THE LAKE.

LAKE SHORE PACKET—THE ARROW, one of the CREOLES, (for the two weeks) for Pascagoula, Ocean Springs, and all intermediate landings.

The fine low-pressure steamer ARROW, Capt. A. P. Boardman, will leave the Pontchartrain Railroad on arrival of the cars, as follows:

From New Orleans:		From Ocean Springs:	
Wednesdays	9 A. M. cars	Friday morning.	
Saturdays	4 P. M. cars	Sunday evening.	

Rates of Fare by the Arrow:

Cabin fare to Bay St. Louis and Pass Christian		$1 00
Deck "		50
Cabin "	Mississippi City, Biloxi and Ocean Springs	1 50
Deck "		75
Cabin "	Pascagoula	2 00
Deck "		1 00

New Orleans, February 9, 1858.
f c9 R. GEDDES, Agent, 10 Bank Place.

MISSISSIPPI SOUND COMPANY. NEW ORLEANS MOBILE AND LAKE SHORE PACKET—The elegant, fast-running entirely new low-pressure iron hull (with five water-tight compartments) steamer **Virginia**, Walter L. Cozzens, master, with superior berth accommodations for two hundred cabin passengers—upper saloon all in state-rooms—will leave regularly for Mobile, touching at Bay St. Louis, Pass Christian, Mississippi City and Biloxi—

—MONDAYS—
From Lake end of Jefferson Railroad ..... 3:30 P. M. cars.
From Lake end of Pontchartrain Railroad ..... 4 P. M. cars.
—THURSDAYS—
From Lake end Jefferson Railroad ..... 10:30 A. M. cars
From Lake end Pontchartrain Railroad ..... 12 M. cars.

For Ocean Springs and intermediate landings—
—SATURDAYS—
From Lake end of Jefferson Railroad ..... 3:30 P. M. cars.
From Lake end of Pontchartrain Railroad ..... 4 P. M. cars.

Returning, leaves Mobile, touching at Biloxi, Mississippi City, Pass Christian and Bay St. Louis—
WEDNESDAY, 10 o'clock A. M.;
FRIDAY, 12 o'clock M.

Leaves Ocean Springs—
SUNDAY AFTERNOON.

Arriving at the Pontchartrain and Jefferson Railroads in time for the 5 A. M. cars, placing passengers in the city by 7 A. M.

Passengers by this boat may rely on being carried through without detention, as she was built expressly to avoid the necessity of waiting for weather and water.

This boat has never had her signal on the Lake for speed, comfort and safety.

Cabin passage to Mobile	$1 00
Biloxi and Mississippi City	1 50
Bay St. Louis and Pass Christian	2 00
Ocean Springs	2 50
Deck passage to Mobile	1 50
Negroes in lots	1 00

For freight or passage, apply to
ja16 tf EDWARD TOBY, Sec'y, 37 Camp street.

FOR MOBILE—DAILY U. S. MAIL LINE—Winter Arrangement—The splendid low pressure packet steamers **Cuba**, J. A. Hera master, **California**, Jas Hopkins master, **Florida**, W. H. Hutchings, master, and hulls expressly for the Lake trade, with superior accommodations. One of the above steamer will leave the Pontchartrain Railroad DAILY on the arrival of the Lake of the 4 o'clock P. M. train of cars. Weather and water permitting, the Mail boats from Mobile on MONDAYS and THURSDAYS will stop at Pascagoula, Pass Christian and Bay St. Louis.

RATES OF FARE:

Cabin Fare	$3 00
Children and Servants	2 00
Deck	1 50
Negroes in lots of five and over	1 00

December 15, 1857.
n2 R. GEDDES, Agent, 10 Bank Place.

RAILROAD TRAVELING.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

On the 1st day of March, 1858, and until further notice, a passenger train will leave New Orleans daily at 7.30 A. M., and arrive at Pulaski at 3.30 P. M. Returning, it will leave Pulaski at 8.45 A. M., and arrive at New Orleans at 7.30 P. M.

Fare from New Orleans to	1st Class.	2d Class.
Kenner	$ 40	$ 20
Frelier	1 00	50
Manchac	1 50	1 10
Pontchatula	2 00	1 40
Tickfaw	2 40	1 70
Little	2 80	2 05
Tangipahoa	3 20	2 35
Osyka	3 60	2 65
Magnolia	4 00	2 95
Summit	4 40	3 25
Bogue Chitto	4 80	3 55
Brookhaven	5 20	3 85
Bahala	5 60	4 15

Children three years old and under, free; those over three and up to twelve years old, half price; all over twelve years old will pay full fare.

Family tickets in packages of twenty-five can be had at the office of the Master of Transportation. Freight train will leave New Orleans every Tuesday, Thursday and Saturday; returning, will arrive at New Orleans on the same days. Freight to leave the city on the above days must be at the depot by 5 o'clock P. M. on the day previous to the day of leaving.

WM. M. WADLEY, Gen'l Superintendent.
New Orleans, March 1, 1858. m1

NEW INLAND ROUTE TO NEW ORLEANS—Louisville, Galveston and Indianola, (Pawnee Horn)—Saving at One Day's Time, as well as Reduced Rates for passage, freight and footmarks.

Leaving every SUNDAY and THURSDAY, by the NEW ORLEANS AND GALVESTON RAILROAD,
Connecting at Berwick's Bay with the new and splendid steamships GALVESTON and MAGNOLIA, of 1200 tons burthen each, built expressly for this route, and so constructed as to avoid the dangers and delays heretofore arising from the passage of the Texas bars.

Passengers will leave New Orleans from the Ferry Landing, opposite Jackson Square, on SUNDAY and THURSDAY MORNING, at 7½ o'clock, commencing on Thursday, the 4th of February, 1858.

The MAGNOLIA, Capt. Jones, will leave on THURSDAYS, and the GALVESTON, on SUNDAYS, at 3 P. M.

Returning, the days of leaving Indianola will be WEDNESDAYS and SATURDAYS: and Galveston on SUNDAYS and THURSDAYS.

Freight will be received daily, Sundays excepted, at the Company's Landing, in New Orleans, at the foot of St. Louis street, and will be transported through to point of destination without extra charge of any kind, at the lowest rates heretofore charged by the line of outside steamers.

For freight or passage, apply at the office of the Company, (the only office on the line in New Orleans) corner of St. Peter and Levee streets, opposite Jackson Square, where cabin plans of the steamers may be seen, and state-rooms secured.

A. S. SEGER, Vice President.
my11 tf N. O., Opelousas and G. W. Railroad Co.

PONTCHARTRAIN RAILROAD—WINTER ARRANGEMENT. From and after Sunday, November 1st 1857, the steam train will leave as follows:

—The Lake—		—The City—	
At 5	o'clock A. M.	At 6½	o'clock A. M.
At 7	"	At 8	"
At 10	"	At 10	"
At 12	M.	At 12	" M.
At 1	P. M.	At 2	P. M.
At 3	"	At 4	"
At 4½	"	At 5½	"
At 6½	"	At 7½	"

On Sundays the steam train will make extra trips from the city at 7 and 9 o'clock P. M.

A Horse Car will leave the city depot every morning at 5 o'clock, and the Lake every night on the arrival of the last train. Extra or special trips when required, by notifying the conductor.

A Station House has been erected at Gentilly Ridge, where the steam train will stop when required—going down, at 9 o'clock A. M. and 2 o'clock P. M.; and coming up, at 9 o'clock A. M. and 3 o'clock P. M. Fare to and from Gentilly Ridge, 10 Cents. Conductor must have timely notice to stop.
n2 tf

GREAT CENTRAL ROUTE—THE SHORTEST, CHEAPEST and ONLY RELIABLE LINE FROM NEW ORLEANS—

Chicago, Detroit, Buffalo, Niagara Falls, New York, Boston, Philadelphia, Montreal, Saratoga Springs, the White Mountains, etc.

A splendid passenger steamer leaves New Orleans daily at 5 o'clock P. M. from Canal street, connecting at Cairo with unsurpassed railway communication with all the Northern and Eastern cities.

ILLINOIS CENTRAL RAILROAD.

Two trains leave Cairo daily—
Morning Express at 8 A. M.
Evening Express at 6 P. M.

Connecting at SANDOVAL with Ohio and Mississippi Railroad, for St. Louis; at PANA with Terre Haute and Alton Railroad, for Louisville and Cincinnati; at DECATUR with Great Western Railroad, for Springfield, Jacksonville and Naples; at LASALLE with Rock Island Branch, for Rock Island, Davenport and Peoria; at the junction with the Galena and Chicago Union Railroad, for Galesburg, Burlington, Quincy and Central Iowa, arriving at DUNLEITH in hours.

One of the Minnesota Packet Company's steamers leaves Dunleith for St. Paul, and all intermediate landings, on arrival of the cars from Cairo.

Going East, there is no change of cars between Cairo and Chicago, and but three from Cairo to New York. Through to Chicago in 36 hours; Niagara Falls 36 hours; New York 48 hours.

Baggage checked through.

☞ For through tickets, or information, apply at the Illinois Central Railroad Ticket Office, under the St. Charles Hotel, St. Charles street, New Orleans.

W. R. REDDING, Agent.
a8 tf

FOR LAKE BORGNE and Mexican Gulf—MEXICAN GULF RAILWAY.—Depot, corner of Goodchildren and Champs Elysees.

FALL ARRANGEMENT.

On and after MONDAY, September 28th, 1857.

To Proctorville, Lake Borgne—Distance 28 miles. Fare through, 50 cents; children and slaves, half price.

Departures of Trains—DAILY.

Leave the city for the Lake, at	10	A. M.	
" " " "	4½	P. M.	
Leave the Lake " city, at	6½	A. M.	
" " " "	2½	P. M.	

Office, 90 Common street. For all business of the Railroad Department, or any other business connected with the road, apply to the late Alexander Gordon, apply to.

W. S. BAKEWELL, Executor,
who is the only person authorized to make engagements or sign obligations for the road.

☞ Omnibuses leave Canal street every fifteen minutes for the depot.
se22 tf

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

SUMMER ARRANGEMENT.

Ferryboats connecting with the Passenger Trains leave the foot of St. Ann street, Jackson Square, EVERY MORNING, at 7½ o'clock, precisely.

—Outward Trains Leave—
Algiers Depot ..... at 8 A. M.
Gretna ..... at 8.50 A. M.
Arrive at Brashear City, Berwick's Bay ..... at 12 M.

—Inward Trains Leave—
Brashear City ..... at 1 P. M.
Arrive at Gretna ..... at 4.50 P. M.
Arrive at Algiers ..... at 5 P. M.

Freight will be transported for Berwick's Bay and intermediate stations on the wharf foot of St. Louis street, every day. All up freight, except that intended for Texas, must be paid by shippers.
a21

HALLER & LAGAN, COPPERSMITHS AND SHEET IRON WORKERS,

247 Tchoupitoulas st. ..... No. 2 Triangle Buildings,

Are prepared to manufacture any article in the above business suitable for Steamboat, Plantation and Refinery use, such as Copper Pans, Stills, Worms and Pipes, Sheet Iron Breeching, Chimnies, Firebolts, Juice Boxes, Tanks, Filters, Clarifiers and any other articles in that line used in the manufacture of Sugar, at as advantageous rates and in a style of make unsurpassed by any house in the trade.

We are also prepared to fill all orders from city or country, as relates to Builders' work, for Copper, Galvanized Iron, Tin and Zinc Valley Gutters and Roofing, Down Pipes, Fancy and plain Heads, etc., etc.

Always on hand an assortment of Cooking, Bar-room and Parlor STOVES.

Iron Pipe Work and Fittings always on hand.

☞ All work done with dispatch. d14 1y

TOBACCO!—TOBACCO!—I SHALL FROM THIS date continue the Tobacco business for my own account under the style of JOHN PRICE, Jr., & CO., at Nos. 27 and 29 Natchez streets.

All business entrusted to our care will have the best attention. We will at all times keep on hand a large and choice stock, suited for all markets, in hogsheads and bales. All descriptions of CIGAR LEAF TOBACCO, also in hogsheads and bales, for plantation use. JOHN PRICE, Jr.

New Orleans, October 1, 1857.

AMERICAN AROMATIC BITTER CORDIAL.—This Cordial, whose excellent flavor and aroma are unsurpassed, is the most successful tonic and restorative known in cases of general debility and nervous complaints. It restores the appetite, invigorates the action and functions of the stomach, and thereby prevents dyspepsia, so often brought on by continued attacks of indigestion, the prevalent complaint of hot and humid climates. Said Cordial may be administered with equal efficiency to the infant and the aged, by following the directions printed on the label of each bottle; and its agreeable taste is not the least of its recommendations.

This Cordial has been introduced into general use in the principal coffeehouses of this city, such as Semmes, Gem, Ruby, Eye Ape, etc., as far superior to Baker's Stomach Bitters, so celebrated throughout the United States of America; and there can be no doubt that all who have tested the American Bitter Cordial give it the preference over all other Bitters hitherto in use. For sale by

A. A. PEYCHAUD,
No. 108 Royal street.
B. TURPIN,
55 Old Levee street.
DEVERGES & ST. ROMES,
12 Exchange Alley.
d2 3m

NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, BY NIXON & ADAMS, AT NO. 70 CAMP STREET.

VOLUME X. FRIDAY MORNING, MARCH 5, 1858. NUMBER 310.

New Orleans Daily Crescent.

FRIDAY MORNING, MARCH 5, 1858.

THE FIREMEN'S CELEBRATION.

A MAGNIFICENT TURNOUT AND PARADE.

The Scene at Lafayette Square.

PRESENTATION OF PLATE TO MR. ISAAC N. MARKS.

SPEECHES, ETC.

The scenes and excitements which mark every fourth Fourth of March at Washington, on the occasion of the Presidential inaugurations, are never more interesting or absorbing to the people of that metropolis than those which mark each annual Fourth of March in New Orleans, the natal day of its organized Fire Department. The Fire Department of this city was never more effectually or harmoniously organized than at present, under the wise administration of the Firemen's Charitable Association. Since this Association undertook the business of battling the fiery element, under the contract system, it has heaped imperishable honor upon itself. Successful at the start, it has gradually increased its efficiency in the discharge of its very weighty responsibility, and elevated itself and the Fire Companies under its control to a higher standard of popularity than was ever before enjoyed by either itself or the Fire Department, when they existed and acted separately. It is therefore not to be wondered at that the twenty-first annual celebration of the organization of the Fire Department, yesterday, should be characterized by an unusually large and brilliant turnout of the firemen, and an unusually extensive suspension of business and turnout by the other part of the population, to sanction and applaud the firemen in their celebration by their multitudinous presence.

Beautiful weather blessed the occasion. The benzes were bright, the atmosphere balmy and full of the sweet breath of spring, the streets properly balanced between dust and mud. If the Fire Association had contracted with that invisible genius known as the "clerk of the weather" for a fine celebration day, a finer day could not possibly have been furnished for the occasion. At an early hour the city was agog, and the grand rendezvous, Canal street, soon wore its most brilliant and exhuberant holiday aspect—the different Fire Companies, in their gayest uniforms, and banners waving, and music breathing, occupying both sides of the street for squares, whilst the population filled the neutral ground, the banquettes, and the balconies and windows on every side; the ladies, as usual on such occasions, embellishing the street multitude and the buildings with the surfeit of their beauty and gay attire.

The companies, all being on the ground, and ranged in proper order, the procession headed off down Royal street; and so long was it, that it was nearly three quarters of an hour before the last Company left Canal street. Meantime the Canal street multitude of spectators dispersed, and thronged to the most available corners and standing places of the streets through which the procession was to pass. In consequence, Royal and Chartres streets, and Casacalvo and Esplanade, and Camp and Prytania, and St. Andrew and Magazine, and Annunciation and Tchoupitoulas streets—all the streets laid down in the programme—were surging waves of humanity, with the procession for their glittering crests. We never saw so large a turnout, to behold the anniversary procession of the firemen.

We have not the space to describe the procession, as we feel inclined. As a whole, or as much of it as could be distinctly viewed in either of the long streets through which it passed, it was exceedingly beautiful to behold—the gay uniforms, decorations, flags and banners, appearing doubly brilliant in the undimmied luster of the sun. The procession wound about through the city in the following order:

GRAND MARSHAL,

I. N. MARKS, Esq., President of the Firemen's Charitable Association, with Aids; all on horseback, and wearing handsome scarfs, with their batons of authority.

CHIEF ENGINEER,

JOHN F. GRUBER, and his Assistants, DAVID BRADBURY and CHARLES A. SMITH, on foot, wearing handsome white fire-hats and white fire-jackets, stylishly trimmed and embroidered.

VOLUNTEER NO. 1,

The oldest Company of the New Orleans brigade—a large turnout of the members, in red jackets and black pants; their machine handsomely decorated.

EXEMPT FIREMEN,

In citizens' dress, with badges at their breasts.

CITY OFFICERS.

His Honor the Mayor, CHAS. M. WATERMAN, with Recorders SMITH, SOLOMON and ADAMS, and other city officers, in carriages. [Recorder FABAN appearing elsewhere as one of the Marshals.] The Fire Companies following in this order:

DAVY CROCKETT NO. 1., OF GRETNA,

A crowd of big, hardy men; their machine handsomely decorated.

WM. TELL HOOK AND LADDER CO., NO. 1,

Of Gretna; a fine crowd of men, in blue jackets and white pants.

BROOKLYN NO. 1,

Of Algiers—a new Company, on its first turn-out—the members finely dressed in white and black, with NORBERT TREGANIER, Esq., as their Marshal. Apparatus handsomely decorated, and surmounted by a model full-rigged ship, emblematic of the marine architecture practised on the Right Bank.

MILNEBURG NO. 1,

In full force—clad in red jackets, black pants, and blue fire hats—a "rough-and-ready" looking crowd of men, with a handsome little machine.

LAFAYETTE HOOK AND LADDER NO. 1,

Of the Fourth District—a large and handsome crowd, in fine blue jackets and black pants, with their truck and ladders glittering in pristine beauty, and tastefully decorated.

MISSISSIPPI NO. 2,

In their usual full force, and their elegant dress of white and black; their machine glittering like an ingot of silver, and drawn by six white horses, each horse led by a groom.

VIGILANT NO. 3,

The members in a neat uniform of red and black, and the machine tastefully decorated with flowers.

AMERICAN HOOK AND LADDER NO. 2,

A most brilliant turnout; the members, in the finest uniform of blue and black, marching with two ropes, wide apart, and their pet horse, CUTHBERT, walking proudly in the center, without a groom, his shoes plated in silver; the truck most gorgeously decorated with flowers, banners and emblems.

COLUMBIA NO. 5,

A fine turnout, members in white jackets and black pants, with their machine beautifully decorated, and exquisitely beautified by two children riding upon it; one a little boy dressed as a fireman, and the other a sweet little girl as the Goddess of Liberty.

LOUISIANA HOSE,

Members in citizens' dress, with belts and badges; the carriage splendidly decorated with flowers.

MECHANIC NO. 6,

A very large turnout—members in red and black—machine beautifully decorated, and drawn by six gray horses, without grooms—all the ribbons being in the hands of an experienced "whip" on the machine, with a big cigar in his mouth. An uncommonly fine turnout.

EAGLE NO. 7,

A handsome crowd of men, in red and black, in complete uniform, even to their neckties—wearing New York fire-hats, which we think were handsomer than any other in the procession, the rims having a graceful curve up at the sides and slope down behind. Machine decorated with two roses as big as bushels, and the horse led in front by two grooms.

PHŒNIX NO. 8,

A stalwart body of men, in red and black, the foremost members bearing thirty-one axes, each axe bearing the name of a State; their machine handsomely decorated in a floral way.

HOPE HOOK AND LADDER NO. 3,

A very beautiful turnout; the members in red and black; their splendid silver-mounted truck still more splendidly ornamented with flowers and flags; the center-piece, a life-size statue of Hope, leaning on a golden anchor, on which was hung a bridal-wreath; the whole resting on a pedestal covered with blue velvet and gold trimmings. This statue and its embellishments were the most conspicuous and most admired feature, in the decorative way, of the whole procession.

CREOLE NO. 9,

Members dressed in red and black; a fine large crowd, with their horse at the head of the rope; the machine very beautifully decorated, with broad blue bands of silk, and a sheaf of wheat interspersed with flowers, and surmounted by a golden crescent.

LOUISIANA NO. 10,

The members and their machine solid in appearance, and dressed and decorated in keeping with the occasion.

IRAD FERRY NO. 12,

With their noble motto, "Our name our example;" members dressed in red and black, and the machine tastefully ornamented. A large crowd.

PERSEVERANCE NO. 13,

A splendid body of men, in red and black; their machine the most patriotically embellished in the procession—stars and stripes waving above it, stars and stripes enfolding its different points of beauty, and a golden eagle perched upon it, with extended wings.

PHILADELPHIA NO. 14,

Preceded by their exempt horse, dressed, (if we may use the comparison,) like a bride; members in red and black, and their machine richly embellished with flags and flowers. A large turnout.

JACKSON NO. 18,

In red and black, with their machine beautifully arched over with garlands and wreaths; the celebrated little drummer boy, dressed as a Continental, beating his drum in the center of the band preceding the Company. This Company made one of the largest turnouts, if not the very largest, of the day; it occupied a full square in the line. Decorum was also beautifully observed by the Company.

WASHINGTON NO. 20,

Members in red and black, and their machine tastefully ornamented with flowers.

PELICAN HOOK AND LADDER, NO. 4,

Members in the finest uniform of white and black; their lilly white horse, *Pete*, at the head of the rope, assisting them in drawing their magnificent new truck—an apparatus so splendid in itself as to require no decoration; though it was decorated to some extent, and chiefly by the golden group of a pelican feeding her young, on a throne of white satin begirt with flowers, resting on a pedestal of blue velvet and gold. The light and springy structure of the truck, with its profuse silver ornamentation; the light elastic ladders, glistening in their whole length with silver stars and crescents, and the brilliant beauty of the lanterns and other equipments, all shining in the brightest and most beautifully wrought silver, combined to make the apparatus the most brilliant in the turnout. It was universally admired; this being the first opportunity the public had of seeing it.

ORLEANS, NO. 21,

Members in blue and black; a very large and a noble turnout; the machine tastefully decorated in flowers and ribbons of white and blue.

JEFFERSON NO. 22,

Members in red and black, and their machine properly ornamented. A large crowd of large, hardy looking men.

CHALMETTE NO. 23,

Members in red and black; their apparatus finely embellished with flags and evergreens.

CRESCENT NO. 24,

A large turnout, and last of the procession; members in red and black, preceded by their exempt horse, between two grooms. Their machine, a very handsome one, was not decorated at all; a circumstance which rather pleased us, as it showed that the gentlemen of Crescent Fire Company believed, with us of the Crescent newspaper, that "beauty unadorned is adorned the most!"

When the procession returned down town from the Fourth District, it coiled around Lafayette Square. The machines were left standing outside, whilst the companies filed in numerical order into the Square, and formed in a nucleus around the platform which had been prepared for the ceremonies of the day. A great multitude of spectators had previously collected, and in consequence the Square was filled. The flags and banners of the different companies were staked around the platform, giving it, at a distance, the appearance of an enormous bouquet. The Squares we are certain, never presented a more beautiful or animated spectacle. It must have been a pleasing sight, for the steps of the City Hall, and all the other elevated points in the vicinity, swarmed with people who could only see, and not hear, what was going on.

As soon as the Fire Companies had become properly consolidated in front of the platform, Mr. FRED BRAND, of Pelican Hook and Ladder, stepped forward and handed to Mr. DeCHOISEUL, of the Board of Commissioners of the Firemen's Charitable Association, the splendid silver tea service gotten up by the Fire Department as a mark of esteem for their President, I. N. MARKS, Esq. The plate was magnificent to behold, though its finer beauties could not be discerned in the glare which the afternoon sun shed around it. Mr. DeCholseul gracefully presented the plate to Mr. Marks, accompanying the presentation with an appropriate address, which we give in full, as we know that very few of the vast multitude present could catch what he said:

MR. DECHOISEUL'S SPEECH.

Sir: Allow me, on behalf of the Fire Department of the city of New Orleans, to present you with this testimonial, as a slight token of their appreciation of your services in their behalf—services worthily bestowed in a worthy cause.

Elected for three successive years to preside over their Association, you have had the proud satisfaction of seeing it daily increasing in usefulness and efficiency; dispensing, on the one hand, protection to our fellow-citizens, and on the other, relief to the sick, the widows and the orphans.

When the misguided efforts of rash experimentalists had nearly succeeded in disbanding this Department, leaving the city without protection against fire and the hundreds depending upon us for support unprovided for, you aided us in battling against the storm until our Association came out of the conflict with renewed vigor and healthfulness, having regained the only power it ever claimed—that of doing good. For you see before you no holiday soldiery, decked out in gay trappings, to follow some costly pageantry or to do honor to some small hero of the day; but men of the stout heart and strong arm, ready at any moment to leave the pursuits of business or pleasure, or the more endearing joys of home, to fly wherever public calamity or suffering humanity demands their aid; wherever there is a danger to encounter or a sorrow to share. Night may cast its peaceful shade over nature, when the flower folds its graceful petals in the quiet dell and the bird seeks its leafy haunts; the breeze dies away with the retiring sun, and the bosom of the lake is unruffled; even man retires for awhile from his wearying toil and seeks a blessed oblivion. But short space have the firemen to indulge in such a relaxation. Like soldiers on the advanced posts before the enemy, they must ever sleep on their arms, ready at the first sound of alarm to start forward to meet the enemy. And well do they discharge their trust.

Braving the winter's storms and the summer's heat, dashing fearlessly through the black smoke that casts its pall over the scene of woe—in fearful contrast with the flames that strive to lick their fiery tongues to the sky—you see them undismayed and unequalled, commanding to the elements and staying the destruction; whilst the weak hearts that can afford to sneer at them in moments of security, stand by unmanned and bewildered. A more devoted and unselfish band has never before given an example to the world.

The Roman, who, to fulfill an oracle leaped into the chasm, gained an imperishable name.

The three hundred Spartans, who stayed the Persian invaders, engraved their fame upon the pages of history.

The ten thousand Greeks who made the words—retreat and victory—synonymous, fought for their lives and their liberty.

Here you have the courage of the first, the patriotism of the second, and the endurance of the third, without any incentive of personal advantage or glory. They have no historian to record their deeds. The conquests they make are for the benefit of others. And even when some slight dispensation has been granted them for some duty to the commonwealth—small in proportion to the benefit they have conferred—we see parlor politicians, men of broad acres and narrow views, conspiring to rob them even of this.

But they cannot steal from us the self-sustaining principle of an approving conscience. Our work done, we can look calmly up to Heaven and truly say, *non nobis!* Not for ourselves have we toiled, but for our fellow-citizens, for the widow and for the orphan. This is our religion.

And we, too, have our martyrs who have sealed with their blood their devotion to duty. Along some of the busiest marts of our city we pass at times with saddened feeling, remembering well the spot where the crushing walls whelmed beneath their ruins some of the bravest and truest of our brethren. Would you know their names? Go to yon silent city of the dead, where we have taken a pride in preserving their memory, pause by yonder broken column, and you will then believe that all dies not with us—that there is something beyond the grave.

Our labors then are not in vain. All we claim is to benefit our fellow-citizens. The reward must be from one higher than this earth. Who would not be proud to march in the ranks of such an Association?

To you, sir, who for more than two years have presided over it with such untiring zeal and marked ability, we trust that this evidence of our thankfulness will be received as it deserves to be—as one cherished alike both to the givers and recipient—and that you will long treasure it among the most precious of your civic trophies.

Mr. Marks accepted the testimonial with becoming grace, and in acknowledgment of it, addressed the assemblage as follows:

MR. MARKS' SPEECH.

Gentlemen of the Committee,
Brother Firemen of New Orleans:

In the solemn language of truth, and not in the studied or set phrase of the orator, can I say, that this is the proudest occasion of my public life. To be made the honored recipient of such a testimonial as the one just presented to me, to have had it conveyed in language so flattering, to have been selected from among you for so distinguished a mark of your consideration, is as grateful to my feelings as is the high compliment it pays, undeserved. This beautiful evidence of your confidence and esteem, intrinsically valuable in itself, is made infinitely more dear to me because it speaks in unmistakable language, your appreciation of the humble services I have rendered you, in my many years of connection with your organization. My zealous and enthusiastic devotion to your interests needs no other reward than the verdict you render on this occasion. The decided conviction of knowing, that what I have done in your behalf meets with your full approval, as manifested in this ceremony, amply repays me for all the care and time, and labor, I have given to your cause. Ever proud of my connection with you, always deeply impressed with the high importance of such an organization as this, in a city like ours, I have felt that in contributing to sustain it, that I was not only rendering service to you, but that I was performing an unselfish duty, as a good citizen. In reverting to the period of my first connection with you, *now fifteen years ago*, and contrasting your condition then, with what it is to-day, my bosom swells with feelings of more than ordinary emotion. And whether I refer to your organization as a Fire Department, or as a Charitable Association, the result attained by our combined efforts is alike creditable and gratifying. The position we occupy to-day is one of which we may justly boast. It should be a source of gratulation and pride to every man who has participated in bringing it about, that it has been *his* good fortune in having been an humble instrument in contributing to it, a pride not to be awakened that we may receive the applause of our fellow-men for what we have done, but because sound practical results, where selfishness has had no agency, naturally excite and arouse pride.

As a Charitable Association, composed of *over fifteen hundred members*, the Department is now fully carrying out the benevolent designs of those who originated it.

The entire Department, which is virtually but another name for the Association, is now a unit in feeling, in interest and in harmony, and enjoys a reputation, both at home and abroad, for wide spread public usefulness and high character, unsurpassed by any similar organization in this country. Without distinction of social position, or religious education, without respect to political affinities, or the accidental place of birth, its members stand upon a common platform, united in carrying out the holiest attributes of man's nature. What cannot be accomplished for purposes of good, what limit can we place to the extent of the mutual amelioration we may bring about, where so large a number of men are bound fraternally together for the consummation of a sacred purpose? Is not the reflection well calculated to awaken the holiest impulses of the philanthropist? And where is the man, who has the slightest desire to aid in the amelioration of his fellow-man, who would not, even in this mammon-worshipping age, glory in the appellation of a philanthropist? The reputation of the proudest monarch on the mightiest throne of Christendom is not to-day half so enviable as the glorious and immortal fame of *Howard*.

The noble lady upon whose head rests the English crown, and whose exalted virtues have justly endeared her to the English people, is not to-day a richer jewel in the temple of mankind half so conspicuous as that humble woman who has made the name of *Florence Nightingale* immortal.

Or to come home among ourselves, where is the man whose political distinction confers upon him a moiety of that undying honor that clusters around and renders sacred the name of him who is justly entitled to the enviable appellation of the *philanthropist of Louisiana*—JUDAH TOURO—a man who always had

"A tear for pity, and a hand open as
Day for melting charity."

A man, whose benevolence was confined to neither class nor creed, clime or country, who acted under the conviction that

"The drying up a single tear has more of
Honest fame than shedding seas of gore."

Who would not emulate these glorious examples, and endeavor to elevate himself in the scale of humanity, and thus bring himself in closer communion with "Him, after whose image man was formed?"

An intimate connection with the administration of a charitable association, like the one at whose head I have so long stood, is well calculated to call forth all the better material of man's nature, and to make him feel that in the accomplishment of his mission on earth that a life of usefulness is the surest guarantee of happiness here and hereafter. All men stand alike acceptable to the Creator of the universe, however they may differ in their form of worship, who bring into proper exercise those God-like attributes which lay embedded in every bosom.

The hair-splitting dogmas which creed has given birth to, necessarily separate mankind into many divisions; but, when they are brought together into associations of this kind, man is ever prompt to recognize his co-laborer as a brother, and to feel the convincing force of that irrefutable aphorism, that "we are all the children of the one God."

Practical religion, as manifested by carrying out those instinctive teachings which are implanted in the human breast, in order that man may execute the benevolent designs of an all-wise Providence, is, after all, the *only true religion*. And in associations like the one whose members now surround me, it is daily illustrated. We endeavor to mitigate the sufferings of the sick—we relieve the distressed and deprive poverty of its sting—we give decent sepulture to the remains of our deceased brother—we follow him to the tomb and drop the tear of painful regret over his departure—we cherish his memory and constantly recur to his virtues—we contribute to the support of his widow and his orphan children, and our physicians and druggists, salaried by us to perform these duties, minister to them when prostrated by sickness. And ere we enter upon the performance of these self-imposed duties, we ask but one question: "Is he of us and is he deserving?" We care not for his place of birth—we care not for the form through which he worships God—we care not for the avocation (if it be honest) which the law of labor has compelled him to assume that he may maintain life. Our practical religion—benevolence—teaches us to aid him.

And in order to show that this is not mere declamation, let us glance for a moment at what our Association has done for the past two years and is still doing:

We are to-day contributing to the support of
82 Widows,
9 total Orphans,
143 half Orphans, and
5 old and indigent exempt Firemen.

We are expending seven thousand dollars per annum, in *cash relief* alone, in this branch of our charities.

Our relief expenditure for the past *two years* exceeds *twenty thousand dollars*.

We have salaried physicians in each of the four districts of the city, whose duty it is, at the summons of the relief committee, to visit the sick fireman, the widow and the orphan; and the prescriptions ordered by them are furnished by druggists appointed by us for the purpose—and all this is done without cost to our members.

In the event of death, the entire funeral expense is borne by the Association.

Is not this statement well calculated to arouse our pride and cause our hearts to swell with gratitude, that we have been permitted to have been the instruments of doing so much good. And what a glorious incentive such a result furnishes us to continue to battle in so good a cause! How strongly should the silken cords of benevolence bind us together, when our union produces such results!

But now let me turn from the contemplation of our organization as a charitable institution, and review it as a Fire Department.

This day ushered in our *twenty-first anniversary*. The period of a generation has passed away since our organization had its birth. Many of those who aided in calling it into being, are now numbered with the dead. The alarm rung out in the dead silence of the night, which was once so wont to call them forth to duty, is now no longer heard by them. Many of them met their death in the performance of their self-sacrificing task, with a sublimity of courage for which the records of the battle-field furnish no parallel. They went forth not to seek "the bubble reputation at the cannon's mouth"—they asked no gilded trappings to mark their distinction among their fellow-men—they sought no title as a reward for their invaluable services; but, armed with the conviction that they were performing a self-imposed duty, along side of which, almost all others that man performs sink into insignificance, they met and grappled with their dangerous enemy, surrendering only when life was extinct. If he, who submits to martyrdom rather than renounce the teachings of a religious creed, secures to himself an immortality of fame upon earth, and an eternity of happiness in the life to come, what should be the reward of the man who unselfishly offers up his life in endeavoring to protect and preserve the life and property of his fellow-beings. The one is the result of the binding influence of education—the other, the offspring of those instinctive teachings which the God of Nature has implanted in the breast of every man, the evocation of which ever lead him to the execution of deeds of true valor and virtue.

Comrades, to-day it is appropriate that we should remember the martyred dead, we should call again unto our mind's eye their noble forms, their manly virtues, their final sacrifice. Irad Ferry—Woodruff—McLeod—Adams, and others—thy old companions, assembled here to-day, stand up a prayer to that Providence who has permitted them to continue to live through the dangers of their profession, that thy spirits called hence so suddenly, in the fulness, vigor and manhood of life, may now be dwelling in eternal peace, reaping the rich rewards of that devotion which so painfully separated you from us. We will endeavor to emulate your virtues, imitate your courage, cherish your memories, and call you back among us on all our public occasions.

Brothers, on this our twenty-first anniversary, again have we displayed to the gaze of our admiring fellow-citizens the beautiful pageant that our annual procession always exhibits. Along the line of streets through which we have passed, the assembled thousands have given us renewed evidence of the estimation in which the Fire Department of New Orleans is held by the entire population of the city. The thronged galleries, made radiant with the smiles of beautiful women—the air, resounding with the merry laugh of childhood—the side-walks, crowded with mingled humanity of every shade and grade—again make up a general verdict of approval for our past year's service.

It is the impression with many, that the change in the position of the Fire Department towards the government of the city, under the *contract system*, has made a material alteration in its internal organization. *Such is not the case.* While at no period of its existence has the Department been more efficient, or under a better state of discipline than at present, still its internal organization is materially the same. And although the Firemen's Charitable Association, as the contractors with the city, receive a stipulated sum per annum for the execution of the contract, the *firemen are still volunteers, and do not receive one cent of pay.* The Chief Engineer, the two Assistant Engineers, the Treasurer, Secretary and employees of the steam engine are salaried; *all others are unpaid.* The money received from the city for the faithful execution of the contract, is appropriated to the legitimate expenses of the department, and the surplus (if any) is used in sustaining our enlarged and liberal system of relief and charity. Apart from the universally acknowledged services of the Department in the efficient protection of life and property in our midst, it will not be out of place here to show with what liberality it is carrying out its contract with the city. To establish (what is certainly very unusual in contractors with governments of any kind) the fact that it *is performing much more than its contract demands*,

It has been, and will continue to be, the constant desire and study of the gentlemen entrusted with the management of this contract, to faithfully carry out the spirit of its provisions. The contract requires that the contractor shall furnish—

1 Chief Engineer and 2 Assistants	3
1 Captain and 1 Lieutenant for each company—17 companies	34
13 Engine Companies—20 men to each	260
4 Hook and Ladder Co's, 15 men do	60
1 Steam Fire Engine, to have 1 Engineer, 2 dr