

ARE BADLY USED UP.

Most of the Ships of the Mosquito Fleet Are Disabled.

Four Tugs Received During the War Has Damaged Seriously the Engines and Boilers-Their Disposition a Problem.

It is learned from a trustworthy source that a number of the warships now at anchor in Hampton Roads off the Chamberlain's and Hyatt's hotels will become the objects of unfavorable reports by the board of survey, which has begun its work of inspection. The condition of not a few of the best known vessels of the mosquito fleet is said to be such as to render them useless for either the purpose of peace or war until extensive and costly repairs have been made.

Since coming to Old Point Comfort Capt. Higginson, Capt. Taylor, Lieut. Brunson and Chief Engineer Silver, comprising the board of survey, have been actively engaged in making a careful examination of all the vessels of the auxiliary fleet.

In more than one-half of the vessels already examined it is said the machinery has been found by the inspecting board to be so badly damaged that new engines and boilers will have to be supplied before they will be in proper condition for the pursuits in which they were formerly engaged while in merchant service. Others, it is said, have sustained serious injuries to their decks and hulls, not being strong enough to stand the strain caused by the discharge of the guns with which they are equipped. In addition to this, the little warships were severely injured by the rough usage incident to blockade duty, in which many of them figured prominently before Havana and other points on the Cuban coast.

The men from whom these now disabled vessels were bought will hardly be willing to take them back, it is likely that some bargains in vessels will be offered at an early date.

Some of the vessels went through without damage and will probably be bought back by their original owners in the event the government is desirous of disposing of them, but, of course, at a price far below that at which they were sold to Uncle Sam.

The auxiliary cruiser Dixie, for instance, will probably be eagerly sought by the Morgan Line of steamers, which disposed of four of its splendid ships to the government. It is not probable, however, that the Dixie will leave the naval service, and it is understood Capt. Higginson, as president of the board of inspection, will recommend that this ship be retained by the government. The Dixie carries ten six-inch guns, the heaviest armament placed on an auxiliary cruiser, and the fact that she stood the test so well reflects great credit on her builders. The board made a thorough examination of this ship and found her to be as stanch as when she set sail on her mission of war.

FIRST WOMAN ARMY SURGEON

Dr. Anita McGee Appointed by Secretary Alger and Ranks as Lieutenant.

For the first time in the history of the American army a woman has been appointed member of the medical staff. Dr. Anita Newcomb McGee, wife of Prof. W. J. McGee, of Washington, and daughter of Prof. Simon Newcomb, of the naval observatory, was regularly sworn in as assistant surgeon. This, according to Secretary Alger's general order, entitles her to the uniform of a second lieutenant, without designation of rank. It is not likely, however, that Dr. McGee will avail herself of this privilege.

The appointment, while a novelty from a technical standpoint, is not the beginning of Dr. McGee's service with the war department. Throughout the war she has been in charge of the selection of the women nurses, and of the 700 or more now in the field, most have passed muster at her hands. Assistant Surgeon McGee has gone to New York to select 30 graduate nurses for services in Puerto Rico. Lieut. McGee has regularly practiced her profession in Washington for some years, and has contributed several papers to the American Association for the Advancement of Science and to other scientific organizations.

IN THE DRY DOCK.

Boat New York Being Cleaned After Nearly a Year of Neglect—Not Very Digny.

The cruiser New York, flying Rear Admiral Sampson's pennant, was placed in dry dock No. 2 at the Brooklyn navy yard the other morning. The admiral was not aboard during the docking process, but arrived later in the day and had dinner with Capt. Chadwick.

When it is considered that the big cruiser had not been in a dry dock since last October its bottom was in wonderfully good condition. The sailors say that the cruisers went so fast when chasing Spanish warships that the friction of the water washed off the barnacles and seaweed.

Perennial Smell of Musk. The mosque of St. Sophia, in Constantinople, is remarkable, among other things, for the fragrance of musk, which continues through the year though it is never renewed.

Says He Built Goethe's Coffin. A cabinetmaker in Frankenberg, in Saxony, now 84 years of age, boasts that he helped build Goethe's coffin in 1832, and saw the poet's body laid away in it.

German Population of London. There are 75,000 Germans in London.

POSSIBILITIES OF CUBA.

Will Ultimately Become Part of United States Offers No Opportunities for "Booming."

In his paper on "The Possibilities of Cuba," read before the American Association for the Advancement of Science, Prof. Robert T. Hill, of the United States geological survey, said that although it was the solemn duty of the United States to carry out the declaration of congress to establish Cuban independence, there is a strong feeling on the part of the American and foreign residents of Cuba that the ultimate destiny of this island will be absorption into the American union. That it can be ultimately brought about by natural and friendly means there is no doubt.

Prof. Hill then referred to two important facts which the Americans who contemplate invading the prospective field should bear in mind. First, that Cuba is an old and settled country, in which the land and mineral titles are largely fixed, and that it offers no opening for "booming" such as has followed the opening up of new and unsettled countries.

A second fact to be remembered is that Cuba is situated within the tropics and northern races cannot be established there except at the sacrifice of many lives. Prof. Hill said that with the rehabilitation of Cuba the island will offer agricultural opportunities for the small farmer, field for investment for capitalists, in the line of municipal and public improvements; employment of labor and the establishment of winter homes and resorts for the leisure classes. He saw in the coming demand for acclimated labor a solution of the immigration question in the United States by deflecting the tide from southern Europe from our northern shores to Cuba.

ILLINOIS NAVAL MILITIA.

High Praise for the Men Who Fought Bravely on Board United States Warships.

The Illinois naval militia has distinguished itself during the war, and has not only won the admiration of the officers afloat, but those of the department as well.

The people of Illinois and Commander Harrison should be proud of their sailor boys, as they have won a great name for themselves. Commander Hemphill, of the navy, said:

"I wish to state, without hesitation or equivocation, that the Illinois reserves is the best in the country. They entered the service to fight, and they did so like veterans, and are deserving of much praise for their gallant conduct."

Sixty of these reserves were on board the Oregon during the battle at Santiago, and they conducted themselves with such bravery that immediately after that desperate fight the officers and men of the Oregon lined up and gave three cheers for the Illinois reserves. At the beginning of the war they offered their services to the government, and only stipulated that they should be sent where they would be in the fray. When their organization was broken up and scattered there was not a murmur of discontent, but everyone was satisfied that his desire to participate in the war avenging the Maine was to be gratified. Some of the assignments of the reserves are as follows: Oregon, 60; Yale, 86; Harvard, 60; Cincinnati, 46; Franklin, 40; Yanton, 27; Newport, 27; Newark, 27; Dolph, 23; Montgomery, 22; Hector, 21, and the Terror, 14.

ONE PROUD CORPORAL.

Albert West, in First Illinois Infantry, Writes His Mother How He Captured Spaniards.

Three revenue cutters, built for use on the great lakes, and which were ordered to be sent from Cleveland through the great lakes and the St. Lawrence river before the breaking out of the war, to be fitted up as auxiliary naval vessels, will soon be returned by the navy department to the jurisdiction of the treasury department, where they belong in time of peace. They will, however, not be used on the lakes, but will become a part of the revenue-cutter fleet on the Atlantic.

These cutters are the Onondaga, the Algonquin and the Gresham. The latter is at Ogdensburg, where it was held up for the same reason.

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The treasury department has increased needs for revenue cutters on account of the territory acquired in Puerto Rico, Cuba and the Philippines. The McCulloch, which was captured for the San Francisco station, and was there when she was directed to join Dewey's fleet at Hong-Kong when the war broke out, will be used as a revenue cutter at Manila.

ARMY STORES LEFT.

Hundreds of Tons of Provisions in Hold of a Transport.

Had Been Apparently Forgotten—Were Loaded About Four Months Ago for Cuba and Were Never Discharged.

At the beginning of the war the steamer La Grande Duchesse was chartered as a government transport from the Plant steamship line. She took on troops at Port Tampa, and was one of the fleet that carried Shaffer's army to Cuba. Some time before it sailed it also took on a large quantity of subsistence stores.

Since then the vessel has been constantly in the government service. A few days ago it arrived at Montauk Point with troops from Santiago.

Later it reported for orders at this port, says the New York Sun, to Col. Amos S. Kimball, deputy quartermaster general. As the government had no further use for it, Col. Kimball was ordered to return the ship to its owners. By the terms of the charter it was to be discharged from the service at Savannah. The captain was ordered, therefore, to take it to that port. On Saturday the captain walked into the office of Maj. Summerhayes, quartermaster U. S. A., one of Col. Kimball's assistants, and is reported to have remarked:

"I'm ready to sail, but I thought I'd tell you that there's a lot of provisions on board my ship belonging to the government. Perhaps the government would like to take them off."

The case of La Grande Duchesse was reported to Col. Kimball, and he reported the facts to the quartermaster general at Washington, recommending that a board of survey be appointed to find out why the stores had not been unloaded in Cuba.

Brig. Gen. George L. Gillespie, commanding the department of the east, was ordered to appoint such a board, and in his special order doing this, it was specified that the appointees should "determine when and where the stores were loaded, to whom or what port they were shipped, and fix the responsibility for their condition and non-delivery."

It is reported that between 1,100 and 1,200 tons of all kinds of subsistence stores were stowed away in the La Grande Duchesse's hold. There were hard bread and bacon, canned meats, canned vegetables, and what not that should have been retired on a pension a long time ago.

After looking over the stuff the board took the affidavit of the captain, in which the time and place of loading the stores were given as well as the name of the officer to whom they were consigned and the port of consignment. It is learned that the captain of the steamer stated in his affidavit that the stores had been aboard the ship for about four months.

GRESHAM NOT COMING BACK.

The Lake Revenue Cutter Will Be Kept for Service on the Atlantic.

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THE YOUNGEST BUGLER.

Is scarcely 15 Years Old and Yet He Has Served with the Fourth Illinois Infantry.

Jimmie Spelman, of company A, Fourth Illinois volunteer infantry, is believed to be the youngest bugler in Uncle Sam's army. Young Spelman blows the calls for Capt. Barricklow's command. He is scarcely 15 years of age, is of slight build and tips the scales at 100 pounds. He enlisted in company A, Fourth regiment, I. N. G., as bugler three years ago, and when the war with Spain began it was thought he was too small to go with the army. However, he was allowed to enlist in the regular service. Young Spelman's home is at Arcola, Ill. "Kid," the bugler, is the pride of company A.

A TEA FIGHT.

One development of the fight between the English tea firms has been their taking up the sale of wines and liquors as part of the business. Now one of the chief contestants announces that newspapers, books and magazines will be sold in all its tea stores.

Work of British Parliament.

The British parliament during its existence has passed about 20,000 statutes, 5,000 of which are still in force.

"Them Faces and Them Eyes."

A civil war veteran, the First battalion of the Seventy-first New York regiment, laid at Montauk Point, said: "I've seen ragged regiments in my day, boys; I've seen some pretty tough looking regiments, but I never saw 'em look like that; not just like that—not with them faces and them eyes. Why, I tell you, hal-o' em ought to be on litters!"

The Model Ship.

The Oregon will probably take rank as the model ship for future building in the United States navy. There will, of course, be an effort to improve on some of her points, but she has presented so much that is desirable that she must be regarded in the light of a pattern. The Oregon steamed 15,000 miles and was ready to go into battle at the end of the journey. Capt. Clarke sets down as two of the principal lessons of the war, smokeless powder and warships without woodwork. Then comes speed.

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L'ABEILLE DE LA NOUVELLE-ORLEANS

Est très répandue en Louisiane et dans tous les Etats du Sud. Sa publicité offre donc au commerce des avantages exceptionnels. Prix de l'abonnement, pour l'année: Edition quotidienne, \$12 00; Edition hebdomadaire, \$3 00

ANNONCES JUDICIAIRES.

VENTES PAR LE SHERIF

ANNONCE JUDICIAIRE.

Ventes Importantes

—PAR LE—

SHERIF CIVIL

—DE—

Propriétés de Valeur et Améliorées dans le Second District.

I. Coin des rues Douane et Guivelz, connue par les Nos 2132 et 2134 rue Douane.

II. Coin des rues St-Louis et Derbiguy, connue par le No 1733 rue St-Louis.

III. Local No 1525 rue St-Louis, entre les rues Marais et Ville.

IV. Local vieux No 121 et maintenant nouveau No 521 rue Decatur, entre les rues Toulouse et St-Louis.

V. Local Nos 513 et 517 rue Robertson, entre les rues Toulose et St-Louis.

VI. Local Nos 137, 139 et 141 rue Clamborne (No 141 Giant Penouigoue des rue Clamborne et Douane), Nos 1710 et 1712 rue Douane, entre les rues Clamborne et Derbiguy.

VII. Et le Local 1317 rue Camaret, entre les rues Franklin et Liberté.

—DANS L'AFFAIRE DE—

F. X. Fitzpatrick vs Peter Blaise

COEUR CIVILE DE DISTRICT POUR LA paroisse d'Orléans—No 57420—En vertu d'un avis de saisie et vente à moi adressé par l'Honorable Cour Civile de District pour la paroisse d'Orléans dans l'affaire d'Orléans contre l'assureur de la compagnie d'assurance la Compagnie des assurances générales de France, j'ordonne à la partie défaite d'enterrer dans l'assureur de la compagnie d'assurance la Compagnie des assurances générales de France, à la partie gagnante, F. X. Fitzpatrick, et à la partie égale, Peter Blaise, de verser à la partie défaite une somme de cent francs, et de verser à la partie gagnante une somme de deux francs.

COUR CIVILE DE DISTRICT pour la paroisse d'Orléans—No 57320—En vertu d'un avis de saisie et vente à moi adressé par l'Honorable Cour Civile de District pour la paroisse d'Orléans dans l'affaire d'Orléans contre l'assureur de la compagnie d'assurance la Compagnie des assurances générales de France, j'ordonne à la partie défaite d'enterrer dans l'assureur de la compagnie d'assurance la Compagnie des assurances générales de France, à la partie gagnante, F. X. Fitzpatrick, et à la partie égale, Peter Blaise, de verser à la partie défaite une somme de cent francs, et de verser à la partie gagnante une somme de deux francs.

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