provision, by a recent Ordinance, appropriating fourteen dollars annually for the maintenance and education of each orphan; which, for one thousand and sixty-nine orphans in the eight above named Asylums—which have complied with the provisions of the Ordinance—amounts to $14,966 per annum.

There are other Asylums and Charitable Institutions to the support of which the city does not contribute; among them is the "Home for Jewish Widows and Orphans," on Jackson street, incorporated in March, 1856—one of the best conducted and most useful of all the institutions of its kind. The Industrial School of the Sisters of the Holy Cross, in the 3d District, which is supported mainly by the work of the inmates. And the Firemen's Charitable Association, an institution for the relief of disabled Firemen, and the support of the widows and orphans of that most useful class of our fellow-citizens.

The appropriations by the State for Charities in New Orleans for the year 1857 amount to $31,500.

Since the date of Consolidation, 1852, the amounts expended by the city for the maintenance of Orphans, support of the Insane Asylum, conveyance of indigent sick to Hospitals, burying indigent dead, conveying insane to State Asylum, at Jackson, treatment and support of small-pox patients, and imperative Charity, is as follows:

	Maintenance of Orphans, etc.	Insane Asylum, expense for year, including support of insane, see note at foot of table.	Small-pox Cases treated, etc.	Appropriations to Charitable Institutions.
1852	4,268 10	516 50		1,483 00
1853	21,377 66	5,328 18	647 00	3,030 97
1854	5,907 75	5,783 62	431 00	4,705 52
1855	5,405 00	5,410 72	4,749 00	7,098 16
1856	2,822 49	5,848 58	225 00	2,959 95
½ 1857	2,690 00	2,445 78	1,369 00	9,811 83
	$42,471 00	$25,333 39	$7,421 00	$30,566 43

RECAPITULATION.

Maintenance of Orphans, etc.	$42,471 00
Insane Asylums, etc.	25,333 39
Small-pox cases	7,421 00
Appropriations to Orphan Asylums	30,566 43
Total	$105,791 82

In addition to the amounts expended as above stated, there was appropriated to, and disbursed by, the Board of Health, established by Ordinance No. 1145 of the Common Council in 1853, during the epidemic of that year, $40,000, which amount, although charged to that Board of Health, was expended really for the relief of the indigent, who were attacked during that fearful epidemic, and should have been included in the Charity account for that year. This amount swells the aggregate cost of Charity since Consolidation, to the liberal sum of $145,791 82.

Alms House.—I cannot omit this opportunity to direct the attention of the Common Council to the growing necessity, so apparent, for the establishment of an Alms House, on a scale commensurate with the increasing demands for such an institution. The subject demands your earnest consideration.

The increase of beggars and mendicants in our midst has become an intolerable evil, and the only means, under existing laws, we have to rid the community of them, is to arrest and commit them as vagrants to the Work-House. There is a class of persons other than those named above, who are a constant annoyance and cost to the corporation and the public—those who, from the causes of disease, dissipation, old age, etc., are unable to provide for their own support. This class is constantly relieved from the limited Charity Fund allowed to the Mayor, and yet only a limited number is provided for; they fill our lock-ups and prisons, and are not only an expense, but have become a serious reproach to the city.

The remedy for these evils, I consider, would readily be found in the establishment of an Alms House, on the system which is in use in all the large cities of the Union. The vagrant and beggar, and even those of that other class mentioned, those afflicted by disease, a long course of dissipation, or by old age—would there be made to contribute to their own support, by being compelled to labor according to their respective ability; and the community would be rid of a class of population who are now a sore upon the body politic.

There is abundant experience in other cities in favor of this recommendation, and I do not doubt, if an institution were established and properly conducted, it could be made a source of revenue to the city, instead of expense. In this connection, I would most respectfully direct the attention of the Common Council to the 20th enumerated bequest contained in the last will and testament of the benevolent, late Judah Touro, which is as follows:

"I give and bequeath for the purpose of establishing an 'Alms House' in the City of New Orleans, and with the view of contributing, as far as possible to the prevention of mendicity in said City, the sum of eighty thousand dollars, (say $80,000,) and I desire that the Alms House thus contemplated shall be organized according to law; and further, it is my desire that after my executors shall have legally organized and established said contemplated Alms House, and appointed proper persons to administer and control the direction of its affairs, that such persons legally so appointed and their successors in office, conjointly with the Mayor of the City of New Orleans, and his successors in office, shall have the perpetual direction and control thereof."

On the 26th January, 1854, Mayor Crossman informed the Common Council that he had been formally notified by the Executors of this bequest; and on the same day the Board of Assistant Aldermen passed a resolution accepting the bequest, and appointed a committee to confer with the Executors in relation to it.

With a view doubtless to carry into effect the benevolent intention of the testator, the Common Council in February, 1855, passed a resolution requesting our Senators and Representatives in the State Legislature to have passed an act of incorporation for the "Touro Alms House," which was accordingly done, and approved on the 14th March, 1855—p. 133, acts 1855. This act provides that Rezin D. Shepherd, of Virginia, A. K. Josephs, G. Kursheedt, P. A. D. Cassenave, (testamentary executors of said Judah Touro) William Nelson Mercer, George Eustis, and James Saul, as perpetual directors, together with the Mayor and two citizens, to be annually elected as Directors by the Common Council, shall be created a body corporate and politic, under the name and style of the "Touro Alms House."

The act further provides that the said Board of Directors shall, without delay, provide and contract for suitable grounds and buildings for the establishment of the Alms House.

I am not aware that any subsequent action has been taken by the Council or by those named as Directors with reference to this subject. It should attract your early attention. The means to accomplish an object so desirable and necessary for the well-being of the public are within our reach; and I most earnestly recommend that your honorable body will, for the character of the city and the credit of the Administration, take such early action as may accomplish fully the objects contemplated.

City Insane Asylum.—This Asylum was established by Ordinance No. 1794, approved October 21st, 1854, as a temporary Asylum for the indigent insane.

The Recorders of the several Districts of the City are required to commit all indigent insane persons to that institution, where they are treated and provided for until provision is made for their admission into the State Asylum at Jackson.

The officers of the Asylum are appointed by the Mayor, and consist of one Superintendent, one male and two female assistants, who are required to board and lodge in the Asylum buildings. The City Physician is required to visit those therein confined at least once a day.

The cost of maintaining the Asylum, including transportation to Baton Rouge, has been—

For the year 1854	$3,783 63
" " 1855	5,410 72
" " 1856	5,848 58
From the 1st June, 1856, to 31st July, 1857, the number of persons committed to the Asylum was: males, 161; females, 140—301.	
Sent to Jackson State Asylum	66
Discharged	198
Remaining in Asylum	24
Died	13
	301

The fees collected during that period from those who were able to pay, and from owners of slaves, amount only to $215 50, while the actual expense for maintenance, salaries, etc., amounts to $2,545 46. It will be observed from the foregoing, that the annual expense for the support of this useful and necessary establishment varies but little from $5,500 per annum. It is, nevertheless, an institution worthy of the most liberal consideration of the Common Council, providing, as it does, for the temporary relief of those unfortunates who otherwise would be thrown upon the cold charity of the world.

In connection with the subject of charity, it is proper that I should direct the attention of your honorable body to the fact that the late John D. Fink, an old resident and valuable citizen of New Orleans, who died during the past year, bequeathed the whole of his estate, after the payment of his debts, and several legacies, for the erection and maintenance in this city, of an Asylum for Protestant Widows and Orphans.

The following clause is contained in his will:

"It is my wish and desire, and I do hereby declare the same to be my will, that after the payment of my just debts and the several legacies herein above mentioned, that the proceeds of the whole of my estate, property, rights and credits, be applied to the erection and maintenance and support, of a suitable asylum in this city, to be used solely as an Asylum for Protestant Widows and Orphans, to be called "Fink Asylum;" and I do hereby request and authorise my friend Bullerdeck, after my decease, to name and appoint three worthy and responsible persons as trustees, to carry out my said intentions, respecting the aforesaid Asylum.

During the month of March, 1856, the heirs-at-law of the testator, instituted suit against the executor, praying that the above recited clause of the will be declared null and void, and that they, the heirs, be put in possession.

Upon this application the Supreme Court said that, "The charity created by the will was, in their opinion, legally to be administered only by the City Corporation of New Orleans."

The total valuation, by the legally appointed appraisers of the property left by J. D. Fink, deceased, is:

In the parish of Orleans	$188,069 63
In the parish of Jefferson	5,000 00
	$193,069 63

The amount of charges against the succession, and particular legacies, amount to | 40,500 00

Leaving the munificent sum of | $142,569 63

to be applied to the erection of the Asylum.

The decision of the Supreme Court was at once acquiesced in by Mr. Bullerdeck, the Executor of the Estate, as will appear from the communication I had the honor to address you upon the subject, on the 5th May last. The property belonging to the estate, which consists of sixty lots of ground with buildings and improvements thereon, in the First District of this city; two squares of ground in Jefferson City; $8,000 7 per cent. bonds of Municipality No. 1, of the City of New Orleans; some railroad stocks and Insurance scrip—was, upon the application of the Attorneys for the succession, and by order of the Court advertised to be sold at public auction for cash, on Saturday, 20th June last. I did not consider it judicious in view of the large interest the city had (for the purposes named in the Will) in the succession, to hazard at that unfavorable period of the year, a sale for cash of so large an amount of property, and apprehending that it would be sacrificed if the sale took place, I, after consultation with well informed parties, and advising with the City Attorney, authorized him to sue out an injunction to arrest the sale at the time and upon the terms contemplated.

The property was consequently not then sold, and remains in the possession of the Executor, Mr. Bullerdeck, awaiting, I apprehend, your action.

It now becomes your duty, gentlemen, to proceed with reference to this bequest, so as to obtain possession of the amount to which the city, under the decision of the Supreme Court, is legally entitled, and proceed without delay to carry out the benevolent intentions of the testator.

STREETS.

The condition of the Streets of this City is a subject which interests not only every citizen, but every inhabitant; it has engaged much of my attention, and I have not been unmindful of the many complaints which have been addressed to me through this office, and through other channels, in relation to them, nor have I been wanting in an earnest desire to improve their condition. I have been, and am, powerless to accomplish the required forms.

The system of Contracts for repairing and for cleaning the Streets, which now prevails, is defective, and does not in any manner accomplish the design and object of the Contracts.

The adjudication of Contracts to the lowest bidder is neither economical nor wise. The competition created by the public sale of a contract, caused bids to be made often below the actual cost of the work required to be performed. In all cases where the contest is between the public and the contractor, as it which shall be the sufferer, the public is always sure to lose. If the contract system is adhered to, then award should be to the best and not to the lowest bidder.

The whole public is crying aloud for reform in relation to our thoroughfares, and it behooves the Common Council to respond without further delay to the demands of the community upon this subject.

There are four contracts for cleaning the streets of the City, one for each District, viz:

First District, to J. B. Fitch, for	$35,000 00
Second District, to B. Dougart, for	8,700 00
Third District, to J. Jolis, for	11,975 00
Fourth District, to J. Kaiser, for	8,845 00
	$74,520 00

The contract for repairing all the paved streets of the City, is with S. L. and J. M. Forgay | 31,500 00

	$106,020 00

This large expenditure of money should certainly give us well-repaired and clean streets, and would, doubtless, under another system; the health, and in a great measure, the prosperity of the city depends upon the streets being kept in order and clean; and, in my opinion, that branch of the city government should be under the immediate direction of the municipal authority.

The inhabitants and tax-payers want clean streets, without regard to cost; the contractors want profitable jobs, and it is not reasonable to suppose they will do more than is absolutely required to enable them to get their certificates and draw their pay. The condition of the streets now and heretofore, is argument sufficient to prove that the system of contracts, for repairing and cleaning the streets, is a total failure.

The Street Commissioner, Mr. Guyol, is of the opinion that it is almost impossible, if not entirely so, to have the streets so cleaned as to give satisfaction to the public, "until the gutters of all the streets of the city shall have been regularly and uniformly regraded." The defect in the grades of some of the streets—as in Julia street—is, doubtless, one of the obstacles in the way; and in such streets, it is clear the contractors cannot perform the conditions of their contracts; there can, however, be no excuse satisfactory to the public, which will warrant the bad condition of many of those streets, where the grades are not imperfect—the contractors do not, and it may be, cannot be made to comply with the stringent conditions of the specifications of their contracts, which if executed to the letter, (and as they should be under municipal control) would give us a clean city.

Mr. Guyol suggests, and I entirely concur, as does the Surveyor, in the suggestion, that the bridges at the intersections of the streets are greatly in the way of proper and immediate draining of the water after heavy showers. They cannot be cleared so as to afford promptly the free passage of the deposit and immense quantity of water which passes down some of the streets. The deposit washed from the roadway, and all the offal which may at the time be upon the streets, accumulate under these bridges, causing the streets to overflow to the great inconvenience of pedestrians, and doubtless to the injury of the health of the city. The open gutters, if properly in use throughout the city, would materially aid in the prompt and more perfect drainage, and would certainly have a beneficial influence upon the general health; they would save the city about $40,000 a year, which I am informed is the cost of keeping the wooden bridges in repair; and if constructed with square granite blocks, the cost of keeping the open gutters at the intersections in repair, would be very small.

The round stone pavement, (if not in every street) in all the principal thoroughfares, is in a most disputable condition; it is so bad in many of the streets that the genius of no contractor is equal to the task of repairing it—Magazine, Camp and St. Charles streets; Poydras, Gravier, Common and Canal streets—the great thoroughfares of commerce in the First District, and many of the streets of the Second District require to be repaved; and if there be any means within the reach of the Council through which the work can be done, the interests of commerce and the public good, the imperative duty of the authorities in view of the large revenue derived from the use of the streets, the consideration of economy in saving the large annual cost of repairing or attempting to repair these streets, should induce your honorable body to consider those means, and apply them as rapidly as the public interests will admit.

Much of the square block pavement requires to be taken up and relaid; that on Royal street, and Tchoupitoulas street, should command your early and serious attention—if neglected for a much longer period, it may involve the necessity of entire new pavement.

I desire particularly to direct your attention to the condition of Canal street. It is destined to be—and is now, to a very considerable extent—the great thoroughfare and promenade of the City of New Orleans. There is but one sentiment in the community in relation to it—and that is, that it should be at once improved, and no longer remain an eye-sore and reproach in the heart of the City.

The Surveyor has proposed at different periods during the time he has occupied his present position, several plans for the improvement of this street, and he again suggests a plan which he has before suggested: He proposes the widening of the banquettes on each side of the street to a width of 25 feet—next to the banquettes, roadways on each side, 40 feet in width, to be paved with square granite blocks—and 40 feet 6 inches flagged-walk in the center, with a row of trees planted on each side. This improvement he estimates, will cost about $60 50 per running foot, or $30 30 per running foot on each side of the street.

On the 27th January, 1854, Mr. R. D. Shepherd addressed a note to Valentine Heermann, Esq., then an Assistant Alderman, authorizing him to say, "that from two to three hundred thousand dollars will be at the disposal of the City authorities by me (him) as residuary legatee of Mr. Touro's estate, for the purpose of improving and embellishing Canal street, and for establishing the Alms House named in his will, on a magnificent scale"—in the same note he remarks, that the conditions he will prescribe, he is confident will be acceded to by the City authorities, etc. The Council, on the 30th January, 4 days after the date of Mr. Shepherd's note, referred the communication to a committee, to confer with him, and adopted resolutions expressing the high sense the Common Council entertained of his enlarged liberality for the embellishment of the City.

On the 1st of March, 1854, Mr. Shepherd addressed Mr. W. Alex. Gordon, Chairman of the Committee on the proposed Canal street improvement, confirming what he had written to Mr. Heermann in January: and proposing to appropriate for the embellishment of Canal street, the sum of one hundred and fifty thousand dollars, in five annual instalments of $30,000 each, on the following conditions: That the name of the street shall be changed to "Touro Avenue." That it be paved with square granite blocks the entire breadth, from the Levee down to Camp and Chartres streets, and from thence to Claiborne street, laid out in squares to be enclosed with iron railing, and ornamented with trees, shrubbery, walks, etc.

The Common Council in March, 1854, passed resolutions accepting the proposition, and adopting the plan of Mr. Shepherd, changing the name of the street to Touro Avenue, and authorizing the Comptroller to sell the contract for furnishing and laying the square block pavement, and also for the railing, flagging and improving the neutral ground.

WHARVES AND LANDINGS.

The Wharves and Landings of the Port belonging to the Corporation, are comprised within the upper line, dividing from the Parish of Jefferson, and the lower line or northern limit of the City.

In 1855, the Common Council passed an ordinance, dividing the Wharves and Landings into six sections as follows:

1st. Section—From the upper or southern limit of the City, to the upper line of Felicity Road.

2nd. Section—From the upper line of Felicity Road, to the lower line of North Market street.

3rd. Section—From the lower line of North Market street, to the upper line of the Canal street ferry.

4th. Section—From the lower line of the Canal street ferry, to the lower line of Toulouse street.

5th. Section—From the lower line of Toulouse street, to the upper line of the Esplanade street ferry, (excepting therefrom that portion of the river front, which is, or may be, appropriated for a ferry, to an extent of not more than one hundred and fifty feet at the foot of St. Ann street.)

6th. Section—From the lower line of Esplanade street ferry, to the lower limit of the City:

And authorized, the adjudication to the highest bidder, by the Comptroller, all the revenues of the said Wharves, collectable under then existing ordinances—upon all ships, vessels, steamships, steamboats, flatboats and water craft of any and every description whatsoever, for the term of three years, commencing on the first day of October, 1855, and ending on the 30th September, 1858.

The revenues of the Wharves were accordingly sold by sections as follows:

First section, to Jas. A. Lusk & Co., for	$40,100 00
Second section, to Chas. Odier & Co., for	154,000 00
Third section, to Jas. A. Lusk & Co., for	123,000 00
Fourth section, to Mich. Carwin & Co., for	60,000 00
Fifth section, to Chas. Odier & Co., for	78,000 00
Sixth section, to Chas. Odier & Co., for	87,351 86
Total	$542,451 86

Prior to the adoption of the plan of selling the revenues of the wharves and landings, they were the constant source of expense and annoyance. The admirable foresight exhibited by those gentlemen, who originated and through whom the plan of farming that portion of the revenue was carried into effect, has been the means of saving to the Corporation a very large annual expenditure.

The cost of maintaining the Wharves and Levees, from 1852 (the date of Consolidation) to October, 1855, the date of the sale, as well as the revenues derived during the same period, is shown by the statement below:

WHARVES AND LEVEES.

Years.	Expended.	Years.	Received.	Remarks.
1852	$151,691 66	1852	$191,341 49	The year 1852 embraces only to 1st Oct., the date of the sale of the leases.
1853	271,894 05	1853	274,154 82	
1854	252,717 21	1854	272,554 35	
1855	95,012 97	1855	216,583 56	
	$771,075 89		$961,634 62	
			771,075 89	
Nett amount of Receipts			$190,559 13	

The amount saved to the City has, it will be seen, been equal to one hundred thousand dollars per annum. It is clear that no act of your predecessors has been more beneficial to the interests of the City in its results.

I regret, in this connection, to be obliged to report to you, that several of the sections are not in the condition required by the terms of the contracts with the City.

The City Surveyor, some time since, made to the Common Council, a full and detailed report, in relation to all the Wharves; he then had occasion to reflect upon the condition of several of the Sections—since which period, most of the lessees have proceeded very energetically with their work, and most of the wharves are in such condition as to prohibit complaint. He, however, now, makes known to me that: "The fifth and sixth Sections are the most wretched condition. He says, "it is high time the Common Council should take the matter into serious consideration." Complaints are daily made to him by Captains of vessels in relation to them, and although a resolution has been adopted by the Common Council, authorizing him to have the repairs made at the expense of the lessees—and notwithstanding his constant exertions, he has been unable to remedy the evil.

The only persons in the city who are equipped and engaged in wharf building are lessees, who have long since finished the repairs of the wharves in their sections. The Surveyor states that no exertion on his part has succeeded to induce these lessees to work upon the sections of their neighbors; they have positively refused to do so, not desiring to involve themselves in any controversy between the other lessees and the authorities.

I apprehend, from the statement of the Surveyor, that no remedy can now be applied, the city having no machinery nor materials, and is entirely unprepared to perform the required work. In the meantime, the commerce and shipping, which contributes so largely to the support of the city government, will suffer from the bad faith and negligence of the lessees.

I respectfully recommend your honorable body, in view of this state of facts, to proceed with reference to them in such manner as will remedy the evil, and either compel a compliance with the conditions of the lease or annul the contract with the lessees.

DRAINAGE.

The total amount expended by the City, since Consolidation, for drainage, which includes all the expenses for running the drainage machines, keeping them in repair, cleaning and draining the canals, etc., etc., is $170,327 26.

The amount expended during the twelve months ending 1st July last, is $26,499 47.

The imperfections in the system of drainage now in use, have frequently been brought to the notice of the Common Council, and are well known to every member of your Honorable Body. Much ill-feeling has been the consequence of the defects of the system, and it is more than probable the City will, during the year, be required to pay a considerable sum as the result of the many suits now pending against it for damages claimed by parties for alleged injury to their property, caused by the inefficient working of the machines now in use.

The City Surveyor, Mr. Pille, has prepared an elaborate and able report upon this subject which he will shortly submit to you.

The eminent Dr. Marshall Hall, of London, (now deceased) while on a visit to this city in 1854, said with reference to the drainage of New Orleans: "I venture to affirm no city in the old world or the new requires a perfect system of drainage more imperatively. It is only necessary to perambulate its streets and observe its gutters on each side to be convinced of this fact."

I cannot too strongly urge upon you the importance of action on this subject, and I beg to claim for it your early and earnest consideration. The comfort and convenience of our people demand some amelioration, and I trust you will pursue the means necessary to establish a permanent and practical system, so essential to the health and prosperity of New Orleans.

New Orleans Draining Company.—The liquidation of this Company, under Hon. C. Roselius, Receiver, appointed by the Court to liquidate its affairs, progresses quite satisfactorily.

In a communication I had the honor to address to the Common Council on the 17th February last, informed them that on the 1st date a dividend of 3½ per cent. had been declared, which entitled the City of New Orleans, on 350 shares of $100 each, to | $110,250 00

In March last there was received a further dividend, amounting to | 43,750 00

	$154,000 00

From these dividends was deducted by the Receiver the amount of the judgment in favor of the Draining Company against the City | 110,404 64

Showing a balance in cash actually rec'd. $43,595 36

I am informed by Mr. Roselius that he has now on hand $22,555 11 in cash; and in notes, which he has no doubt will be paid at maturity, $5,946.

He states that notwithstanding the general pressure of financial matters, which will to some extent interfere with his collections, he will be able to declare a further dividend about the 5th November, of five per cent., which will produce to the city the sum of $17,500. Another dividend of a like amount will be declared at a later period, which will probably close the liquidation, so far as the city's interest may be concerned.

These two dividends, to be declared, will swell the total amount of dividends on the stock owned by the city to $189,000, and the total amount derived, and to be derived, in cash, from the liquidation, to $78,595 36.

Under all the circumstances, I cannot refrain from congratulating you upon the very favorable result of this liquidation.

WATER WORKS.

The city of New Orleans owns 5,000 shares of the stock of Commercial Water Works Company, and is represented in the Board of Directors by two members elected annually by the Common Council.

The dividends derived from the stock for the year ending July, 1857, amount to $36,400.

This corporation is under able management, and accomplishes all that is desired for the interest of the stockholders; I regret, however, to be compelled to report to you that the interests of the public are, in a great measure, sacrificed by that other conflicting interest.

The supply of water is inadequate to the wants of the community, and the complaints made upon this subject are general and of long standing. The subject has claimed the attention of each succeeding Council since consolidation, and so far as I am informed, no amelioration (to any extent) has been accomplished.

Communications from the Board of Commissioners and from the Chief Engineer of the Fire Department, of the most urgent character on this subject, have been transmitted to the Common Council, and are now under consideration by the Committee on Fire. The Committee, accompanied by the Chief Engineer—shortly after the adjournment of the Council for the summer recess—visited the engine house and reservoir of the Water Works, with the view of personally investigating the causes of the evil so generally complained of, and I trust they will at an early day present to your Honorable Body the result of their investigation, in the form of a report and recommendations on the subject. A statement of the situation of all the water pipes, throughout the city, has been procured, and I have caused it to be appended hereunto for present and future reference. Your special attention is directed to the size of the pipes leading through Levee, Commerce and Tchoupitoulas streets, and the cross streets from Girod street down, which possibly may account for the almost total want of water during conflagrations in these valuable localities. There is no pipe running through Fulton street, and but a very limited supply of water can be obtained from the hydrants on Front street.

Some protection from conflagrations is demanded by the large interest on the front part of the city. Water cannot be obtained in cases of fire for the protection of the shipping and steamboats. The construction of our engines and the height of the wharves and landings, preventing them from availing of the direct use of the river.

It has been suggested that as an additional protection to the front of the city, from conflagration, the digging of a sufficient number of wells along the same, supplied from the river, even at low water mark, say opposite to each cross street; or, requiring the Water Works Company to lay down a main pipe of thirty-six inches on the Levee proper, and as near as practicable to the street, with large valves or hydrants placed at a distance of one square at least, would give an immediate and copious flow of water through the gutters, and be the means of saving yearly a very large amount of property.

It is in no captious spirit that I have approached this subject. An imperative duty demands that I should endeavor to induce the Water-Works Company to comply with the requirements of their charter and the wants of the public, and failing in this, to urge upon the Common Council the necessity of pursuing some other means for obtaining from the Company an adequate supply of water for the extinguishment of fires and other public purposes.

Statement of Location of Water Pipes of the Commercial Water-Works Company.

Streets.

Annunciation—12 inch, main, connecting with Richard and Calliope; both 18 inch pipes. Annunciation has always a full head of water.

Apollo—From Calliope to Felicity Road; 8 inch pipe.

Baronne—10 inch; from 16 inch in Calliope to 16 inch in Canal; connecting with 8 inch in Girod.

Bacchus—8 inch above Calliope to Thalia, thence to Enterpe 6 inch, and 4 inch terminus.

Bourbon—From Canal to Esplanade, 16 inches, connecting with all the cross streets between these two streets.

Burgundy—From Canal to Esplanade, 6 inch pipe, connecting with 8 inch pipe in St. Peter street.

Benjamin—Now Thalia—From Tchoupitoulas to Front Levee, 4 inch pipe.

Bienville—From Old Levee to Rampart, 8 inch; and from Rampart to Treme, 4 inch.

Barrack—From Old Levee to Rampart, 3 inch; and from Rampart to St. Claude, 4 inch.

Basin—From St. Peter to St. Louis, 6 inch pipe.

Bayou Road—From Rampart to Marais, 6 inch; and from thence back to Tonti, 5 and 4 inch pipe.

Constance—10 inch, connecting with 18 inch, main, in Richard and Calliope.

Calliope—18 inch from New Levee to and across Prytania; thence to Hercules 16 inch, connecting with 16 inch New Levee; 18 inch Tchoupitoulas; 12 inch Annunciation; 10 inch Constance, and 18 inch Magazine—all on the upper side of feeders connecting on the lower side with—

6 inch New Levee;
10 inch Tchoupitoulas;
16 inch Magazine street;
8 inch Camp;
6 inch St. Charles street;
8 inch Carondelet;
10 inch Baronne;
10 inch Hercules or Rampart; also, a feeder for 6 pipes upper side in Prytania, 8 inch Apollo, 8 inch Bacchus, 10 inch Hercules.

Carondelet—8 inch, main, connecting with 16 inch Calliope, connecting with 16 inch Canal; also, connecting 8 inch Girod.

Canal—16 inch from New Levee to Claiborne, connecting, upper side, with—

6 inch New Levee;
6 inch Tchoupitoulas;
16 inch Magazine street;
8 inch Camp street;
6 inch St. Charles street;
8 inch Carondelet;
10 inch Baronne;
6 inch Philippa;
10 inch Circus;
8 inch Franklin;
6 inch Treme;
8 inch Marais.

Circus—Now Rampart—10 inch pipe, from 16 inch in Calliope street, to 16 inch Canal street, connecting with 8 inch on Girod.

Camp—8 inch; from 16 inch in Calliope; to 16 inch Canal; connecting with 8 inch in Girod.

Common—From New Levee to Baronne street, 3 inch pipe; from Circus, 6 inch to Villere; to Claiborne, 4 inch.

Chartres—From Canal to Esplanade, 8 inch; connecting with 8 inch in St. Peter.

St. Charles—From Canal to Calliope, 6 inch pipe, connecting with 8 inch in Girod.

Commerce—From Poydras to St. Joseph, 4 inch.

Clio—From Apollo to Nayades, 4 inch pipe; and from Apollo running half square back, 4 inches.

Customhouse—From Old Levee to Rampart, 3 inch; and from Marais to Robertson, 4 inch.

Conti—From Old Levee to Rampart street, 3 inch pipe.

Commercial Alley—From St. Charles to Camp, 4 inch.

Dauphine—Between Canal and Esplanade, 6 inch pipe, connecting 8 inch in St. Peter.

Dryades—From Thalia to Terpsichore, 8 inch, fed from two 4 inch pipes.

Delord—From New Levee to Tivoli Circle, 3 inch.

Esplanade—From Levee to Rampart, 10 and 12 inch, connecting with Chartres, Royal, and Bourbon and Burgundy.

Enghein, (3)—From Victory to Moreau, 6 inch, 1 square.

Elysian Fields—From Greatman to Good Children, 6 inch.

Edward—From Constance to St. Thomas, 6 inch pipes.

Euphrosine—From Hercules to Benton, 6 inch; and from Benton to Jacob, 4 inch.

Erato—From Prytania nearly to Dryades, 4 inch.

Euterpe—From Prytania to one square of Collisenm, 4 inch.

Frenchman—From Greatman to nearly to Moreau, 4 inch.

Foucher—From Julia to Delord, 4 inch.

Franklin—From Canal to Common, 6 inch; and from Canal to nearly to Bienville, 4 inch.

Girod—From New Levee to St. Paul, now Liberty, 8 inch pipe, connecting with Commerce, Tchoupitoulas, Magazine, Camp, St. Charles, Carondelet, Baronne, Philippa, Circus and St. Paul (now Liberty.)

Greatmen—8 inch pipe from Esplanade to St. Ferdinand; and from thence to press, 6 inch pipe.

Gaiennie—Late Bartholomew, from Annunciation to Camp, 6 inch.

Gravier—From New Levee to St. Marc, 4 inch.

Gallatin—From Ursulines to Barrack street, 4 inch.

Gasquet—From Liberty to Claiborne, 6 inch; and from Claiborne to Prieur, 4 inch.

Hercules—From Calliope to the head of Circus, 10 inch; from Calliope to Terpsichore, 8 inch; and from thence to Felicity Road, 6 inch.

Hospital—From Old Levee to Rampart street, 3 inch.

History—From Burgundy to Love street, 6 inch.

Julia—From New Levee to Circus, 3 inch.

Jefferson—From Old Levee to Chartres street, 3 inch.

Levee—Second District—From Canal to Esplanade, 10 inch. Third District—Esplanade to Lower Press, 8 inch. First District—Richard to Calliope, 16 inch; and from Calliope to Common, 6 inch.

Love—From History nearly to St. Anthony, 4 inch.

Liberty—Late St. Paul, from Canal to foot of Girod, 8 inch.

Lafayette—From St. Charles to Circus street, 4 inch.

Magazine—Connecting with 24 inch on Felicity Road; also with 18 inch at intersection of Richard, running down as far as Calliope with 18 inch; from thence to Canal, 16 inch.

Marais—Second District—Connecting with 16 inch on Canal; from thence half-way the block between Bienville and Conti, 8 inch; from thence to St. Louis, 6 inch; from St. Louis to Toulouse, 4 inch.

Marais—Below the Old Basin, connecting with 8 inch in St. Peter, and running to Bayou Road, with 6 inch main.

Moreau—From Esplanade to Lower Cotton Press, 6 inch.

Market—From center of Basin to intersection of Magazine, 24 inch pipe; and from center of Basin to New Levee, 16 inch pipe.

Main—From Old Levee to Rampart, 3 inch; and from Rampart to Marais, 4 inch.

Madison—From Old Levee to Chartres, 3 inch.

New Levee—From Richard to Louisa (now Calliope) 16 inch; from Louisa, or Calliope, to Common street, a pipe 6 inch; from Richard running to St. James, 4 inch pipe.

Orleans—From Royal to Rampart, 3 inch; and from Marais to Villere, 4 inch.

Philippa—From Canal to Girod, 6 inch pipe.

Perdido—From Baronne to Circus, 4 inch; and from Liberty (late St Paul) to Marais, 8 inch; from thence to Johnson street, 6 and 4 inch.

Prytania—From Calliope to Felicity Road, 6 inch.

Perseverance—From Liberty (late St. Paul) to Boys' House of Refuge, 6 and 4 inch pipe.

Pocyfarre—From Tchoupitoulas to Camp street, 6 inch pipe.

Poydras—From New Levee to Circus street, 4 inch.

Polymnie—From Collisenm to Apollo, 4 inch.

Press—From Old Levee to Craps, 4 inch, passing the Lower Cotton Press.

Royal—6 inch pipe from Canal to Esplanade, connecting 8 inch in St. Peter.

Rampart—From Canal to Esplanade, 10 inch; connecting with 8 inch in St. Peter.

Religious—From Richard to intersection of Tchoupitoulas, 18 inch.

Richard—From New Levee to Magazine street, 18 inch pipe.

Robin—From Annunciation to Magazine street, 6 inch pipe.

St. Ann—From Old Levee to Rampart, 3 inch pipe; and from Rampart to Roman, 4 inch pipe.

St. Joseph—From New Levee to Camp, 4 inch.

Spain—From Moreau to Greatman, 6 inch.

St. Peter—From Levee to Marais, 8 inch pipe, connecting with all the pipes crossing it between these two streets.

St. Philippe—From Old Levee to Rampart, 3 inch; and from Rampart to Derbigny, 4 inch.

Tchoupitoulas—From Richard to Louisa, 18 inch; above Richard, 8 inch to Market; from thence 6 to Felicity Road; above Felicity Road, to Upper Cotton Press, 4 inch.

Tchoupitoulas—From Calliope to Girod, 10 inch; from thence to Canal, 4 inch.

Thalia—From Prytania to Hercules, 4 inch pipe.

St. Thomas—From Edward nearly to Robin, 6 inch.

Union, Third District—From Greatman to and across Goodchildren, 6 and 4 inch.

Union, First District—From Carondelet to Baronne, and from Carondelet nearly to St. Charles, 4 inch.

Victory—From Esplanade to Enghein, 8 inch pipe.

Villere—From St. Louis to Bienville street, 8 inch.

LIGHTING.

The number of lamps employed in lighting the City, annual expense thereof, is as follows:

1,542 Gas Lamps, at	$32 50	$50,115 00
163 " for Markets, Prisons and		
45 Courts at	75 00	12,225 00
45 on Levee at	48 00	1,980 00
Gas furnished by meter, to Public Buildings at the same rate as to private consumers, about $200 per month		2,400 00
1,050 Oil Lamps at	20 48	21,504 00
37 " at	40 96	1,516 42
2,837 Lamps at a Cost of		$89,440 42

Of the above there are 1,740 gas lamps under the contract with the "New Orleans Gas Light Company," distributed as follows:

On the Levee, 1st District	2	
" " 2d District	18	
New Basin	15	35
Street Lamps, 1st and 4th Dist.	935	
" " 2d District	494	
" " 3d District	113	
	1,542	
Markets, Prisons and Courts	163	
	1,740 Gas Lamps,	

and 1,087 Oil Lamps.

The street lamps are required by the Ordinances to be lighted every night, from one half hour after sunset (or one half hour before sunrise, except when the moon is fifteen minutes or more above the horizon. The Common Council having the right if they judge proper, at any time, to require all the street and levee lamps to be lighted during the same time as specified for market and public square lamps, by giving notice at or before 4 o'clock, P. M., at the office of the Gas Company.

In regard to the provision in the contract, providing for the lighting of the lamps on other nights than those provided for—when cloudy weather exists—I would recommend that a resolution be passed, giving to the Mayor and Street Commissioner the necessary authority to cause the notice to be given conformably to the requirements of the contract; however great the necessity may be, the Common Council alone—as the law now is—can give that notice and cause the lamps to be so lighted. There are many nights, in the winter, especially, when in consequence of this defect in the law, the city is shrouded in total darkness for many hours, and the inhabitants left to the mercy of thieves and villains who infest this metropolis during that season.

The security of the public, and the convenience of citizens and strangers, demand that the lamps of the city be lighted on all nights when the moon is obscured from any cause; and I am convinced a reform in this particular would be a source of satisfaction to the entire public.

I would also recommend to your honorable body to make, at an early day, some adequate provision for the lighting of the levee, wharves and landings in front of the city. There are no gas lamps, and but a few oil lamps—which are entirely useless—upon the wharves, and comparatively none upon the levee, which are lighted. This state of things has existed for a length of time, and is a scandal and reproach to the Corporation. The extensive commerce of the Port, the large number of passengers arriving at night, and the officers and crews of the steamboats and other vessels, who are required to traverse the wharves and landings, are