WASHINGTON.

Opportunity of the South on the Financial Problem.

VIEWS OF SENATOR WADE HAMPTON.

Mr. Voorhees Heard From on the Silver and Greenback Questions.

NEW EXPLANATION OF THE BUSINESS BOOM.

Report of the Board of Engineers on the Detroit Bridge.

FROM OUR SPECIAL CORRESPONDENT.

WASHINGTON, Dec. 8, 1879.

WADE HAMPTON ON MR. BAYARD'S LEGAL TENDER RESOLUTION.

Senator Wade Hampton says that he not only approves of Senator Bayard's resolution for the repeal of the legal tender clause as right, timely and necessary, but that he thinks it offers a very great opportunity to the democratic party to perform an important service to the country, and in doing so to establish a thoroughly democratic principle. He adds the democratic South ought especially to rally to the support of Mr. Bayard's resolution, because it opens the way for them to effectually allay the suspicions of the North against the South. He believes that Northern capital has become alarmed lest the South, if the democratic party should come into power, should insist on a huge inflation and watering of the currency as a means of scaling and to a great extent repudiating war debts and private debts, and that the Bayard resolution, if it had no other importance, would be a measure of great political moment, because sincere and zealous Southern support of it and its passage by Southern votes would allay all these Northern suspicions. He hopes, therefore, that the Southern Senators and members will be found supporting the resolution. He added to the gentleman who with his permission reports this conversation that the Western wing of the democratic party had given inflation and their other crude financial notions a full trial, and had only brought defeat on themselves. He thought it not disrespectful or unjust to them to now ask them to support a different policy, one that had in it the elements of success for which they could vote without violating any democratic principles. He evidently believes that the South ought to remember the fall defeats in the West and make its alliance with the East.

FROM OUR REGULAR CORRESPONDENT.

WASHINGTON, Dec. 8, 1879.

THE INDIANA CONGRESSIONAL DELEGATION—CONTEST FOR MR. ORTH'S SEAT AT AN END—THE PRESIDENTIAL QUESTION.

Mr. McCabe, who was expected to vigorously contest the seat of Mr. Orth in the House, the latter having less than one hundred majority, has, in the opinion of the House Committee on Elections, forfeited all claims to a further extension of time, and it is understood that the committee will report asking to be discharged from the further consideration of the case. This is the case which it was said was to be decided in favor of McCabe in order to change the political complexion of the Indiana delegation in the House. At present it stands six democrats, six republicans and one greenbacker. The importance of the change might lie in the event that the Presidential election should devolve upon the House, when Mr. De La Matyr would have it in his power to tie the State by voting with the democrats or give the casting vote which would enable the republicans to elect their candidate, as there is no probability of a third party carrying the vote of any State. The necessity for guarding against such a contingency has been settled, so the hard money democrats say, by the fall elections, and Mr. De La Matyr will be allowed to hold the balance of power the remainder of the session.

SMUGGLING AND CIVIL SERVICE REFORM IN THE SOUTH.

The report that has reached the Treasury Department to the effect that there is a good deal of smuggling along the Atlantic and Gulf coast has warranted the Secretary of the Treasury in despatching special agents to investigate the truth of the statement. It is said that the agents will also look after the preferences of federal officials in Southern States for Presidential nominees, and that the civil service rules will be enforced strictly to prevent any officeholder from taking an active part in the selection of delegates to the National Convention.

CONGRESSMAN WEAVER'S LITTLE BILL.

Since Congressman Weaver introduced his bill last week to pay to soldiers the difference between the value of gold and the currency in which they were paid a large number of petitions have been presented praying for legislation of that character.

THE CONFEDERATE INVASION OF PENNSYLVANIA—SUFFERERS SEEKING INDEMNITY FROM THE GOVERNMENT—BAD OUTLOOK FOR WAR CLAIMS.

The effort which was made in every Congress since 1868 by citizens of the border counties of Pennsylvania to secure payment for property destroyed by the Confederate invasion of 1863 is to be repeated in this Congress. The papers have already been withdrawn from the files to be re-referred. All this would seem to be labor spent in vain, as Congress has repeatedly declared that these claims are not of a class which impose any liability upon the government. These claims have never been regarded as more meritorious than the claim of Dr. Best, of Kentucky, and the bill for his relief was vetoed. In the Forty-third Congress Judge Lawrence, of Ohio, then chairman of the Committee on War Claims, submitted an elaborate report taking strong grounds against these and kindred claims, and his conclusions were indorsed and acted upon by the committee in the Forty-fourth and Forty-fifth Congresses. As this Congress will try to make a big record for economy, in view of the coming Presidential contest, people who expect to be benefited by pushing war claims may make up their minds that they will have but a sorry chance.

THE RULES OF THE HOUSE.

It is understood that the House Committee on Rules will to-morrow present their report in favor of the revision of the rules of the House, together with the digest carefully made during the recess, and it will then be printed and made the subject of immediate consideration, in order that it may be disposed of before the holiday recess.

NEGOTIATIONS OF BILLS OF LADING.

Bills of a like tenor with that introduced by Mr. Morton, of New York, in the House last week to facilitate the negotiation of bills of lading and other commercial paper have been received from the boards of trade and chambers of commerce of other cities, and are to be introduced in the House. Many of the bills are duplicates of that introduced by Mr. Morton.

THE HEPBURN RAILROAD COMMITTEE.

The Hepburn Railroad Committee of the New York Legislature left here this morning for Richmond and returned late to-night. They went to their rooms and requested not to be disturbed, as they would leave early in the morning, renewing their journey westward.

THE NATIONAL REPUBLICAN COMMITTEE—RESIGNATION OF MR. A. B. CORNELL—OTHER CHANGES.

It is understood that Mr. A. B. Cornell has tendered his resignation as a member of the National Republican Committee. Mr. George E. Wentworth, of Florida, who is said to be a man of wealth, will succeed W. J. Purman, who is at present residing in Pennsylvania. There is some discussion about changing the Alabama representative, Mr. Jere. Haralson, who is now a resident of Baltimore and an inspector in the Custom House. Mr. J. J. Paterson, who represents South Carolina on the committee, is also said to be a candidate for retirement, he having changed his place of residence.

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, Dec. 8, 1879.

SENATOR VOORHEES' FINANCIAL RESOLUTION—REVIVAL OF PROSPERITY EXPLAINED—SILVER AND GREENBACKS DID IT.

Senator Voorhees introduced the following preamble and resolution in the Senate to-day, and it was ordered printed and laid on the table, to be called up by its author:—

Whereas the restoration of silver money to the lawful currency of the country by act of Congress of February 28, 1878, was demanded with singular unanimity by the American people and is now sustained by the public interests and by the full force of an intelligent public opinion; and whereas by the act of May 31, 1878, the circulation of the United States legal tender notes, commonly known as greenbacks, was fixed at the amount then in existence, to wit, $346,000,000, and the Secretary of the Treasury was prohibited from reducing it below that amount by any process or upon any pretext whatever; and whereas the aforesaid United States legal tender note or greenback circulation having been accepted by the government for customs duties, became at once and is now equal in value to gold and, in certain transactions, at a premium over both the precious metals, and whereas these financial measures, forced upon the present administration and adopted by Congress over its most strenuous opposition, have restored the confidence of the business world in the character, the amount and the stability of the money of this country, thereby creating a general revival of trade and of business prosperity; therefore be it

Resolved, That the Senate has heard with profound astonishment and deep regret the proposition of the President of the United States in his recent annual message, and of the Secretary of the Treasury, to inaugurate a new and uncalled for financial agitation with a view to the destruction of the most necessary currencies now in use in the hands of the people.

Resolved, As the sense of the Senate, that such an agitation is detrimental to the public interests, calculated to unsettle all values, confuse and disturb business, shake public and private confidence, and that it calls for immediate and unqualified condemnation.

Resolved, That the true interests of the country require the free and unlimited coinage of both gold and silver on conditions of exact equality, and that it is the part of a wise financial policy to maintain the United States legal tender circulation, commonly known as greenbacks, in volume not less than now exists, and to preserve its legal tender quality unrestricted as to amount and unimpaired in legal effect.

THE DEATH OF REPRESENTATIVE LAY—RESOLUTIONS OF THE MISSOURI DELEGATION.

The Missouri Congressional delegation this afternoon held a meeting for the purpose of taking appropriate action concerning the death of their colleague, Mr. Lay. Representative Wells presided, and the following resolutions, prepared by a committee consisting of Messrs. Buckner and Frost, were adopted:—

Resolved, by the Representatives and Senators of the State of Missouri in the Forty-sixth Congress, That in the untimely death of their colleague, the Hon. A. M. Lay, they have lost an amiable and respected friend and coadjutor, his State a talented and faithful representative, his family a beloved and loving husband and father; that they offer to his afflicted family the most sincere and heartfelt sympathy in the unexpected bereavement which thus deprives them of their guardian and protector.

Resolved, That a copy of these resolutions be presented to the family of the departed and that the same be published in the public press.

THE BRIDGE ACROSS THE DETROIT RIVER—REPORT OF THE BOARD OF ENGINEERS.

The Secretary of War transmitted to the Senate to-day the report of a board of engineer officers, made in compliance with requirements of the joint resolution of June 30, 1879, "Relating to a bridge across the Detroit River at Detroit, Mich." The Board is unanimously of the opinion that the most complete solution of the problem is the construction of a tunnel under the Detroit River. They, however, indorse the bridge plan conditionally, concluding that there will be no material difficulty in vessels passing through draws of 300 or 400 feet in width at any time when it would be safe to navigate the river and that if the right of way is clearly and emphatically given to navigation there would be no material or undue injury to that interest.

The Board in their report mention the fact that they were directed by General Sherman to inquire into and report whether for railroad purposes the Detroit River can be bridged or tunnelled at Detroit or within one mile above or below said city in such manner as to accommodate the large trade and commerce crossing the river at that point and without material injury to the navigation of said river, a good and sufficient tug being always kept by the bridge owners to assist any craft when required. They convened at Detroit on the first Thursday of October, 1879, and were required by General Sherman to complete and submit their report and recommendations to the chief of engineers before December 1. The first five days of the session were occupied in hearing statements and arguments of persons favoring or opposing the construction of a bridge or tunnel, and then, at the urgent request of all parties interested, the Board adjourned to enable them to collect statistics bearing upon the subject. On the 18th of November they reassembled and proceeded to consider matters referred to them.

The difficulty that they met with at the start is thus briefly stated:—

At Detroit two immense streams of commerce come into direct interference—namely, one by water and the other by railroads. The problem before the Board was to so arrange by either bridge or tunnel that these might cross each other with the least injury to both, and in such manner as to accommodate the railroad traffic, and at the same time do no material or undue injury to the interests of navigation. The magnitude of these conflicting interests at this point may be realized from the official statements marked in the report, which show that the number of vessels of various kinds passing Fort Gratiot lighthouse during the fiscal year ending June 30, 1879, was 22,150, and that the business of the railroads crossing the river at Detroit during the year 1878 was as follows:—129,113 passengers, 12,258 passenger cars, 3,873 baggage cars and 104,359 freight cars.

The question of bridging or tunnelling the Detroit River had been agitated for several years and numerous plans and projects therefor had been presented for consideration; but, as the joint resolution contained no instructions to the Board to consider modes, plans of construction, details of operation or the matter of cost, these subjects, except in a general way, are not referred to in the report.

The report of a board of engineers appointed in 1873 to investigate this same subject is alluded to. This former Board stated, among other things, that no bridge with draws should be tolerated. The Board of 1879, in their conclusions on this point, say:—

There is probably no difference of opinion about these conclusions except as to the one referring to a bridge with draws. The form of bridge considered inadmissible by the former Board had openings of 166 feet on each side, the remainder to be built upon piers of masonry 200 feet apart,' and 'it is believed that draw openings of 166 feet were the greatest then considered practicable. Draws of more than 200 feet have been since constructed, and it is now proposed by bridge builders of high reputation to construct them with openings of 300 feet on each side of a pivot pier, or of 400 feet between two pivot piers.

With reference to the traffic across the proposed river bridge, the Board finds that with the present traffic there will be ample time during the intervals between the passage of vessels to move all trains across the bridge. There will occasionally be delays, but the railroads can accommodate their time tables to compensate for any ordinary delays. They say, however, that in case authority to construct a bridge should be granted by Congress it should be distinctly provided that vessels have the right of way except when moving trains are passing over the bridge.

The Board, although unanimously of opinion that a tunnel offers the most complete solution of the problem, presents no argument in favor of it.

THE FLORIDA CENTRAL RAILROAD CASE—FACTS REGARDING THE ALLEGED FRAUDULENT SUPERSEDEAS BONDS—ARGUMENT BEFORE THE UNITED STATES SUPREME COURT.

The case of the Florida Central Railroad Company, appellants, versus J. Frederick Schutte et al. came up in the United States Supreme Court this afternoon, on a motion of the appellees to discharge the order of supersedeas recently granted by Justice Bradley, and on another motion of the appellants to have a new bond substituted for the one previously offered and a new order of supersedeas granted. The case attracted more than usual attention on account of the reputation and standing of some of the parties to the suit and the damaging nature of the charges made against them in connection with the alleged fraudulent character of the supersedeas bonds accepted by Justice Bradley last July. The case, as stated by counsel for the appellees, is briefly as follows:—

A decree directing the sale of the Florida Central Railroad was entered by Justice Bradley at Jacksonville, Fla., May 31, 1879. From that decree an appeal was taken in the name of the company. The amount of the bond was fixed at $100,000 and a bond for this sum was subsequently executed in New York city by five persons, all purporting to be men of property. The bond was delivered to Justice Bradley by Mr. L. Engle, the president of the railroad company, and was approved by him as a supersedeas of the decree he had made. This bond, it is alleged by counsel for the appellees, was worthless and fraudulent; the securities upon it were professional straw bondsmen, and their affidavits as to property owned by them were sheer perjuries. One of them, it is asserted, was under indictment for forging powers of attorney to collect interest upon registered bonds, one was in jail for debt, and unsatisfied judgments were sought for small amounts against several of the others. The persons charged with complicity in the procurement of this fraudulent bond are Mr. L. Engle, of the Florida Central Railroad Company; L. P. Bayne, a prominent banker and broker, of No. 64 Broad street, New York; William J. Cromwell, of the law firm of Sullivan & Cromwell, and Wesley Lyon, an attorney, of No. 5 Beekman street. Mr. Lyon, who was directly employed by Mr. Cromwell in procuring the sureties on the bond, is charged in one of the affidavits submitted by counsel of the appellees with being "by common repute a notorious swindler, professionally engaged in the business of procuring false and fraudulent bonds, and at one time an inmate of the Tombs on a charge of grand larceny." The sureties, it is alleged, received from Lyon in payment for their services as bondsmen sums ranging from $100 to $125. Upon this statement of the case, supported by many affidavits, counsel for the appellees asked that the supersedeas bond be vacated on account of fraud, and that the motion of the appellant for the substitution of a new bond and the granting of a new order of supersedeas be denied, since to grant it would be to offer a premium upon this kind of dishonesty. Counsel for the appellant waived discussion as to the sufficiency of the supersedeas bond. They deny, however, that Messrs. Bayne, L. Engle and Cromwell intended to procure a fraudulent bond, or had any knowledge of its fraudulent character, and, in support of this denial, submit depositions of the three gentlemen accused, together with affidavits from the Governor of Florida, the Chief Justice and several Associate Justices and the Attorney General of that State, testifying to Mr. L. Engle's integrity; also affidavits to show that the statements of Hunt, Egan and Williams as to the complicity of Messrs. L. Engle, Bayne and Cromwell in the alleged frauds were false and prejured and were sold to the appellees. Finally the counsel for the railroad company, although admitting the insufficiency of the security at the time the bond was executed, assert that there is no evidence to show that Mr. L. Engle, the President of the railroad company, was cognizant of it, and that if the supersedeas bonds be vacated the appellants should be allowed as a matter of justice to substitute a new one. Wayne McVeagh and M. H. Carpenter argued the case for the appellees, and P. Phillips and William A. Maury for the appellants.

SECRETARY M'CRARY'S NOMINATION.

The Senate Judiciary Committee to-day held its first meeting for the present session. The nomination of Secretary McCrary to be United States Circuit Judge for the Eighth Circuit was taken up for consideration, and the committee, after a brief discussion, authorized the chairman to report it back to the Senate with a recommendation that it be confirmed. The vote of the committee on the question of confirmation was unanimous.

NOMINATIONS BY THE PRESIDENT.

The President sent the following nominations to the Senate to-day:—

Owen N. Denny, of Oregon, to be Consul General at Shanghai; Dunham J. Cram, of New York, to be United States Consul at Milan; Robert W. Welch, of New Hampshire, to be United States Consul at Carrara; John Hay, of Ohio, to be Assistant Secretary of State; Elihu A. White, of North Carolina, to be Collector of Internal Revenue Second district of North Carolina; Rodney C. Ward, of New York, to be Collector of Internal Revenue First district of New York; Thomas P. Morgan, of the District of Columbia, to be Commissioner of the District of Columbia; Henry C. Harmon, of New Hampshire, to be Deputy Second Auditor of the Treasury.

Third Lieutenants William H. Cushing, of New York; John H. H. Little, of Maine; Charles H. McLellan, of Maine, and F. G. F. Wadsworth, of Massachusetts, to be second lieutenants in the revenue service.

ARMY INTELLIGENCE.

NOMINATIONS BY THE PRESIDENT FOR APPOINTMENT AND PROMOTION—ORDERS.

WASHINGTON, Dec. 8, 1879.

The President sent the following nominations to the Senate to-day:—

Thomas M. Defrees, of West Virginia, to be second lieutenant, Fifth infantry; Saterlee C. Plummer, of the District of Columbia, to be second lieutenant, Fifteenth infantry; Montgomery D. Parker, of Massachusetts, to be second lieutenant, Ninth cavalry; Louis P. Brant, of New York, to be second lieutenant, First infantry; Lewis H. Strother, of Virginia; to be second lieutenant, First infantry; John S. Mason, of Texas, to be second lieutenant, First infantry; Henry H. Benham, of New York, to be second lieutenant, Second infantry; William E. P. French, of New York, to be second lieutenant, Third infantry; Francis P. Fremont, of Arizona, to be second lieutenant, Third infantry; Joseph M. T. Partello, of the District of Columbia, to be second lieutenant, Fifth infantry; Charles A. Churchill, of Kentucky, to be Second lieutenant, Fifth infantry; J. Espy McCoy, of the District of Columbia, to be second lieutenant, Seventh infantry; Robert F. Ames, of New York, to be second lieutenant, Eighth infantry; Colville P. Terrett, of Maryland, to be second lieutenant, Eighth infantry; Cadet Guy R. Beardslee to be second lieutenant, Ninth infantry; Robert J. C. Irvine, of Georgia, to be second lieutenant, Eleventh infantry; Francis D. D. Rucker, of Michigan, to be second lieutenant, Eleventh infantry; Vasa E. Stolbrand, of South Carolina, to be second lieutenant, Thirteenth infantry; William H. Hughes, of Tennessee, to be second lieutenant, Thirteenth infantry; Leighton Finley, of South Carolina, to be second lieutenant, Fifteenth infantry; John Newton, of Kansas, to be second lieutenant, Sixteenth infantry; William English, of Pennsylvania, to be second lieutenant, Seventeenth infantry; Stephen L. H. Slocum, of New York, to be second lieutenant, Eighteenth infantry; John W. Cunningham, of Illinois, to be second lieutenant, Nineteenth infantry; Edward H. Brooke, of Oregon, to be second lieutenant, Twenty-first infantry; Edward O. C. Ord, Jr., of Texas, to be second lieutenant, Twenty-second infantry; First Sergeant Theodore Decker, battery E, Fourth artillery, to be second lieutenant, Twenty-fourth infantry; William Black, of Iowa, to be second lieutenant, Twenty-fourth infantry; Corporal Harvey D. Reed, company E, battalion of engineers, to be second lieutenant, Twenty-fifth infantry; Carroll A. Devol, of Ohio, to be second lieutenant, Twenty-fifth infantry.

Signal Corps—Joseph F. Howell to be second lieutenant, Sergeant William A. Glassford to be second lieutenant, Michael O'Brien to be first lieutenant, Fourth artillery, in accordance with an act of Congress, approved February 25, 1879.

Captain James C. C. Lee, assistant quartermaster, to be quartermaster, with rank of major.

Corps of Engineers—Captain Charles V. Howell to be major, First Lieutenant Daniel W. Lockwood to be captain, First Lieutenant Ernest H. Ruffner to be captain, Second Lieutenant Eugene Griffin to be first lieutenant, Second Lieutenant Willard Young to be first lieutenant, Additional Second Lieutenant Curtis McD. Townsend to be second lieutenant, Additional Second Lieutenant Gustave J. Fireger to be second lieutenant.

Ordnance Department—Major James M. Whittemore to be lieutenant colonel, Captain Clifton Conly to be major, First Lieutenant Charles S. Smith to be captain, Second Lieutenant Henry D. Dorup, of the Second artillery, to be first lieutenant; Second Lieutenant Lawrence L. Bruff, of the Third artillery, to be first lieutenant; Second Lieutenant Ballard S. Humphrey, Sixth cavalry, to be first lieutenant.

First Cavalry, U. S. A.—First Lieutenant Edward Hunter, regimental adjutant, to be captain; Second Lieutenant Frank M. Edwards to be first lieutenant.

Third Cavalry, U. S. A.—First Lieutenant John C. Thompson, regimental adjutant, to be captain; First Lieutenant John P. Walker to be captain, Second Lieutenant James Allen to be first lieutenant, Second Lieutenant Bainbridge Reynolds to be first lieutenant, Second Lieutenant James E. M. Foster to be first lieutenant.

Fourth Cavalry, U. S. A.—Captain Eugene P. Beaumont to be major, First Lieutenant William A. Thompson to be captain, First Lieutenant Leopold O. Parker to be captain, Second Lieutenant Alexander Rodgers to be first lieutenant, Second Lieutenant James Parker to be first lieutenant, Second Lieutenant Cunliffe H. Murray to be first lieutenant, Second Lieutenant Wilber E. Wilder to be first lieutenant.

Sixth Cavalry—Second Lieutenant Lewis A. Craig to be first lieutenant.

Eleventh Infantry—Second Lieutenant Ralph W. Hoyt to be first lieutenant.

Thirteenth Infantry—Second Lieutenant Edmund L. Fletcher to be first lieutenant, Second Lieutenant Samuel N. Holmes to be first lieutenant.

Fifteenth Infantry—Second Lieutenant George F. Cooke to be first lieutenant.

Sixteenth Infantry—Second Lieutenant Isaac O. Shelby to be first lieutenant.

Eigteenth Infantry—Second Lieutenant Daniel H. Floyd to be first lieutenant.

Nineteenth Infantry—First Lieutenant Thomas B. Robinson to be captain, Second Lieutenant Alexander H. M. Taylor to be first lieutenant.

Twentieth Infanty—Second Lieutenant J. Granville Gates to be first lieutenant.

Twenty-first Infantry—First Lieutenant Ebenezer W. Stone to be captain, Second Lieutenant Willis Wittich to be first lieutenant, Second Lieutenant Charles A. Williams to be first lieutenant.

Twenty-second Infantry—First Lieutenant William Conway to be captain, Second Lieutenant William H. Keil to be first lieutenant, Second Lieutenant F. Morehead Gore to be first lieutenant.

Second Lieutenant William W. Gibson, Fifth infantry, to be second lieutenant, Third artillery; Second Lieutenant Walter S. Alexander, Fifth infantry, to be second lieutenant; Fourth artillery; Second Lieutenant Frank S. Harlow, Ninth infantry, to be second lieutenant, First artillery; Second Lieutenant James E. Runcie, Fifth cavalry, to be second lieutenant, First artillery; Second Lieutenant Henry De H. Waite, Third infantry, to be second lieutenant, Fifth cavalry; Second Lieutenant William E. Almy, Third infantry, to be second lieutenant, Fifth cavalry; Second Lieutenant Arthur C. Ducat, Jr., Eleventh infantry, to be second lieutenant, Third cavalry; Second Lieutenant, Leighton Finley, Fifteenth infantry, to be second lieutenant, Tenth cavalry.

QUARTERMASTER'S DEPARTMENT.

First Lieutenant Daniel D. Wheeler, of the First artillery, to be assistant quartermaster, rank of captain.

Tenth Cavalry—Second Lieutenant Thaddeus W. Jones to be first lieutenant.

First Artillery—First Lieutenant John C. White to be captain, Second Lieutenant Frank S. Rice to be third lieutenant, Second Lieutenant John T. Honeycutt to be first lieutenant.

Second Artillery—Lieutenant Colonel Romeyn B. Ayers, of the Third artillery, to be colonel.

Third Artillery—Major Joseph Stewart, of the Fourth artillery, to be lieutenant colonel; Major Gustavus A. Derussy to be lieutenant colonel Captain Richard Lodor, of the Fourth artillery, to be major.

Fourth Artillery—Captain William M. Graham, of the First artillery, to be major; First Lieutenant John W. Roder, regimental adjutant, to be captain; Second Lieutenant Montgomery M. Macomb to be first lieutenant.

First Infantry—First Lieutenant Daniel F. Callinan to be captain, First Lieutenant Robert G. Heiner to be captain, Second Lieutenant Hugh T. Reed to be first lieutenant, Second Lieutenant Marion P. Maus to be first lieutenant.

Third Infantry—Second Lieutenant William Gerlach to be first lieutenant.

Fourth Infantry—Captain Isaac D. De Russy, of the First infantry, to be major.

Fifth Infantry—Second Lieutenant Thomas M. Woodruff to be first lieutenant, Second Lieutenant Hobart K. Bailey to be first lieutenant; Second Lieutenant William H. C. Boren to be first lieutenant.

Sixth Infantry—Second Lieutenant Richard L. Jacob, Jr., to be first lieutenant.

Eighth Infantry—Second Lieutenant Edward Lynch to be first lieutenant.

Ninth Infantry—Second Lieutenant Walter S. Wyatt to be first lieutenant, Second Lieutenant William F. Norris to be first lieutenant.

ORDERS.

Major E. D. Baker, quartermaster, is removed from duty in the Department of Dakota, and will report in person to the Commanding General, Department of Texas, for assignment to duty as depot quartermaster at San Antonio, relieving Captain George W. Bradley, who will proceed to Philadelphia and report for duty to Assistant Quartermaster General Rucker.

In explanation of the promotion of two majors of artillery to be lieutenant colonels of the Third Regiment of Artillery it is stated that Major Joseph Stewart, Fourth artillery, is to be retired, but the War Department wishes first to make him a lieutenant colonel.

NAVAL INTELLIGENCE.

MOVEMENTS OF NATIONAL VESSELS—ORDERS.

WASHINGTON, Dec. 8, 1879.

Commodore Hughes reports to the Secretary of the Navy that the United States ship Nipsic dropped down to the naval anchorage on Saturday and will be ready for inspection on the 11th inst.

The United States ship Alliance is reported as having arrived at Charlestown, Mass., this morning.

Captain Daniel L. Braine has been ordered to command the Powhatan. Surgeon Wolverton, Paymaster Browne, Chief Engineer Buchler, Passed Assistant Engineer Gardner and Gunners Cross and Smith have been ordered to the Powhatan. Ensign Henry Merrill has been ordered to duty on the Coast Survey. Boatswain Edward Hughes has been ordered to the receiving ship Wabash, Boston. Captain Daniel B. Harmony has been detached from command of the Powhatan and ordered to command the Tennessee. Lieutenant William H. Beehler, has been detached from the Powhatan and placed on waiting orders. Lieutenants George M. Cotten and William P. Potter, William H. Scheutze; Ensigns Carpenter and Ray, Passed Assistant Engineer Smith, Cadet Engineers Hunt and Bennett, Boatswain Miller, Gunner Henderson, Carpenter Thomas and Sailmaker Macy have been detached from the Powhatan and ordered to the Tennessee. Medical Inspector Cleburne has been detached from the Powhatan and ordered to the Tennessee and as fleet surgeon of the North Atlantic station.

Pay Inspector Wallach has been detached from the Powhatan and ordered to the Tennessee as fleet paymaster of the North Atlantic station. Chief Engineer Williamson has been detached from the Powhatan and ordered to the Tennessee and as fleet engineer of the North Atlantic station. Passed Assistant Surgeon Dickson has been detached from the Powhatan and ordered to special duty at Washington. Boatswain Milne has been detached from the receiving ship Wabash and ordered to the Powhatan. Sailmaker Caswell has been detached from the Norfolk Navy Yard and ordered to the Powhatan.

The President sent to the Senate to-day the nomination of John W. Ross, passed assistant surgeon, United States Navy, to be advanced eight numbers, so as to rank next after Passed Assistant Surgeon Andrew M. Moore, for "extraordinary heroism," as provided for in section 1,506 Revised Statutes.

THE ALLIANCE AT BOSTON.

BOSTON, Mass., Dec. 8, 1879.

The United States steamer Alliance, Commander Yates, arrived here to-day from Villa Franca.

THE CONSTITUTION EN ROUTE FOR ASPINWALL.

FORTRESS MONROE, Va., Dec. 8, 1879.

The schoolship Constitution, Commander Stanton, sailed this morning for Aspinwall, touching at Martinique, St. Thomas and other West India ports.

NEWS FROM THE BEHRING SEA.

ARRIVAL OF THE CREW OF THE WRECKED MERCURY—THE JEANNETTE NOT SPOKEN—A SEVERE WINTER SETTING IN.

[From the Alta California, Nov. 27.]

Some excitement was caused last evening by the announcement of the arrival in port of the whaling bark Helen Mar, Captain Bauldry, bringing with her the crew of the Mercury, which vessel has also been for some time expected. When it was known that a whaler was outside all were in hopes that it was the Mount Wollaston, which vessel rumor stated had spoken with the Jeannette. An *Alta* reporter was immediately despatched to make inquiries, and the result may be stated as follows:—The Helen Mar arrived about six o'clock, seventeen days from Fox Island and about thirty-one days from the Arctic. Her passengers were Captain Stephen Hickman, wife and daughter, and the crew of the bark Mercury, which was abandoned in the ice on October 24, in latitude 71 deg. 10 min. north, longitude 172 degrees west, or just north of the Herald Shoals.

The Mercury became ice bound on Tuesday, the 21st of October. At this time the Helen Mar was nearly half a mile distant in a similar fix. As it was thought that they would have to winter together the provisions of the Mercury were transferred to the other ship, the ice being thick enough to support teams and wagons and the weather sufficiently calm for such an operation. Fortune, however, favored the Helen Mar, for on the 24th a gale sprang up, and the ice parted, carrying her out into open water, while the other vessel remained fast. The crew of the Mercury had hard work in joining their consort. Neither of the vessels had seen or heard news of the Jeannette, but on the 11th the Helen Mar saw the Vigilant steering north, and it is thought the latter vessel may have met the gallant explorer. On the 4th of October the Wollaston had not seen Captain De Long, as on that date Captain Cameron, of the Norma, entertained the Captain of the Wollaston on board his vessel, and ascertained from his own lips that he had received no tidings of her. On her voyage home the Helen Mar struck several times on the shoals off Cape Prince of Wales. The schooner Alaska is expected in daily, but experienced whalers are beginning to fear that as the winter is evidently a very stern one, and the season growing late, that several of the whalers, of which half a dozen have not yet reported, will be detained another season. They are all considerably overdue.

PERILS OF THE ARCTIC OCEAN—THE WHALER MERCURY ABANDONED—TWO MORE WHALERS FROZEN IN.

[From the San Francisco Bulletin.]

The whaling bark Helen Mar, from the Arctic Ocean, reached this harbor last evening, bringing the crew of the bark Mercury. The latter vessel was abandoned in the ice on the 24th of last October, in latitude 71 deg. 10 min. north, longitude 172 deg. west, just north of Herald Shoals. The two ships were together. On the 19th of October there was ice as far as they could see to the westward.

They then stood to the northeast. On the 20th they worked to the southward, among young ice. There were occasional pieces of clear water and some heavy ice. At dark there was considerable ice around, and they laid under easy sail until daylight. At daylight on the morning of the 21st they kept away and stood east-southeast. The weather was not very thick—they could see seven or eight miles. Soon after noon they came to young ice, and the wind hauled ahead. The ships were swung off, so as to work through the ice. Captain Hickmott, of the Mercury, says he worked until midnight, and then the ice thickened and stopped the ship. At ten o'clock the next morning both ships dropped anchor. During the day of the 22d no water was to be seen from the masthead. At night it breezed up some, and they hove up their anchors. The Mercury mired about two ships' lengths, and the Helen Mar did not stir from her position. On the morning of the 23d the ice about the ships would bear a ton weight. Matters looked dismal and they prepared for winter. The ships were in hailing distance of each other—the Helen Mar being to the southward. The latter being a newer and stronger ship, it was decided to put all the provisions on board of her and abandon the Mercury. All that day and the next both crews were engaged in securing provisions, wood, sails and blubber, amounting to a whale and a half. The ice was all the time growing more solid; it was getting cold, and every hour their chances of escaping from their icy prison grew less. On the 24th Captain Hickmott bid farewell to the Mercury. That night it came on to blow a gale from the northward and they never saw her again. As the gale increased the ice began to crack and broke up around them. This gave them hope. They made sail and worked all night, some hours not making more than half a mile, then again they would go three or four miles. The ice was surging and grinding about them and every moment they expected the vessel to be cut through, in which case they must inevitably have all perished. The ice was from six inches to a foot in thickness and was in small cakes and joined together. From that time to their passing through the straits, six days, they were constantly working their way through the ice, and hourly anticipating that the wind might fail them. If it had ever fallen calm fifteen minutes would have sufficed to have frozen them in so solid that they would have been unable to move. The last night they were in the Arctic Captain Hickmott says was the most fearful one he ever experienced in that sea. It was intensely cold, and their rudder became frozen so that it was impossible to guide the ship, and for hours they drifted about helplessly, the sea breaking over them and filling their decks with ice. They finally succeeded in getting the rudder free. In working out through the straits they were obliged to keep in close to the east shore and grounded upon Cape Prince of Wales, but fortunately got clear without damage.

The Vigilant was last seen on the 8th of October. Captain Smithers had plenty of provisions and thought of wintering at Point Barrow. Captain Hickmott is of the opinion that the Mount Wollaston and the Vigilant have been whaling about Herald Island, where there was no ice at last reports. They would not anticipate finding ice to the south of them, as it is an unusual occurrence, and therefore it may be that they are both frozen up in the Arctic.

Captain Hickmott fears that the Jeannette may be frozen up in the pack ice, and not be able to reach a place of safety.

OBITUARY.

JOHN STERRITT GITTINGS.

Mr. John S. Gittings, president of the Chesapeake Bank and one of the wealthiest millionnaires in Baltimore, died yesterday morning, at half-past seven o'clock, at his residence, No. 149 St. Paul street, in his eighty-second year. He was at the bank attending to his duties on Thursday last, but on Friday was taken with a severe cold. Pneumonia set in and he rapidly sank until life became extinct.

John Sterritt Gittings was born in the same house where his father and grandfather first saw the light, at Long Green, Baltimore county, about fifteen miles north of the city, on the 27th of May, 1798. He passed his childhood at Long Green and received his early education at home. He pursued his studies further at Dickinson's College, Pennsylvania. At the age of fifteen, however, he left college and entered the counting house of James A. Buchanan. At seventeen he was made discount clerk in the City Bank. In 1820 his father died and he was recalled to the country to take charge of the family estate. In 1821 he married Miss Eleanor Addison Smith, daughter of William Rogers Smith. His wife died in 1848, leaving two children, Eleanor Addison, who married George H. Williams, and William S. Gittings. In 1821 Mr. Gittings began business in Baltimore as a stock broker. In 1835 he was elected president of the Chesapeake Bank. The following year he was appointed Commissioner of Loans for the State of Maryland. This office he filled until removed through a change in the administration of the State government. He was reinstated under democratic rule, but was again removed when the republicans obtained sway. He was for a number of years a member of the City Council and served as chairman of the Committee on Ways and Means. He was chosen by the city and approved by the State as a director of the Baltimore and Ohio Railroad Company during the presidency of William G. Harrison, and was chairman of the Finance Committee for two years. He was president of the Northern Central Railway Company. He was elected Commissioner of Public Works when the State was divided into four judicial districts. In the democratic convention which nominated E. Louis Lowe for Governor his name was presented as the choice of Baltimore county. In 1853 he married Charlotte Carter Ritchie, daughter of the distinguished Thomas Ritchie and granddaughter of Dr. Fouche, of Richmond, Va.

As president of the Chesapeake Bank Mr. Gittings enjoyed the confidence of the public for nearly half a century. He was the largest property holder in the city and during his long life had, it is stated, built about twelve hundred houses in various parts of the city, thus being of great service to hundreds of workingmen. His estate is variously estimated at from $6,000,000 to $8,000,000, including a large amount of personal property. His will names as his executors his widow, Mrs. Charlotte Carter Gittings, and his son-in-law, George H. Williams. He has left, besides his widow, one daughter, the wife of Mr. Williams; nine grandchildren, and his brother, Lambert Gittings, and two sisters, Mrs. Louisa Littig and Mrs. Palmer, wife of Surgeon General Palmer, United States Navy. He was a member of St. Paul's Protestant Episcopal Church. The funeral will take place on Wednesday next.

ALFRED MORRISON LAY.

Congressman Alfred Morrison Lay, the Representative of the Seventh Missouri district, died very suddenly yesterday morning, of paralysis, at the National Hotel, Washington. Mr. Lay had been in feeble health for some months. At one time it was regarded as exceedingly doubtful whether he would be able to go to Washington to take part in the organization of the Forty-sixth Congress. On Sunday evening he appeared to be in good health, and said he felt much better than he had for some time.

Mr. Lay was a native of Missouri and was born in Lewis county, May 20, 1836. In 1842 he moved with his parents to Benton county, Missouri, where he was partly educated. He subsequently attended Bethany College, Virginia, and was graduated in 1856. He was admitted to the Bar the following year and was appointed by President Buchanan the United States Attorney for the Western district of Missouri. He resigned in 1861 and took an active part in the operations of the Southern armies during the rebellion. He succeeded Mr. Thomas T. Crittenden in Congress and made a very active canvass of his district. It was during the campaign last year that he was first stricken with paralysis. He attended the extra session of Congress because his vote was considered essential to his party in the organization of the House. He was brought to Washington in a special car containing a bed provided for him. He was unable to walk and only occupied his seat in the House long enough to vote in the organization thereof. Very soon after