb dock at the New York navy yard; otherwise, he says, it will slide back to its original position and encumber the channel with its excess of mud, and the work of years will be lost to the government.

By the Act of February 26, 1877, the President was authorized to organize a commission of three members, who were required to arrange equitable terms for the conveyance to the city of Brooklyn of a portion of the Navy Yard situated on Wallabout Bay for a public market. This commission has been organized, but has made no report, and the Secretary in view of that fact, deems it his duty to say that from personal inspection of the premises he thinks this important Navy Yard would be seriously injured by this sale.

It is not supposed that Congress intended by the act referred to that an absolute sale and deed of conveyance should be made on the report of the commission without further inquiry. In that event the conveyance would be a mere matter of formality, but if it is to be otherwise, he would suggest that as Congress still retains full power over the matter, it may yet in its discretion decide whether the property be sold.

An appropriation of $400,000, to be immediately available, is recommended for the purpose of continuing the stone dry dock at Mare Island. The Secretary considers all the objects estimated for, necessary and economical. As the only navy yard on the Pacific coast, it is unnecessary to dilate on the great value of that at Mare Island, situated as it is behind the defenses of San Francisco, and having that important and growing city to draw on for skilled labor, and material of all kinds, and being the only point at which our vessels of war from the North and South Pacific can be properly repaired, its importance cannot be overestimated.

Attention is called to the Pensacola navy yard, which, in event of hostilities in the Gulf, would become of the first importance, as all of the Gulf squadron would necessarily resort there for repairs. There is no good reason why it should not become in the future a building as well as a repairing yard. Its proximity to the Live Oak reservations would render that costly material cheaper there than at more northerly yards, as long water carriage would be avoided, and it has excellent iron and coal in Southern Alabama, almost at its gates. An iron dry dock, already contracted for, is in process of construction, and is designed for this yard. It is the intention of the department to have it towed to the yard as soon as the proper season for it shall arrive, so that it can be safely attempted.

Fire.

LOWELL, Mass. Dec. 2—A fire this morning damaged the Dugdale mills $3000; Sewold & Co., wire workers, $2000, and Richard Rhodes, worsted manufacturer, $2000; insured.

Arrest of a Forger.

ST. JOHNSBURG, Vt., Dec. 2.—Richard E. Peabody, formerly a lumber dealer at McIndoes, Vermont, and very respectably connected, was arrested last night on the charge of forgery. He has been lately agent for a Boston firm.

FOREIGN NEWS.

ITALY.

A Ministerial Triumph.

ROME, Dec. 2.—The long struggle in the Italian Parliament between the government and the party of opposition has ended in a ministerial triumph, the home budget having been voted for by a large majority.

No Serious Difficulty.

ROME, Dec. 2.—There is no serious difficulty between Turkey and Italy regarding the seizure of two Italian merchant vessels in the Bosphorus, as reported in the London journals yesterday.

Count Corti, Italian ambassador at Constantinople, entered immediate protest against the seizure, and the Porte has offered him satisfaction therefor.

ROME.

The Pope Worse.

ROME, Dec. 2.—The Pope is reported to be worse, and it is thought that the end is close at hand.

The Hierarchy of Scotland.

ROME, Dec. 2.—The Vatican has accepted the conditions prescribed by the English government so as to be able to make immediate proclamation of the hierarchy of Scotland.

FRANCE.

The Marshal and the Chamber.

PARIS, Dec. 2.—M. Leon Say had an interview with Marshal MacMahon yesterday, and affirmed that the Left Centre would accept a ministry from the Left without guarantees of the *statu quo* of May 6.

Petition of Paris Merchants to MacMahon.

PARIS, Dec. 3.—At a private meeting of the Parisian mercantile community, held yesterday, it was resolved to petition President MacMahon to follow constitutional courses.

The Left Makes a Stand.

PARIS, Dec. 3.—At a meeting of the Left, held yesterday, it was decided to refuse to vote any part of the budget until the government returned to a parliamentary course.

Bedell Permitted to Return.

PARIS, Dec. 3.—Bedell, the American citizen recently expelled from France for using language displeasing to the government, has been permitted to return through the instrumentality of Gen. Noyes, the United States Minister.

WAR NOTES.

Turkish Losses at Mitchka.

LONDON, Dec. 2.—A dispatch from Bogot says that the details of the Turkish losses at Mitchka, on November 26, show that the Russians collected and buried 2500 Turkish corpses.

Mukhtar Fortifying Erzeroum.

LONDON, Dec. 2.—A dispatch from Constantinople says that Mukhtar Pasha is fortifying Erzeroum.

A Russian View of England's Policy.

LONDON, Dec. 2.—A dispatch from St. Petersburg says that Lord Derby's speech regarding England's policy in the East had produced a good impression in Russia.

The Russians Repulsed.

LONDON, Dec. 3.—A dispatch from Constantinople says that the Russians had been repulsed near Orchanie with a serious loss.

Reinforcements from Egypt.

LONDON, Dec. 3.—A dispatch from Constantinople says that the Khedive has sent to the Sultan 6000 additional troops.

DOMESTIC INTELLIGENCE.

The Killing of a Faithless Wife.

CLEVELAND, O., Dec. 2.—A most horrible murder was committed in this city this afternoon. Chas. R. Magill and his wife have lived here for the past four years until four months ago, when she (as Magill says) left him and their little girl, three years old, without any apparent cause, and went to Columbus and other towns in the southern part of the State.

Magill used every means in his power to find her and induce her, if possible, to return home. His search was unsuccessful until yesterday, when, by means of letters dropped into the postoffice, he learned that she was in this city. He immediately called to see her, and, to his horror, found her to be an inmate of a house of disrepute. He tried to prevail upon her to go with him but she stoutly refused. He remained with her during the day, leaving the house but once or twice.

At 2 o'clock this afternoon he again pleaded with her to go with him, but she again refused, and rising, with some tantalizing remarks, she turned her head from him. Magill pulled a revolver from his pocket, and placing the barrel directly in the back of her neck fired. The woman screamed for help, when Magill placed the revolver to her cheek and discharged another chamber. This not producing the desired effect, he discharged the remaining five chambers in different parts of her head. He then went to a stand drawer and again loaded the revolver, and returning to her found her still alive. He then fired a shot through her heart and two more in her head. By this time a crowd had burst into the house and Magill was promptly arrested. Magill takes the affair in a cool manner, and appears to feel that he has done right.

A Remarkable Surgical Operation.

NEW YORK, Dec. 2.—An exceedingly remarkable surgical operation has been recently completed at St. Catherine's Hospital, Williamsburg. On Friday, August 3, 1876, while Dora Conrad was tending a jenny in Waterbury's bag factory her hair, which was hanging loose, caught in one of the spindles, and in an instant the hair and scalp of one side of her head was torn out. It was done so quickly she only felt a sudden tug and all was over.

The overseer took her at once to St. Catherine's Hospital, where the doctors said that they could do nothing for her. Two days after the physician in charge said, "I can save her, and if she can stand the operation, I can give her a new scalp by transplantation."

The ghastly injury inflicted upon Miss Conrad had not only torn off the scalp, but destroyed a portion of the periosteum, and no hopes were at first entertained of her recovery. But as the days wore on her naturally good constitution enabled granulation to begin, and flesh commenced to form.

Taking advantage of this, the doctors took two small pieces from Dora's own arm, and cutting them in strips grafted them on the periosteum, about a quarter of an inch apart, and about the same distance from the edges of the wound, holding them in place with small strips of plaster. In a few days there extended from these strips little grafts, from one to another, and to the sound skin about the edges, which gradually increased until they bridged over the space between them, and a new skin was thus produced.

The operation was carefully repeated during the seven months the girl lay in the hospital, other grafts being freely furnished by the Sisters from their arms. The doctor was so skillful in his manipulations that every piece of skin grafted took root, and the entire skull was finally once more covered with a firm and healthy, but hairless scalp, though there are a few spots bereft of feeling. Much interest in regard to the progress and outcome of the operation has been manifested by our entire surgical profession.

Bowles' Death Inevitable.

SPRINGFIELD, Mass., Dec. 3, 1 a. m.—Samuel Bowles is still living, though his death is inevitable within twenty-four hours. He has bidden farewell to all his family and friends, and seems anxious for the end to come. Yesterday (Sunday) he sent a telegram to Murat Halstead, of the Cincinnati *Commercial*, his friend of many years, bidding him good-bye.

Seekers After Bodies from the Wreck of the Huron.

WASHINGTON, Dec. 2.—The Signal Service Observer at the wreck of the Huron, furnishes the following in regard to those who are seeking for the bodies of friends lost in the wreck:

There is no regular route by which to reach either the scene of the wreck or the place where the bodies are collected. The best way will be for the seekers to come to Elizabeth City, and there charter a boat to Nagg's Head, from which place they can go to any point on the coast. Metallic cases are necessary. The bodies of Lieut. Simons, Ensign Donnor, and seamen Thos. Armstrong and Charles Carson, were sent to Norfolk this morning. The sea is very rough and no work has been done on the wreck to-day.

WEATHER PROBABILITIES.

WASHINGTON, Dec. 3, 1 a. m.—Indications for the South Atlantic and East Gulf States, rising, followed by falling barometer, northwest to southwest winds, increasing cloudiness, and in the latter followed by rain areas.

For the West Gulf States, falling barometer, easterly to southerly winds, warmer, threatening and rainy weather.

For the Lake region, falling barometer, southerly to westerly winds, increasing cloudiness, and possibly occasional rain or snow, followed in the western portion by rising barometer with northwesterly winds.

For Tennessee and the Ohio valley, falling barometer, southerly to westerly winds, and warmer, clearer or partly cloudy weather.

For the Mississippi and lower Missouri valleys, falling and stationary, followed by rising barometer, southerly winds, varying to colder western or northerly, partly cloudy weather, and possible rain areas, partly turning into snow.

For the canal regions of Indiana, Ohio and the Middle States, the temperature generally will rise above freezing on Monday night.

Cautionary signals are ordered for Galveston and Indianola.

Weather Actualities.

LOWELL, Mass., Dec. 2.—The weather is very cold. The thermometer marked 4 degrees below zero at 4 p. m. Severe cold weather is reported elsewhere in Northeastern New England. Boston reports: "Weather here clear and cold."

MARINE NEWS.

NEW YORK, Dec. 2.—Arrived: Brittanica from Liverpool; Hermann from Bremen.

LIVERPOOL, Dec. 2.—Arrived: Bothnia and Wisconsin from New York. Sailed: Java for Boston.

HAVRE, Dec. 2.—Sailed: Gillert for New York.

QUEENSTOWN, Dec. 2.—Sailed: Algeria for New York.

NEW YORK, Dec. 2, Midnight.—Arrived: Steamer Nevada from Liverpool.

KILLED WITH A CHEESE KNIFE.

A Negro Coal Wheeler Stabbed to Death in McDonoghville.

At 10 o'clock Saturday night, in James McCoy's grocery, in McDonoghville, a difficulty had its origin, during which a negro, named Carroll Patton, was stabbed five times with a cheese knife and instantly killed, as it is said, by a white man named Thos. Sullivan.

A DEMOCRAT reporter visited the scene of the tragedy and examined the body of the deceased. It was lying on a mattress, weltering in blood, which was flowing in streams from four ghastly wounds in his back. There was also a slight wound on the man's forehead. At first it was evident that all parties concerned were using every method to shield the party who had stabbed the deceased, but Special Tracy, and Sergeant Pujol, commanding the Eighth Precinct, worked earnestly to ferret out the

PERPETRATOR OF THE DEED,

and finally arrested Thos. Sullivan as the party who had done the killing.

The causes that led to the tragedy, as related to a DEMOCRAT reporter, were as follows:

The deceased, Patton, it appears is the leader of the coal-wheelers in Algiers, and some time ago his gang struck for four dollars a day. The proprietors of the coal yards refused to give the wages asked for, as they could get white men who were willing to do the same work for three dollars a day. This had a tendency to create an ill-feeling between the white and black coal-wheelers.

At 10 o'clock Saturday night Patton entered McCoy's grocery store, and while in there Mrs. McCoy had a conversation with him, during which she promised him some work.

Patton left the grocery store, and in the mean time got drunk; he, however, remembered the promise made to him by Mrs. McCoy, and was returning to the grocery store when he met a negro friend of his, named Harris. He asked Harris to come along with him to the grocery, saying there are some white s— of a b——s over there who have insulted me, and I can whip any white s—n of a b——h who wheels coal

FOR THREE DOLLARS A DAY.

Harris refused to accompany him, and the two men separated, Harris going in the direction of his home and Patton making straight for the grocery. He had no sooner entered the grocery than he assaulted a white man named Foster. Foster, who was sitting down at the time, arose and grappled with his antagonist. Patton, being the better man, floored Foster, and then commenced to stamp him. Thos. Sullivan and Wm. Merrick, who were standing by watching the fight, interfered, when Patton let go of Foster and started for the two new comers. The fight, it is said, was going on with unabated fury, when Sullivan seized a cheese knife that was near at hand and used it with telling effect in the back of his adversary. At the fifth lunge Patton fell to the floor a corpse.

All parties who were immediately concerned in the affair fled the scene, but were afterwards arrested by Sergeant Pujol and Special Tracy, and locked up in the Eighth Precinct Station.

Thos. Sullivan is charged with the murder and Wm. Merrick, James McCoy and Michael Allen are held as accessories. The coroner held a post mortem and continued the inquest until Tuesday evening.

MILITARY TARGET PRACTICE.

Competitive Contests for Badges at the Ranges Yesterday.

A COUPLE AT FROGMOOR.

There was quite a lively badge competition among the military shots at Frogmoor yesterday, there being two prizes competed for. The first was offered by the club, open to all, the arm used being the military rifle; distance 200 yards and position off hand. In this contest there were forty-one entries, Mr. B. S. Leathers, of Company B, Battalion Washington Artillery, being the victor, and scoring twenty-one out of

A POSSIBLE TWENTY-FIVE,

the score of the leading shots being as follows:

B. S. Leathers	4	4	5	5	3—21
D. Rosenberg	4	4	4	4	4—20
W. J. Edwards	4	5	3	3	4—19
H. M. Bradford	3	4	3	4	4—18
J. W. Dauer	3	4	3	4	4—18
B. De Roux	3	4	4	4	3—18
F. Sallaen	2	3	3	4	5—17

LOUISIANA FIELD ARTILLERY.

This organization had upon the ground the team of which Jules Piffaut, Esq., is the captain, the team entering into a contest for the badge offered by their captain. For this badge each contestant is to have five shots on ten Sundays, off hand, at 200 yards, with a military rifle, and the rifleman having at the close of the contest the largest score to his credit becomes the owner of the trophy.

The first competition was, as will be seen, won by Private E. Bercegeay:

E. Bercegeay	4	4	4	3	4—19
C. Maxent	4	3	4	2	3—16
R. F. Schmutz	4	4	4	0	2—14
M. Meilleur	4	0	3	4	3—14
P. C. Durel	5	0	3	2	3—13

THE JETTIES.

Capt. Brown, U. S. A., inspecting officer at the jetties, has officially notified the Secretary of War that on the first of December there was a practicable channel through the jetties twenty-one and three-tenths feet deep at average flood-tide; that the only interruption to a practicable channel twenty-two feet deep was ninety feet in length, and that a line of soundings with twenty-two and four-tenths feet least depth extends through the bar to deep water.

AMUSEMENTS.

FREYSCHUTZ.

A Splendid Success at the Varieties.

Versatility is another quality to be added to the talents of Miss Pappenheim. We experienced another genuine surprise last evening at the Varieties while listening to the singing of this lady in the exquisite melodies of the opera of "Freyschutz," better known by our opera goers by the name of "Robin des Bois," and which at one time was very popular among us. We need only refer to the *cavatina* of the second act for the purpose of expressing our delight. The forte of our prima donna is unmistakably dramatic music, and after hearing her in the intensest passages of "Trovatore" and "The Huguenots" we little expected to be called upon to speak in most eulogistic terms of the suppleness of her voice, the correctness of her *sostenuto* in the andante, which is so fraught with danger when treated with the least carelessness or lack of cultivation or native talent. The *cavatina*, which is written in a higher key than the voice of Miss Pappenheim, did not seem in the least, on that account, to hamper her execution. Indeed, we noticed that some of her purest and most effective notes were in the higher scale, and withal were uttered with a warmth of expression which deserved the three calls before the curtain which she received from an enthusiastic audience.

Our German friends, we were pleased to notice, were in attendance in large numbers and comprised many of our professional and amateur musicians. It seemed to us that Miss Pappenheim was fully aware of the presence of such a critical audience.

The opera was charmingly sung throughout, Mr. Fritsch contributing a great deal to its success. This gentleman possesses an excellent voice, well modulated, and sings with taste. His execution of the dramatic aria of the first act was full of that expression which when devoid of strain—(and Mr. Fritsch cannot be charged with this defect)—is certain to provoke for the singer the full sympathy of his audience.

Mr. Fritsch was deficient somewhat in musical style and is apparently careless in his acting, but not sufficiently to mar the effect of his interpretation of *Max*. With Miss Cooney *(Anchen)* and Mr. Wiegand *(Caspar)* to complete the lists of the principal characters we had a charming performance. We never forget the choruses when they are sung as well as they were last evening, the "Hunters' Chorus" being particularly well rendered. The orchestration was faultless.

To-night Wagner's much heralded "Lohengrin," based on the legend of the "Holy Grail," which has been so beautifully sung by Tennyson in his "Idyls of the King," will be produced with grand scenic effects. Miss Pappenheim appears as *Elsa* and Mr. Adams as the *Mysterious Knight*. The house will in all probability be the largest one yet of the opera season.

GENEVIEVE ROGERS.

The charming young actress Miss Genevieve Rogers was greeted by a fine house last evening, "Maud Muller" being the play, which will be repeated every night until Wednesday. "Maud Muller" also at the matinee on Wednesday.

MACALLISTER.

The prestidigitateur now performing at the St. Charles Theatre continues to draw crowded houses. Two sewing machines were awarded last night, respectively to Miss Katie Cook and A. Dunn. The latter lucky visitor resides at No. 66 Port street. The two principal presents this evening will again be sewing machines.

LA CLOSERIE DES GENETS.

Frederic Soulie's fine drama of the "Closerie des Genets" was interpreted last night by the "Club Dramatique Louisianais" to a large and select audience at the Opera House. This drama is very difficult of execution, and ended at a very late hour, so that we have no time to do justice to the amateur actors, who all performed their parts in such an intelligent manner that criticism would almost appear invidious. All we can say, with the limited space allotted to us, is that we were astonished at the proficiency of the amateur actors, and at their knowledge of the stage. We hope we will hear more from the "Club Dramatique Louisianais."

THE WEATHER.

Upon Which We Take a Position and Argue It.

The cold weather of the past few days has held on with a persistence altogether unusual in this latitude, and has had as much effect in keeping our thin blooded people in-doors as a snow storm or a "solid freeze" would have at the North. Even the inauguration of the racing season last Saturday failed to induce many even of the ruder sex to forego snug places, while the ladies refused absolutely to be enticed from their cozy firesides to brave the eager and nipping air of the course.

The opera, too, was but slimly attended, while the comparatively few ladies that appeared upon the streets kept close to the sunny walls during the day, and wore their warmest wraps at night. In colder climates such weather would be hailed as a tonic after the enervation of summer, and would be regarded as merely bracing. Every one would enjoy the sparkling atmosphere that fairly tingles with electricity, while it is barely cold enough for light overcoats and wrappings, and even these become burdensome to robust people after a good swinging walk. But it is evidently not so regarded here, as is shown by many testimonies. To our belles this slight touch of the Polar wave is rigorous rather than reviving, while the bibulous male expresses his sentiments in such curt ejaculations as "Tom and Jerry," or "hot-skin, if you please." Like the newly imported cockney, who had heard of American mixed drinks, and was anxious to test them, we take our sherry cobblers "'ot," if we take them at all.

As for ourselves, we must confess to rare enjoyment of this bracing weather; the cold, clear morning air is an appetizer indeed, which makes us forget the summer squeamishness that pecked fretfully at a grape and brings yearnings for spare rib, sausage, chitterlings, buckwheat and such substantials about the breakfast hour. It gives a new elasticity to our step and a fresh vigor to our work during the day, while as we go home late at night we find ourselves rumaging the larder in anticipation for something solid to wash down with the hot toddy or rum and lemon. In cold weather like this people crave stronger food and need more of it than at other times, and while heavy suppers may be injurious as a general proposition, still there can be no doubt but that a good, substantial snack an hour or so before going to bed will hardly hurt any one that "hankers" for it on such nights. The tallow candles and seal oil that are not merely necessaries, but by some singular but natural change of taste, are positive dainties in the frigid zone, would act like an emetic on one at the equator, while the plantains and grain food that satisfy hunger there would fail to sustain life in the colder regions.

But whether these late snacks are injurious or not, they are very enjoyable, and people who are up till the "wee sma' hours ayont the twal" will indulge the desire for them, so we shall treat them as an evil to be directed and controlled, and not to be suppressed. The usual habit is to go to a restaurant and get an oyster stew or fry, or something of that sort, with a glass of ale, and a loaf to take home for a "peace-maker." On the way perhaps you stop and take "something hot" for a night-cap. How much better and cheaper it would be if you could find what you want and need at home—and this is the easiest matter in the world, even if you happen to be a bachelor. There is hardly one of Thackeray's or Dickens' novels that won't tell you all about how to manage it and furnish you with the most elegant bills of fare. All that is needed is a couple of small saucepans; one for your hot water and the other for your cookery. What is nicer than a Welsh rare-bit, and it is made in two minutes? A little toasted bread and cheese, and a glass of hot Irish or rum punch, and you are happy as a "god, careless of mankind."

However, bachelors are not worthy of any consideration, and as Welsh rare-bit is a favorite dish of ours we will give the recipe that maintains in our well regulated household. A cup of chopped cheese, a cup of milk or good brown stout and a spoonful of butter are put in the pan and melted to an even paste; then an egg well beaten is added and some flour of mustard sprinkled into the mixture. When done the mixture is poured on slices of toast, well buttered, and this is mixed, *after* taking, with a glass of mulled liquor of some kind. But for a lunch of this kind cold meats are best, and of these cold mutton is the *sans pariel*. It must be frozen, however, and very fat to be at its best. Roast beef is the next approach to it, though our allegiance to a cold hog's head, nicely boiled, has been loyal through many winters. A very excellent morsel is a fine, fat slice of cold corned beef; but this, like all salt meats, creates an abnormal thirst and a bad acrid taste that are unfavorable to sound and pleasant sleep. These are things easy to have, but they should be specially prepared and set aside for night lunches. Then they are better, and you run no risks, as you would in relying on the broken meats and remnants from dinner. These dishes are cheaper and far better and more wholesome than the hot suppers taken at the restaurants on winter nights by night workers and pleasure-seekers. Then, they are taken at home and in quiet, and give us something to talk over before retiring, all of which are great aids to digestion. Our port, or ale, is better then, and as for a rum punch, or an Irish skin, we lay it down as an absolute law, never to be infringed, that these should be taken only when one is ready to jump into bed, and never just before going out in the cold.

But we fear we are trespassing upon the long prescribed domain of the venerable *Pic.* in this too extended disquisition upon the weather. This is a subject that has been yielded exclusively to that journal, by common consent, for very many years, during which time that paper has treated it with distinguished editorial ability. The position of the *Pic.* on the weather, we are assured, has always been able and decided. Indeed, we hear that it had never been known to take a stand upon any other question till the public printing controversy arose. We trust most sincerely, though, that we have said nothing that will offend our contemporary. Certainly we cannot be accused of having spoken from interested motives, or as an "organ," since the weather is a matter the State administration has nothing to do with, and with which the Federal government is alone concerned. Yet, we would not have our utterances misunderstood on the other hand, and our kindly acknowledgments of the pleasure we derive from the bracing air of these cold days construed as an indorsement of the Hayes administration. What we have said has been prompted only by the most convivial sentiments, and we will conclude by cautioning our bachelor friends, that "on such a night as this did young Lorenzo"—Ah, no! Was Pickwick taken in and done for on the bare testimony of "chops and tomatto sauce" and a "warming-pan," at the suit of the bereaved and lonely Bardell? Beware!

TO-MORROW'S RACES.

On Tuesday will be had the second of the Fall Meeting series of races, and as the Orleans Stake will be run for by the colts and fillies splendid sport may be anticipated. This evening pools on the events will be sold over Hawkins' saloon by the veteran Catheart, and it is expected the betting will be most lively. Besides the two mile colt dash, there will be also a mile dash for a club purse of $250, and two mile heats for $300. The entries in the Orleans Stake are:

First race—The Orleans Stakes for colts and fillies then three years old; $25 entrance, p. p., $400 added; second horse to receive $75. Two miles.

A. K. Richards enters ch. c. Typhoon, by War Dance, dam (Spendrifts' dam) by Wagner.

Elmore & Stokes enter b. f. Little Sis, by Frogtown, dam by Yorkshire.

Wm. Cottrill enters Adventure, by Daniel Boone, dam Maggie G. by Brown Dick.

Wm. Cottrill enters Aunt Betsey, by Longfellow, dam Lilly Ward by Lexington.

Spencer & Brien enter b. c. ——, by Rebel Morgan, dam Cate Jourdan.

Larry Hart enters b. c. Vermont, by Virgil, dam Nancy Butter by Lexington.

Jas. Suzette enters Hadies, by Bonnie Scotland, dam Belle Buckley by Brown Dick.

J. L. Bonnen & Co. enter Belle Isle, by imp. Scotland, dam by Asteroid.

Dixon & Winner enter g. f. Blue Gown, by Scotland, dam La Bluetta by imp. Australian.

Dixon & Winner enter ch. f. Bradmante, by War Dance, dam Buena by Knight St. George.

Barkely & Higgins enter Ella Rowet, by Uncle Vic, dam Momona by imp. Sovereign.

W. C. & J. H. Philips enter c. c. Gen. Philip, by imp. Glenelg, dam La Polka by Lexington.

CALLED AWAY.

A most excellent and estimable citizen has been called from us, by the death, on Saturday, of Mr. Richard M. Montgomery, the well known auctioneer, who, for thirty years past, has pursued his business in the Camp street depot, the old Camp Street Theatre, with so much success and good repute. Mr. Montgomery was greatly esteemed by all classes of people. He was a native of Kentucky and had resided in this city more than thirty years. He never had an enemy, and never avoided any duty