New-Orleans Daily Crescent.

RIVER INTELLIGENCE.

FRIDAY, June 18, 1858.

The weather yesterday was clear and warm. On the levee business was rather dull, and the departures were few.

ARRIVALS.—The Louisville packet E. H. Fairchild, Capt. J. H. Fawcett, arrived with a full cargo, part of which was 134 hhds. tobacco and 172 bales cotton. She leaves again on Saturday, at 5 P. M. We are obliged to her courteous clerk, Mr. John F. Leyden, for late Louisville papers.

The Fort Adams packet Sallie Robinson, Capt. E. T. Gross, arrived with 12 bales cotton, 54 hhds. sugar and 63 bbls. molasses. She will leave as usual, on Saturday, at 5 P. M.

Fanny Bullitt for Louisville.—With the daily Cairo U. S. mail, this swift, splendid and very popular passenger packet leaves port to-day, at 5 P. M., under the command of the very accommodating and experienced Capt. L. B. Dunham, with the clever and correct Mr. Theodore Judge in the office. She is one of the best boats that run to our port, combining all the requisites of a tip-top passenger packet. Her officers are careful, experienced men, prompt and reliable. She will be full of people, and this proves sufficiently [illegible]. She connects at Memphis and Cairo with the railroads, and at Louisville with the Jeffersonville Railroad and the Cincinnati U. S. mail packets. By going to Louisville passengers save time, as they get to New York as quick if not quicker than by any other route; they save money, as they do not have as much expense for meals, etc.; they gain in comfort, as they go further on a fine boat and have, as a matter of course, less railroad travel. Travelers should think of these things.

New Orleans Money Market.

CRESCENT OFFICE, No. 70 Camp street, Thursday Evening, June 17, 1858.

Under the large transactions in cotton yesterday and the day before, there was a more willing desire on the part of drawers of exchange to realize to-day. Preliminaries were arranged for several transactions at ⅝ @ ¾ discount for sight drafts on New York—current round sums having been closed at the latter figure. There was a round amount of three days sight sold at [illegible] discount, but this is rather too low for a quotation, and we allude to it as what has been done. There were sales of five days sight at ⅞ discount, and thirty days sight at 1¾ and double [illegible] at 1⅞ @ 1½ discount. The offerings of good commercial paper were larger to-day than on any day of the week. [illegible] transactions at 1¾ @ 2 per cent. discount. In Sterling there was no change. Bill of lading drafts were negotiated for at 105¾, 106½ @ 107, according to margin. [illegible] there were sales at 108 @ 108½—the extreme [illegible] being from 107½, 107¾ @ 108½. The [illegible] are drawing at higher rates. We did not learn of any actual transactions in francs.

In the paper market there were some movements. We note the sale by one party of $70,000; February and March paper at [illegible], and $6,000 six months at 8, and $10,000 or thereabouts at 10 per cent. The calls on the banks were very moderate to-day. Business is settling down to the summer order. Most of the banks cannot more than obtain a quorum of their respective boards. Though many Directors have departed, the [illegible], as well as the executive officers of the respective banks, are still attending to the duties to which they were called to perform. Our views of this annual hegira are that the individual ought to accept a directorship in our banks nor any public office, unless he intends to remain on the spot. It is hardly possible to know who is who in some of our banks. Our [illegible] are not intended to apply to those who extend their [illegible] no further than our sea-shore resorts. These places we consider the suburbs of our city. But we have bank Presidents and Directors who abdicate every summer—[illegible] the pleasures and convivialities of [illegible] capitals for four and five months of the year, or more [illegible] of the time. Some of these gentlemen leave [illegible] directions how their institutions should be governed during their absence. There are no two ways about this absenteeism. Leading merchants and bank officers among us are found [illegible] the year to end the year out. They set an [illegible] example in their course and actions. Of those who [illegible] invalids in health, they are excusable.

There was very little done in stocks to-day. The only transactions to-day were:

20 shares Canal Bank at	[illegible]	132½
15 "	[illegible]	P. T.
20 " Crescent City Bank at	[illegible]	95
20 " Pelican Dry Dock on	[illegible]	P. T.

In bonds we note the sale of $40,000 City Bonds issued to the Jackson Railroad at 76. Whether these were sold for account of the road, or formed an instalment paid to contractors, we do not know. Bank shares are generally very firm. There is no desire to sell on the part of holders, and as the dividend season is at hand, we do not look for any large sales for the present.

We learn that Mr. J. F. Genesse, of the firm of Abat, Genesse & Co., stock and note brokers, was to-day elected President *pro tem.* of the bank of Louisiana vice Mr. Montgomery, who left this evening on a five months leave of absence. We are not positive about this "leave," not being in the secrets of the bank parlor; but the venerable President takes it, granted or not granted. As there have been many surmises, and some interest expressed who would fill the vacancy, the question is now settled. We did think at one time that the mantle of *pro tem.* might have to fall on our own shoulders.

It is a good time for those who are desirous of providing for next winter to lay in a good supply of coal at low rates. Western coal is now obtained at 35 @ 40c. per barrel. From the receipts of the present season, we judge that the stock must be large. We note that 743,992 barrels have been received since the 1st September last, against 450,000 the year previous. We learn that the great Breckenridge Coal Company, which it was expected would furnish an abundant supply at the lowest prices, has met with reverses, and the effects were sold out a few days since under judicial proceedings. We can only hope that the mines will fall into hands that will work them, and continue the supply to the market.

A coal mine in the Western or middle States may be considered infinitely of more value than a gold mine in California or Australia, and while alluding to the immense wealth of the coal districts of this country, we find the statistics below in a late New York paper.

While remarking on coal, it might be of some service to this community to know something of the Ouachita coal mines. A company was organized last year, under the style of the "Ouachita Coal Company," with a farming capital, and that is the last we heard of it. We are not aware of the first cart load being received. Then, there were large puffs of Memphis coal mines, located above Memphis. Then, again, we had the Evansville mines on the Ohio river, all of which were sure of being profitable investments.

The coal trade for thirty-two years show a remarkable increase in the amount and value of the production of coal. At the present time the value of the coal annually mined in this country is nearly equal to the yearly production of gold in California. And at the present rate of increase the coal crops will soon be of greater value. It appears that in 1820, the first year in which coal was mined in our state, the amount of production was but three hundred and sixty-five tons all told. The advance to the present time may be judged by the increase at the respective interval marked below.

		Tons.
Production in 1820	[illegible]	31,893
Do.	1831	174,734
Do.	1835	560,758
Do.	1840	898,414
Do.	1845	2,023,052
Do.	1850	3,312,614
Do.	1857	7,808,948

We now are but at the beginning of the development of our gigantic national resources, and the present amount of coal mined will, fifty years hence, appear as inconsiderable as the annual twenty-five years ago does to us now. Great Britain, with an area of coal deposits less than 12,000 square miles, and a population of about thirty millions inhabitants, raises at the present time nearly sixty-eight millions of tons. In the next twenty years the population of the United States will not be less than fifty millions. The area of coal fields, as at present traced, exceeds 133,000 square miles. Is there any improbability in the inference that, with full development of these coal fields, the annual production in the short period of the next twenty years will be proportionate to that of Great Britain, and that it may be made to reach, if demanded, the enormous amount of seven hundred and fifty millions of tons.

The monetary article of the New York Tribune of the 10th inst. says:

The money market is more plentifully supplied in the open market. If any change may be noted. Call loans have been made in prominent banking houses to-day at 3 @ 5½ per cent., and the discount figures for desirable paper rule as low as heretofore [illegible], with a very limited demand. Appearances justify the expectation of continued dullness in money negotiations for some months to come, and even cheaper rates of interest than any hitherto reported. At the present rate of progress in monetary abundance, we shall soon find capital in New York quoted at about the same figures current in England—an approximation to equality which is not inconsistent with the growing importance of New York as one of the great financial centres of the world, though quite unnatural when considered in comparison with the more extensive field offered on this side of the water for the employment of capital. The vast accession to the wealth of this country which has been realized since the discovery of gold in California, is made manifest in this general clogging of the machinery of business, and the question as to the absorption of gold becomes less difficult of solution than heretofore, when we witness its rapid accumulation at great commercial points. When the wheels of industry and trade are put in motion again, we shall have occasion to notice the celerity with which capital will move back to its former channels of employment.

Review of the Markets.

FRIDAY MORNING, June 18.

COTTON....The demand continued active yesterday, and although the current offering was limited, and held at higher rates, purchasers were found for about 9000 bales. We advance our quotations another ⅛c:

NEW ORLEANS CLASSIFICATION.

Inferior	[illegible]	Middling	11⅞ @ 12¼
Ordinary	[illegible]	Good Middling	12⅜ @ [illegible]
Good Ordinary	[illegible]	Middling Fair	[illegible]
Low Middling	[illegible]	Fair	—@—

TOBACCO....There was some movement and we noticed sales of 125 hhds Admitted and Refused, 90 and 8 hhds all on private terms, and 5 at 10¼c ₽ lb.

COTTON AND TOBACCO STATEMENT.

	Cotton—bales.		Tobacco—hhds
Stock on hand, &c.		7,497	13,727
Received since	1,637,030		66,675
" yesterday	452	1,638,382	424—67,099
		1,646,249	80,826
Exported since	1,420,924		43,430
" yesterday	3,424	1,499,248	000—43,430
		146,901	37,416

SUGAR....About 60 hhds were sold at unchanged prices. Fair to Fully Fair 6½ @ 7 ₽ lb.

MOLASSES....Sales of 200 bbls at 34@35c for Fermenting and Pure Reboiled, and some small lots of Prime at 37c ₽ gallon.

FLOUR....There was a good demand at firm prices, with sales of about 4000 bbls, including 2000 St. Louis Superfine at $4 50, 300 at the same, 800 in 3 lots at $4 62½, 325 Extra in 2 bbls at $4 25, and 675 Triple Extra and Superfine at $[illegible] for the former and $4 80 ₽ bbl for the latter.

GRAIN....The sales of Corn included 300 sacks Mixed at 65c, 1100 White in 2 lots at 70, and 150 Yellow at 75c ₽ bushel. ....Of Wheat 1200 sacks Red sold at 90c ₽ bushel....Oats were still looking up, with sales of 1200 sacks St. Louis in 2 lots at 50c, 300 at 54, and 1500 in 2 lots at 55c ₽ bushel....Of Bran 378 sacks sold at 90c ₽ 100 lbs—an advance.

PROVISIONS....Pork was very dull, and 200 bbls Mess sold on private terms....Of Bacon 29 casks Ribbed Sides were taken at 8½c, a few casks Clear at 9@9¼c, and some Inferior Shoulders at 6½c ₽ lb.... Of Lard 20 bbls and Heroes Prime, of mixed shipments, sold at 10¼c ₽ lb.

COFFEE....There was an active demand and prices were ¼c higher, with sales of nearly 13000 bags as follow: 310 at 9¾c, 1299 at 9⅞, 4927 (the Renala Kelly's cargo) at 10c, 300 at 10⅛, 3170 (the H. C. Wright's cargo) at 10¼, 600 at 10⅛, and 500 on private terms.

WHISKY....The market was dull and sales confined to 75 bbls Raw at 22c, and 50 Rectified on private terms.

FREIGHTS....A ship was taken for Liverpool at 9-16d for Cotton, one at 7-16d, a consignment given away at ½d, and a ship taken for Havre at ⅝d. Vessels on the berth for Liverpool were filling up at ⅜d.

Shipping Intelligence.

FRIDAY, June 18, 1858.

CLEARED YESTERDAY.

Ship Kate Dyer, Dyer, for Liverpool, Baxter, Lovell &co
Spanish Bark Ysabelata, Aguirre, for Santander, Puig, Mir &co
Spanish Bark Fe, Munialegui, for San Sebastian, Puig & Avendano

ARRIVED.

Brig Miniitilan, Woolingham, 7 days from Matanzas, to Goldenbow & Leguerre—Quarantine Station.
Schr Fanny, Wriedt, from Pensacola, to Pooley, Nicol &co—Basin.
Schr Polar Star, Whitcomb, from Covington—Basin.
Schr Belle Rophan, from Biloxi—Basin.
Schr High Water, from Pearl River—Basin.
Schr Elvira, Eager, from Biloxi—Basin.
Schr Arsene, Cooper, from Covington—Basin.
Schr Southron, Perry, 7 days from Pensacola, to Pooley, Nicol &co—Basin.

STEAMBOATS.

C D Jr, Vincent, from Bayou Sara.
Sallie Robinson, Gross, from Fort Adams.
Natchez, Leathers, from Vicksburg.
Milton Relf, Hall, from Minden.
Oregon, Hopkins, from Mobile.
Red Rover, Strong, from Nashville.
Alice Vivian, ———, from Vicksburg.
D R Carroll, Kimball, from Red River.

Towboat Mary Kingsland, Phillips, from the Passes—towed down and to sea, 15th inst, ship Simoda and schooner Joaquin—comes up light.

Towboat J P Whitney, Heaton, from the Passes—towed down and to sea, 15th inst, ship Highlander, bark Oregon and schr Virginia Antoinette—brought up to Quarantine brig Miniitilan.

EXPORTS.

LIVERPOOL—Ship Kate Dyer—2551 bales cotton, 2000 bbls flour, 4924 sacks wheat, 4000 staves.
SANTANDER—Bark Ysabelata—507 bales cotton.
SAN SEBASTIAN—Bark Fe—436 bales cotton and 2000 staves.

IMPORTS.

PENSACOLA—Schr Fanny—60,000 ft lumber to order.
COVINGTON—Schr Polar Star—30 bbls tar and sundries to order.
BILOXI—Schr Belle Rophan—Lumber to order.
PEARL RIVER—Schr High Water—24,000 feet lumber to order.
BILOXI—Schr Elvira—Lumber to order.
COVINGTON—Schr Arsene—Lumber to order.
PENSACOLA—Schr Southron—55,000 feet lumber to Pooley, Nicol &co.

RECEIPTS OF PRODUCE.

MORGANZA—Steamer C D Jr—1 bales cotton Wright, Allen &co—6 hhds sugar Pilcher, Goodrich &co—14 hhds sugar to Brand & Landry—62 bbls molasses Fellowes &co—50 bbls molasses J W Burbridge &co—sundries to order—Total 22 hhds sugar, 132 bbls molasses.

FORT ADAMS—Steamer Sallie Robinson—16 bales cotton Oakey, Hawkins &co—16 do F J DaSilva—32 hhds sugar Hewitt, Norton &co—14 do do Edward Durive &co—8 hhds sugar 46 bbls molasses Ratchford, Brown &co—16 do Menard & Vignaud—200 sacks cotton seed Bianchin & Girand—sundries to order—Total 54 hhds sugar, 62 bbls molasses.

MINDEN—Steamer Milton Relf—50 bales cotton Cammack & West—9 Buchanan, Carroll &co—8 McKitrey & Bradford—3 Lloyd & Friersen—2 do J Boyd &co—2 do C R Railey &co—2 do Gladden & Sleans—1 John Watt &co—1 Cleveland Brothers &co—1 M B Brady &co—1 Wilson, Pomroy &co—2 bales of wool to Cammack & West—8 hides C R Railey &co—1 bbls flour James Speake—sundries to order—Total 90 bales cotton.

VICKSBURG—Steamer Alice Vivian—68 bales cotton to Robson & Allen—52 Byrne, Vance &co—35 Lewis & Oglesby—27 John Williams &co—18 Belloca, Nobles &co—31 Buckner, Stanton & Newman—5 Carroll, Holmes &co—9 John Watt &co—4 J C & B S Ricks &co—16 Warren, Gillmore &co—19 bales cotton to Bogart, Foley & Avery—5 J J Person &co—19 bales cotton Payne & Harrison—3 J T Hardie &co—1 Watt & Noble—15 Walker & Snider—5 R L Adams &co—15 McLemore, Raybere &co—14 Block, McAfee &co—236 pckgs fruit to sundry consignees—100 sacks corn M Gordon Jr—4 pin steads Coleman, Putnam &co—sundries to order—Total 339 bales cotton.

NASHVILLE—Steamer Red Rover—89 hhds tobacco to R H Frazer &co—4 casks bacon 20 sacks oats S Daffl 11—89 hhds tobacco 1 tcs lard Fellowes &co—10 hhds tobacco 35 bales cotton W A Johnson &co—24 bbls whisky Perkins &co—2 bbls whisky C W Phillips &co—40 hhds tobacco F H Smythe &co—39 bales cotton John Williams &co—12 hhds tobacco R Yeatman &co—1 do H M Summers &co—1 do Moise & Lacy—27 do Warnicken & Kirchoff—5 bales cotton Bradley, Wilson &co—50 hhds flour 2 hhds tobacco Patton & Smith—27 doc clarke Y C Twichell &co—6 hhds tobacco Jas Turner—15 do Moore & Vaccarillo—94 do 514 bbls flour 7 casks lard Hewitt, Norton &co—12 hhds tobacco 2 casks bacon 1 bbl lard 150 sacks wheat Wm Soery &co—26 hhds tobacco H H Crofts—50 hhds tobacco 1 cask bacon to R H Short &co—12 hhds tobacco McGregor, Allaway &co—21 hhds tobacco F Redwald—211 hhds tobacco 67 bbls flour W G Robinson—71 bbls flour 13 hhds tobacco S F Lotspeich &co—51 hhds tobacco and sundries Given, Watts &co—Total 61 bales cotton, 516 hhds tobacco.

NATCHITOCHES—Steamer D R Carroll—22 bales cotton to Buchanan, Carroll &co—33 Bogart, Foley & Avery—15 Cammack, Squires & West—7 Belloca, Nobles &co—1 do Rugely, Blair &co—1 C T Buddecke &co—24 hhds sugar Bogart, Foley & Avery—1 bale wool Cammack Squires & West—2 do mess to Hall, Kemp &co—5 hides and sundries to order—Total 84 bales cotton.

RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD....FROM CANTON—8 bales cotton to Payne & Harrison—63 Warren Gillmore &co—33 Lewis & Oglesby—8 do George Connell—6 Skipwith, Hazard &co—4 Smith, Harris & co—4 Thornhill &co—1 Coleman, Putnam &co—sundries to order—Total 126 bales cotton.

PONTCHARTRAIN RAILROAD.

MOBILE—Steamer Oregon—155 bales cotton to order—5 bbls blades water Symes & Provan—$1087 in specie to L Fash &co—sundries to order.

PETITIONS--OFFICIAL.

TO THE HONORABLE THE COMMON Council of the City of New Orleans:

NEW ORLEANS, April 27th, 1858.

Gentlemen—We, the undersigned, owners of real estate fronting on Common street, most respectfully petition your honorable body to pass a resolution, ordering an underground sewer to be made on Common street, commencing at Magazine street and ending in the Galvez street Canal, of a material called the Patent Indestructible Water Pipe, or Iron Pipe. The whole to be done in conformity to an act approved March 18th, 1858.

	Feet.		Feet.
W. W. Montgomery	180	James Nelson	27
J. W. Zacharie	125	Augusta Hoffman	27
John Lewis	60	R. B. Mullen	60
Frank Perret	75	J. U. LaVillebeurre	58
Geo. A. Frerot	67	Mrs. S. Conlon	27
Ambrose Lanfear	33	M. Nolan	30
F. Peschier	30	Hugh McCloskey	90
David Urquhart	25	H. N. Siebrecht	24
Robson & Allen	30	Ed. Shiff	50
Fellowes & Co.	30	Thos. Henderson & Peale	32
Jas. P. Frerot	38	James Lilly	30
A. Frerot	127	Geo. Hillman	60
E. H. Pomroy	54	R. Banister	50
Wm. G. Vincent	108	Ed. Parker	54
O. H. Slocomb	60	S. M. Foster	27
F. B. Ernest	157	J. Payne Thomas	27
A. & M. Heine	120	W. Rushton	245
Duncan F. Kenner	119	M. O. H. Norton	32
St. Charles Hotel Co., per Jno. G. Gaines, Pres't.	171	James Gallier, pro John Turpin	64
S. F. Slatter	161	Joseph Holtz	54
John Todd	34		

JAS. A. HOPKINS,
Secretary Board of Assistant Aldermen.

A L'HONORABLE CONSEIL COMMUN DE la ville de la Nouvelle-Orléans:

NOUVELLE-ORLEANS, 27 avril 1858.

Messieurs—Les soussignés, propriétaires de terres faisant face à la rue de la Commune, prient respectueusement votre honorable corps de passer une résolution ordonnant la confection d'un égout souterrain sur la rue de la Commune, de la rue des Magasins au Canal Galvez. Le dit égout devant être fait en "Patent Indestructible Water Pipe" ou en fer. Le tout conformément à l'acte approuvé le 18 mars 1858.

	Pieds.		Pieds.
W. W. Montgomery	180	James Nelson	27
J. W. Zacharie	125	Augusta Hoffman	27
John Lewis	60	R. B. Mullen	60
Frank Perret	75	J. U. LaVillebeurre	58
Geo. A. Frerot	67	Mrs. S. Conlon	27
Ambrose Lanfear	33	M. Nolan	30
F. Peschier	30	Hugh McCloskey	90
David Urquhart	25	H. N. Siebrecht	24
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JAS. A. HOPKINS,
my19 2taw1w Secrétaire du Conseil des Assistant Aldermen.

STREET COMP'R--OFFICIAL.

FIRST DISTRICT POUND—Was brought to the First District Pound on Dryades street, between Julia and Girod streets, as estray—

One white she goat, under bit in the right ear, swallow fork in the left, black feet and with wattles.
One yellow kid, with white face.
One white she goat, with black spots.
One white kid.
One yellow she goat, with a rope on the neck.
One pale yellow she goat.

Which if not claimed within ten days, and the expenses thereon paid, will be sold at public auction at said pound, on SATURDAY, 19th inst., at 10 o'clock A. M.

New Orleans, June 8, 1858.

P. A. GUYOL, Street Commissioner.

Registered June 8, 1858.

HENRY DUREL,
Clerk of Comptroller.

EPAVE DU PREMIER DISTRICT—Il a été conduit au dépôt des épaves du Premier District, rue Dryades entre les rues Julia et Girod, comme épaves—

Une chèvre blanche, l'oreille droite échancrée en dessous, l'oreille gauche coupée en fourche, les quatre pieds noirs et ayant des glandes.
Un chevreau jaune, ayant la face blanche.
Une chèvre blanche, tachetée de noir.
Un chevreau blanc.
Une chèvre jaune, avec une corde au cou.
Une chèvre jaune pâle.

Si les dits animaux ne sont pas réclamés dans dix jours et les frais payés, ils seront vendus à l'enchère publique au dit dépôt, SAMEDI, 19 de juin 1858, à 10 heures A. M.

P. A. GUYOL, Commissaire des rues.

Nouvelle-Orléans, 8 juin 1858. je8 14 18

SOULE'S COMMERCIAL COLLEGE, corner Canal and Camp streets—Entrance No. 6 Camp street.

Book-Keeping, Penmanship, Commercial Calculations and Arithmetic taught by practical exercises and instructions, imparted individually and not in classes.

Mr. Soule also pays particular attention to correcting, posting closing or re-opening Books; averaging and adjusting Accounts; making out Account Currents, etc., etc. Office at his Commercial College. my19 1y

$50 (FIFTY) DOLLARS REWARD.—Ran away on the 14th January, a light griff boy named HENRY or GORDON, aged about 24 years, weighs about 150 pounds, about 5 feet 7 inches in height; easily frightened or confused when spoken to; has a negro swaggering gait, a thin moustache; dressed when he left in a black frock coat, checked cassimere pants, drab double-breasted vest and a light colored felt hat. Apply to

McDONNELL'S Restaurant,
fe8 147 Common street.

(Concluded from seventh page.)

Yeas: Messrs. DeLabarre, Harrisson, Howell, Vennard and Landry—5.

Nay: Mr. Dupre—1.

A resolution amending resolution No. 3919, so as to make it read "levee," in lieu of "Love street."

A resolution approving the adjudication by the Comptroller of the contract for paving First street, to W. H. Stephens, and accepting his securities, etc.

Yeas: Messrs. DeLabarre, Harrisson, Howell, Vennard and Landry—5.

Nay: Mr. Dupre—1.

A resolution authorizing the Comptroller to sell to the lowest bidder, after five days notice in the official journal, a contract for making a shell road on Gravier, from Magnolia to Broad street.

Yeas: Messrs. DeLabarre, Harrisson, Howell, Vennard and Landry—5.

Nay: Mr. Dupre—1.

A resolution authorizing the Surveyor to cause the Water-Works Co. to place a hydrant and fire plug on Carondelet street, for the use of the steam fire engine "Young America."

Yeas: Messrs. DeLabarre, Dupre, Harrisson, Howell and Vennard—5.

A resolution authorizing the Surveyor to set apart in Lafayette Cemetery No. 2 on Seventh street, Fourth District, for the use of the Orphans' Home, thirty feet on the north-west side of the central walk of said Cemetery, by a depth of sixty feet.

A resolution extending the contract of Henry McGuinn, for shelling Carrollton avenue, four months.

A resolution authorizing the Street Commissioner to employ five carts to fill up Tonti, Rocheblave, Dorgenois and Broad streets, from Carondelet Walk to Ursulines street, etc.

Yeas: Messrs. DeLabarre, Harrisson, Howell and Vennard—4.

Nay: Mr. Dupre—1.

The following resolutions were adopted as recommended in the foregoing report:

Resolved, That the Comptroller be and he is hereby authorized to draw a warrant on the Treasurer in favor of Peter Caulfield, in the sum of $25, in full payment of twenty-five cubic yards of sand, used by the city in repairing the levee.

Resolved, That the Street Commissioner be and he is hereby instructed to purchase ten thousand feet of lumber, to repair the plank roads in the Fourth District.

Yeas: Messrs. DeLabarre, Dupre, Harrisson Howell and Vennard—5.

The following resolution, adopted by the Assistant Board, was read twice and concurred in, the rules being suspended:

A resolution inviting the Board of Aldermen to meet in joint session this evening at 8½ o'clock, for the purpose of electing three Directors in the New Orleans, Jackson and Great Northern Railroad Company.

On motion, the Board went into executive session. The following appointment, made by the Hon. H. M. Summers, Acting Mayor, was approved:

L. H. Place, Commissioner of the Second Draining District, in place of Mr. J. O. Nixon, resigned.

After which, the doors were opened, and, on motion, the Board adjourned to the chamber of the Assistant Board.

JOINT SESSION.

Members present of Board of Aldermen: Messrs. Landry, DeLabarre, Dupre, Harrison, Howell and Vennard—6.

Members present of Board of Assistants: Messrs. Magioni, Hall, Huyghe, Kearny, Lombard, Phelps, Waldo, Whitney, Beebe, Ranney and Stickney—11.

On motion, the Common Council proceeded to the election of three Directors on the part of the city in the New Orleans, Jackson and Great Northern Railroad Company.

Messrs. A. D. Crossman, J. M. Reid, L. J. Harris and Jas. N. Niven were nominated.

Mr. Crossman received the votes of Messrs. DeLabarre, Dupre, Harrisson, Howell, Landry, Vennard, Hall, Huyghe, Kearny, Lombard, Phelps, Waldo, Whitney, Beebe, Ranney and Stickney—16.

Mr. Niven received the votes of Messrs. DeLabarre, Harrison, Howell, Landry, Vennard, Magioni, Hall, Huyghe, Kearny, Lombard, Phelps, Waldo, Beebe and Stickney—14.

Mr. Harris received the votes of Messrs. DeLabarre, Dupre, Harrisson, Landry, Vennard, Magioni, Lombard, Huyghe, Phelps, Waldo, Whitney, Beebe and Ranney—13.

Mr. Reid received the votes of Messrs. Dupre, Howell, Magioni, Hall, Kearny, Whitney, Ranney and Stickney—8.

Messrs. Crossman, Niven and Harris having received the requisite majority, were declared duly elected.

The Common Council having terminated the election, on motion, the Board of Aldermen retired, and adjourned to Friday next, 18th inst., at 7 o'clock, P. M.

CHAS. CLAIBORNE, Sec'y.

COMPTROLLER--OFFICIAL.

COMPTROLLER'S OFFICE,
City of New Orleans, June 18, 1858.
[No. 3909.]

Resolved, That the Comptroller be and he is hereby authorized to sell to the lowest bidder, after five days notice in the official journal, a contract for taking down the bridge across the New Canal at Carrollton Avenue, and building a new one, in accordance with plans and specifications of the City Surveyor. Said adjudication to be subject to the approval or rejection of the Common Council.

[Signed] J. MAGIONI,
President Board of Assistant Aldermen.
[Signed] H. M. SUMMERS,
President Board of Aldermen.
Approved April 29, 1858.
[Signed] CHAS. M. WATERMAN, Mayor.

Notice is hereby given that on FRIDAY, 25th inst., I will adjudicate at my office, at 12 o'clock M., the above contract.
je18 7t T. THEARD, Comptroller.

SPECIFICATIONS for the contract for taking down the turning bridge across the New Canal at Carrollton Avenue, and for the construction of a new turning bridge at the same place.

OLD BRIDGE—The old bridge shall be taken down, as well as the piles, bulkheads, etc., appertaining to the same, and all the old materials shall be the property of the contractor and shall be removed and hauled away by said contractor.

NEW BRIDGE—The new bridge, with its piers, bulkheads, etc., shall be constructed in all points in accordance with the plans, sections and profiles hereto annexed, and shall have the dimensions marked on the same.

PIER—The pier supporting the bridge shall be built of best hard burnt lake bricks laid in best hydraulic cement mortar, and resting on a platform of two thicknesses of 4 by 12 inches cypress planks laid close and crossing each other in the best workmanlike manner.

Said platform shall rest on a wooden grating of 12 by 12 inch cypress placed from at least fifteen feet into the solid ground, framed, bolted and finished as marked on the plan.

SUPERSTRUCTURE—All the timbers and lumber shall be of Pearl river cypress of the best quality, well framed and having the dimensions marked on the plans. All the timbers shall be planed, and shall receive a good tarring of one-half tar and one half rosin or asphaltum on the edges, and wherever two or more pieces shall be superposed. Two raised sidewalks shall be constructed on each side of the bridge, as marked on the plans. The floor shall be of narrow cypress planks, 3 inches thick.

IRON WORK AND CASTINGS—The bed plates, rollers and machinery to open and shut the bridge shall be of the best cast iron, properly set in and fastened, the whole according to said plans.

The bolts, suspension rods, straps, hogchains, etc., and all the requiring fastenings shall be of the best quality of Tennessee iron, and shall be of the dimensions marked on the plans. The hogchains to be 1½ inches in diameter.

ABUTMENTS, PIERS, ETC.—The abutment piers shall be lined with a row of 12 by 12 inches piles, driven ten feet into the solid ground, at distances of 5 feet from centers; said piles to receive a sheathing of 3 by 12 inch cypress planks, strongly nailed with 6 inch wrought spikes.

The space between the existing roads on both sides of the canal, and projection of said abutments into the canal shall be filled up and graded according to plans, and the filling shall be covered with a coat of lake shells at least one foot thick and solidly rammed.

Railings similar to those of the bridge will surround the pile lining, and sidewalks similar to those of the bridge shall be built all along said railings. The whole as shown on the plans.

FENDERS—Fender piles to protect the bridge from being injured by vessels, shall be driven and framed as marked on the plans.

PAINTING—The outside faces of beams and frames, the railings and posts, the hogchains, etc., in fact all wood and iron work usually painted, shall receive a covering of three coats of best oil paint of suitable colors.

GENERAL CLAUSES—The bridge when completed shall be perfectly well equilibriated in order that it may be easily managed, and the work in all its details shall be perfectly well executed, otherwise it shall be rejected by the Surveyor.

All the materials shall be of the best quality and shall be furnished by the contractor as well as the labor.

The contractor shall guarantee the bridge to stand for a term of two years from the completion of the same, and all repairs required during said term of two years shall be done by the contractor at his own expense; and to guarantee the faithful performance of this clause, the Treasurer shall retain one-fifth of the price of contract until the expiration of said two years, which fifth shall be paid only if the bridge be then found in perfect order by the Surveyor; otherwise it shall be forfeited for the use of the city.

The contractor shall be bound to begin the work in the ten days following the approval of the adjudication by the Common Council, and to complete the same three months after, under a penalty of ten dollars per day for each and every day thereafter the same is not completed.

Security to an amount of $1500 shall be required to guarantee the faithful performance of the contract.

Payment in cash on the completion of the work and acceptance of the same by the City Surveyor.

It is well understood that in case of failure by the contractor to begin or finish the work or any part thereof within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default, as required by article 1906 of the Civil Code, and without applying to a court of justice to annul the same and without indemnity; and it is also well understood that in case the contractor shall at any time abandon the work or not finish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound, in solido, to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work and the price at which it may be adjudicated at a resale or readjudication.

Bids to be for the whole work complete.
New Orleans, May 1, 1858.
[Signed] LOUIS H. PILIE, City Surveyor.
Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, } Chairmen.
[Signed] JOHN E. HOLLAND, }
Registered June 17, 1858.
HENRY DUREL,
je18 7t Clerk of Comptroller.

POLICE JAIL--OFFICIAL.

WAS brought to the City Police Jail on the 10th of May, the boy CELESTIN. Says he belongs to Mr. Marcelin, residing in this city, Old Basin street. He is five feet high, and is lunatic.

The owner will call and claim his property according to law.
E. PLANCHARD,
Keeper of City Police Jail.
Registered June 15, 1858.
HENRY DUREL,
je16 15t Clerk of Comptroller.

WAS brought to the City Police Jail on the 7th of June, the mulatto boy CABISSE. Says he belongs to Mr. Dorald, West Baton Rouge. He is five feet five inches high.

The owner will call and claim his property according to law.
E. PLANCHARD,
Keeper of City Police Jail.
Registered June 15, 1858.
HENRY DUREL,
je16 15t Clerk of Comptroller.

WAS brought to the City Police Jail on the 12th of June the griff boy JOHN. Says he belongs to Mr. Hall, Mobile. He is five feet two inches high, has a scar on the right side of the face.

The owner will call and claim his property according to law.
E. PLANCHARD,
Keeper of City Police Jail.
Registered June 15, 1858.
HENRY DUREL,
je16 15t Clerk of Comptroller.

THE WEEKLY SOUTH—AT THE INSTANCE of many persons in different parts of the country, I have resolved to issue a WEEKLY EDITION of THE SOUTH.

This edition will contain the chief Editorial and Literary articles of the daily paper, besides a variety of news and communications.

THE WEEKLY SOUTH will be sent to a single subscriber for one year on the prepayment of $2; but clubs of three or more will be furnished at the following rates:

For three copies	$5 00
For five copies	7 50
For ten copies	15 00

In every case the money must accompany the order.

The first number of THE WEEKLY SOUTH will be issued in a few days. Persons wishing a complete file must send their names in immediately.

ROGER A. PRYOR, Richmond, Va.
ma10 tf

COMPTROLLER--OFFICIAL.

COMPTROLLER'S OFFICE,
City of New Orleans, June 15, 1858.
[No. 3985.]

Resolved, That the Comptroller be and he is hereby authorized to sell to the lowest bidder, after five days notice in the official journal, a contract for the construction of two brick culverts leading from the north and south sides of Julia street, into the new basin, the whole work as per plans and specifications of the City Surveyor.

(Signed) J. MAGIONI,
President Board of Assistant Aldermen.
(Signed) A. LANDRY,
President pro tem. Board of Aldermen.
Approved June 11, 1858.
(Signed) H. M. SUMMERS, Acting Mayor.

Notice is hereby given that on TUESDAY, 22d inst., I will adjudicate, at my office at 12 o'clock M., the above contract.
je15 7t T. THEARD, Comptroller.

SPECIFICATIONS for the contract for the construction of two brick culverts, leading from the north and south sides of Julia street at its junction with Circus street, into the New Basin.

These culverts shall have the form and dimensions marked on the plans and sections. The necessary trenches shall be dug by the contractor. The brick work shall rest on two thicknesses of sound 2½ by 12 inch yellow pine planks, laid lengthwise and crosswise in the best manner, and projecting 6 inches on each side of the foundations. The brick work shall be made in the best workmanlike manner with lake bricks of the best quality, laid in mortar composed in the proportion of 2½ barrels of best hydraulic cement to 1½ barrels of clean sharp sand, and well mixed.

The bottom of said culverts shall be paved with lake bricks, with the joints filled with cement grout. The walls and bottom shall be plastered with cement in the best manner. On the top of the walls there shall rest a yellow pine beam 4 inches thick by 6 inches wide, and of the lengths of the culverts; said beams to be strongly secured to the brick work at every 6 feet with wrought iron screw bolts of 1 inch in diameter; the whole as marked in the plans.

At the end of said culverts nearest the sidewalks iron gratings made of one-half of an inch round wrought iron, placed at two inches apart shall be set into the brick work so as to prevent offals from getting into the culverts.

The whole of said culverts shall be covered with iron plates cast from the best quality of pig iron, and having the dimensions marked on the plans.

The excavations on each side between the ground and the walls of said culverts shall be filled up with well rammed dry earth, and all paving of the streets which may be disturbed in the construction of said culverts shall be relaid by the contractors in the best workmanlike manner, and without extra compensation.

The whole work to be executed in the best workmanlike manner, in accordance with the lines and levels to be given by the City Surveyor, and to the entire satisfaction of said officer; otherwise it shall be rejected.

All the materials shall be of the best quality and shall be furnished by the contractor, as well as the labor.

All necessary items omitted to be written in the foregoing specifications, and which may be found necessary by the Surveyor to complete the culverts, shall be supplied by the contractor, without extra charge.

The work shall be begun by the contractor in the ten days following the approval of the adjudication by the Common Council, and to complete the same sixty days after, under a penalty of ten dollars per day for each and every day thereafter the work is not completed.

Security to an amount of $500 shall be required to guarantee the faithful performance of the contract.

Payment in cash on the completion of the work and acceptance of the same by the City Surveyor.

It is well understood that in case of failure by the contractor to begin or finish the work, or any part thereof, within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default as required by article 1905 of the Civil Code, and without applying to a court of justice to annul the same and without indemnity; and it is also well understood that in case the contractor shall at any time abandon the work, or not finish and complete the same, in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound in solido, to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work, and the price at which it may be adjudicated at a re-sale or re-adjudication.

Bids to be for the whole work complete.
New Orleans, May 15, 1858.
[Signed] LOUIS H. PILIE, City Surveyor.
Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, } Chairmen.
[Signed] JOHN E. HOLLAND, }
Registered June 14, 1858.
HENRY DUREL,
je15 7t Clerk of Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, June 10th, 1858.
[No. 3965.]

Resolved, That the Comptroller sell, after ten days notice in the official journal, to the highest bidder, the engine-house now occupied by steam fire engine Young America, situated on the levee, between Gravier and Poydras streets, said sale to be made for cash and subject to the approval of the Common Council.

Resolved, further, That the purchasers of the above named engine-house shall remove or cause to be removed the same within ten days from date of approval of the sale.

[Signed] J. MAGIONI,
President Board of Assistant Aldermen.
[Signed] A. LANDRY,
President pro tem. Board of Aldermen.
Approved June 8, 1858.
[Signed] H. M. SUMMERS, Acting Mayor.

Notice is hereby given, that on WEDNESDAY, the 23d day June, 1858, I will cause to be adjudicated, by N. Vignie, Esq., City Auctioneer, on Levee street, between Poydras and Gravier streets, at 12 o'clock M., the above engine-house.
je10 12t T. THEARD, Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, June 3, 1858.
[No. 3917.]

Resolved, That the Comptroller receive, during thirty days' notice in the official journal, sealed proposals for the placing of a granite base and an iron railing around Clay Square, of the Fourth District—the bids to be made separate, one for the granite and one for the iron railing. The granite base to be paid for in cash, as per budget for the year 1858, and the iron railing to be paid for out of the budget of 1859. All to be done in accordance with plans and specifications on file in the Surveyor's office, and subject to the approval of the Common Council.

[Signed] J. MAGIONI,
President Board of Assistant Aldermen.
[Signed] H. M. SUMMERS,
President Board of Aldermen.
Approved April 29, 1858.
[Signed] CHAS. M. WATERMAN, Mayor.

Notice is hereby given that sealed proposals for the above contract will be received by me up to FRIDAY, the 9th day of July next, at 12 o'clock M.
je3 32t T. THEARD, Comptroller.

SPECIFICATIONS for the contracts for the placing of a granite base and an iron railing around Clay Square, in the Fourth District.

CONTRACTS—The work shall be adjudicated into two separate and distinct contracts, as follows, to-wit:

First Contract—The building of the foundations and the furnishing and placing of a granite base around Clay Square.

Second Contract—The furnishing and placing of an iron railing around said Clay Square.

FOUNDATIONS—The foundations shall be of lake bricks of the best quality, laid in mortar composed of fresh Thomaston lime and best sharp sand. They shall be three bricks wide at the bottom, and shall be laid in regular offsets so as to be one and a half bricks thick at the top. They shall rest on two thicknesses of sound 2 inch flatboat planks, crossing each other in the best workmanlike manner, and extending 4 inches on each side of the brick foundations.

GRANITE BASE—The base shall be of Quincy granite, perfectly well hewed and dressed on the side as well as on the top, and said top shall be beveled as marked on the plans. Said base shall be 18 inches high above the bricking of the sidewalks and 14 inches thick. The steps to entrances and the bases to pillars shall also be of Quincy granite, hewed and dressed, and shall have the dimensions marked on the plans. On the inside of the square and in front of each entrance there shall be a space flagged with granite of the same quality, having 4 inches thick, 6 feet wide and of suitable lengths to extend at least one foot on each side of the entrances. The joints shall be well filled with cement and smoothly struck.

IRONWORK AND LAMPS—The railing shall be executed in all points in accordance with the plans and drawings of the City Surveyor, hereunto annexed. The main rails and the small rails shall be of the best English iron, and the cross-rails shall be of the best Tennessee iron. The main rails shall be of 2 inch square iron, the small rails of round iron ¾ of an inch in diameter, and the cross-rails of flat iron 1¾ inches wide by ½ of an inch thick.

All the ornaments shall be of the best cast iron and shall be fastened to the wrought iron rails in the best workmanlike manner.

The doors to entrances shall have the dimensions marked on the plans, and shall be fastened, hung and ornamented as shown on the plans. Each door to have a good lock with two keys.

The pillars to entrances (2 in number) shall be of best cast iron one inch thick, and cast in accordance with the drawings, and shall be properly fastened and sealed to the granite bases with lead, in the best workmanlike manner. Sixteen of these pillars shall be surrounded by cast iron candelabras and lamps, the whole of the sizes and dimensions marked on the plans and ornamented as shown on the same.

The framing of the lamps shall be of copper, and the lamps shall be glazed with thick American cylinder glass free of stains. The necessary fixtures shall be furnished and placed by the contractor in order that said lamps may be lighted with gas from the Gas Company.

All necessary holes in the granite base required for the proper fastening of the iron railing with the said granite base shall be drilled by the contractor for the iron railing, without extra charge.

The whole railing, pillars, etc., shall be well fastened with iron wedges and sealed with lead to the granite base in the best workmanlike manner.

PAINTING—All the iron work on the inside and outside shall receive three good coats of best oil paint of such color as the City Surveyor may select. The copper frames and ornaments of the lamps and candelabras shall be painted in imitation of bronze.

GENERAL CLAUSES—All the materials shall be of the best quality, and shall be furnished by the contractors as well as the labor.

The work in all its details shall be executed and performed in the best workmanlike manner, in conformity with the plans and drawings of the City Surveyor and the lines and levels given by said officer, and to the entire satisfaction of said City Surveyor, otherwise it shall be rejected.

All bricking of the sidewalks which may be displaced by the contractor for the granite base and foundations in laying the foundations, shall be repaired by said contractor without extra charge, and all ground which may be displaced shall also be replaced and graded by him.

The contractor for the granite base shall bind himself to begin to set the foundations and granite base on or before the 1st of November, 1858, and to have the same completed on or before the 1st of January, 1859; and the contractor for the iron railing shall bind himself to begin to set up the iron railing on or before the 1st of February, 1859, and to complete the same on or before the 1st of February, 1858, and to complete the same on or before the 1st of April, 1859; and should any of said contractors fail to comply with these conditions, he shall be liable to a fine of twenty dollars per day for each and every day thereafter the same is not completed.

Security to an amount of $3000 shall be required from the contractor for the granite base, and to an amount of $6000 from the contractor for the iron railing.

Payments to be made as follows, to-wit: For the granite base in cash, on the completion of the work and acceptance of the same by the City Surveyor, and the iron railing to be paid for out of the budget of 1859, should the City Surveyor accept the work.

It is well understood that in case of failure by the contractors to begin or finish the work, or any part thereof within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractors in default as required by article 1905 of the Civil Code and without applying to a court of justice to annul the same, and without indemnity; and it also well understood, that in case the contractors shall at any time abandon the work, or not finish and complete the same in conformity with their contracts, the said contractors shall forfeit all claims they may have for any part of the work done by them up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it also well understood that in case the contracts be resold, the contractors and their securities shall be held and bound in solido, to pay unto the city all loss or difference between the prices at which the contractors originally contracted to perform the work, and the prices at which they may be adjudicated at a resale or readjudication.

Bids to be for the foundations and granite base complete; and for the iron railing, lamps, painting, etc., complete.
New Orleans, 21st May, 1858.
[Signed,] LOUIS H. PILIE, City Surveyor.
Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed,] H. T. VENNARD, } Chairmen.
[Signed,] JOHN E. HOLLAND, }
Registered June 2, 1858.
je3 32t HENRY DUREL, Clerk of Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, July 7, 1855.

RESOLVED, That the Comptroller be, and he is hereby authorized and required to give notice, by a standing advertisement in the official journal, that in accordance with the sixth section of ordinance No. 1442, approved March 30, 1854, the Council will not pay any bill against the city unless contracted under authority of an order from the Comptroller, in accordance with the ordinance referred to.

[Signed] E. L. TRACY,
President Board of Assistant Aldermen.
[Signed] L. H. PLACE,
President Board of Aldermen.
Approved April 28, 1855.
[Signed] JOHN L. LEWIS, Mayor.

The attention of the officers of the city and of the public is respectfully called to the foregoing resolution.
T. THEARD,
jy16 tf Comptroller City of New Orleans.

CAROLINA SEED COW PEAS—300 bags, for sale by A. F. COCHRAN & BALL,
my17 13 New Levee and 11 Fulton st.

COMPTROLLER--OFFICIAL.

COMPTROLLER'S OFFICE,
City of New Orleans, June 14, 1858.
[No. 3932.]

Resolved, That the adjudication of the contract by the Comptroller for erecting an engine house for the use of Crescent Fire Company No. 24, to John McVittie—security, H. Doluan—at $4,900 be, and the same is hereby rejected; and the Comptroller authorized to resell to the lowest bidder, after five days notice in the official journal, the aforesaid contract, subject to the approval or rejection of the Common Council; and also to return to John McVittie the amount deposited on the day of sale, as security in such cases required.

[Signed] A. LANDRY,
President pro tem. Board of Aldermen.
[Signed] J. MAGIONI,
President Board of Assistant Aldermen.
Approved June 11, 1858.
[Signed] H. M. SUMMERS, Acting Mayor.

Notice is hereby given that on MONDAY, 21st inst., I will adjudicate at my office, at 12 o'clock M., the above contract.
je14 7t T. THEARD, Comptroller.

SPECIFICATIONS for the contract for the erection of an engine house, stable, etc., for the use of Crescent Fire Company No. 24.

LOCATION.—The buildings shall be located on a lot of ground situated on the north side of Greatmen, now Dauphin street, between Port and St. Ferdinand streets, and measuring 29 feet 2 inches in front, by 100 feet in depth, between parallel lines.

SIZE, FOUNDATIONS AND WALLS.—Said building shall be erected in accordance with the accompanying plans, of the sizes marked on said plans, profiles and sections.

All the foundations shall be five bricks wide at the bottom, and shall rest on a bottoming of sound two inch flatboat planks, crossing each other in a workmanlike manner. The bricks shall be laid in regular offsets of two inches, so as to suit the thickness of the walls at the top. All walls throughout the buildings shall be built to the heights and thicknesses figured on the drawings. The first story of the main building shall be 11 feet 6 inches high in the clear, and the second story 14 feet 3 inches high in the clear. The first and second stories of the stable or rear building to be each 10 feet 6 inches high in the clear. Four courses of the brick work, near the surface of the ground throughout the walls, shall be laid in best hydraulic cement, and a course of strong new slates laid in the joints between them to keep down dampness. All brick work necessary to erect and complete the buildings, their pilasters, cornices, belting courses, plinths and other ornaments, according to the drawings, shall be executed in the most substantial manner, so as to render the whole complete and in every respect well finished; with brick discharging arches to take the weight from lintels and openings of the walls where necessary. The bricks to be well burnt country bricks of the best quality, and the front on Dauphin street to be faced with lake bricks of the best quality. The foundations to be laid in good river sand mortar; and the walls above the foundations in mortar of fresh Thomaston lime and clear, sharp sand. The joints of all the walls on the outside, and of the engine room walls on the inside, to be smoothly struck.

TIMBERS.—The timbers throughout shall be of best sound cypress or yellow pine, free from bad knots, sap or other defects calculated to impair their strength or durability. The flooring joists of the main building to be 3 feet by 14 inches, placed at 16 inches from centres and well planed, and the ceiling joists of main building to be 3 by 8 inches, and placed at 16 inches from centres. The flooring joists of the rear building or stable to be 3 by 10 inches, and the ceiling joists 2½ by 8 inches, and placed at 16 inches from centres. The rafters to main and rear buildings to be 3 by 5 inches, and placed at two feet from centres. The whole to be properly anchored into the walls in the best workmanlike manner.

SHEATHING, SLATES AND TILES OF ROOFS.—The roofs of the main and rear buildings to be sheathed with sound, well-seasoned yellow pine boards, one inch thick and planed close. The roofs to be slated with a good quality of slates, 10 by 20 inches, properly nailed down with a lap of not less than 4 inches, and the ridges to be covered with English tiles and well pointed. In effect, the whole covering to be of the best materials, and of workmanlike construction, and to be warranted tight for one year.

FLOORS.—The lower or ground floor of the main building shall be of planed yellow pine, free of sap and bad knots, square-edged, 2½ inches thick, nailed on clear sleepers, 3 by 4 inches, resting on a brick pavement well laid, with the joints filled with cement grout. The lower or ground floor of the rear building or stable to be of best sound 2½ inch yellow pine planks, laid on cedar sleepers, 6 by 8 inches, placed 18 inches from centres, and raised 6 inches above the level of the yard. The upper floorings of the main and rear buildings shall be of well seasoned 1½ inch, tongued and grooved, narrow, mill-dressed, yellow pine planks, secret nailed; also the stair-case landings.

STAIRS.—The stairs to be as per plan, fitted with two inch cypress steps having rounded nosings, on one inch risers, framed into skirtings and outer strings, and neat 2½ inches rounded black walnut hand rails and turned banisters; the whole in the best workmanlike manner.

DOORS AND WINDOWS.—The two large gates or doorways shall be arched as per drawings, and have panels of 1½ inches thick, rails and stiles of 2½ inches thick; said two gates to be sliding, and fully mounted to the satisfaction of the City Surveyor. All the other doors to be of one inch panel, in two inch stiles and rails, ovolo and beaded on both sides, each hung with not less than three 4 inch string iron butts, in one and a half inch double rebated and beaded panels, and 6 inch architraves on the inside, and to be secured with good 6 inch American mortice locks. The windows to have twelve lights of 12 by 20 inches, in 1¼ inch sashes, double hung in box-frames, with good lines, weights and pullies, and the frames trimmed on the inside with 6 inch architraves.

PARTITION AND LEANER.—A wooden partition of 1½ inch yellow pine, tongued and grooved, narrow, well-dressed planks, planed on both sides, shall be built as marked on the plan, so as to enclose the stair of main building; said partition to have a door similar to all the other doors throughout the building. The bases around the second story room of the main building shall be of cypress, 12 inches high, including a 2 inch moulding, and the bases on second story rooms of rear building to be 6 inches wide and without moulding.

PLASTERING.—All the walls of the upper or meeting room of the main building, as well as all the walls of the second story rooms of the rear building and stair-case walls, to be plastered in the best manner with three coats work, the last of which hard finished. The ceilings to be lathed and plastered in the same manner.

SILLS AND LINTELS.—The two large gateways to have granite sills 15 inches wide, by 8 inches thick and 10 feet 2 inches long, and all the other openings to have wooden sills and lintels.

STABLES.—The stables to be fitted with stalls and mangers for two horses, to be made of 1½ inch yellow pine planks.

FENCES.—The remainder of the lot not enclosed with walls shall be enclosed with a suitable fence, made of rough yellow pine planks one inch thick, lapped and attached to posts set at distances of eight feet. The posts to be cypress, four by five inches, set 2½ feet into the ground. The fences to be 9 feet high from the level of the yard.

WHITEWASHING.—The inside walls of the first story of main and rear buildings, the wall of main and rear buildings on the outside (except the front elevation on the street) and the fences, to be whitewashed, two good coats, in the best manner.

PAINTING.—All the wood and iron works usually painted on the inside and outside of the buildings, and the front wall of main building, shall have three coats of best white lead in oil, and such other plain colors as may be most suitable.

GLAZING.—All window sashes to be glazed with clear American cylinder glass, free from stains.

GUTTERS AND CONDUCTORS.—Nine inch 12lb. copper gutters shall be placed on each side of the roof of main building, and to the roof of rear building, with four zinc conductors, 4 inches in diameter to roof of main building, and one to the roof of rear building; the whole to have wooden guards.

PAVING.—The yard and alley ways shall be graded in accordance to the grades to be given by the City Surveyor, and shall be paved with lake bricks of the best quality, in the best workmanlike manner.

PRIVY.—The privy to be built as per plan. The floor to be raised two feet above the bricking of the yard, and the bottom of the sink to be two feet below said bricking. The sink to be surrounded with brick walls, 13 inches thick, and to have a brick bottom, and the whole to be plastered with hydraulic cement.

GENERAL CLAUSES.—All the materials shall be of the best quality, and shall be furnished by the contractor as well as the labor.

All necessary items omitted to be written in the foregoing specifications, and which may be found necessary by the Surveyor to complete the buildings, shall be supplied by the contractor without extra charge.

The work shall be begun by the contractor in the ten days following the approval of the adjudication by the Common Council, and shall be completed four months after, under a penalty of ten dollars per day for each and every day thereafter the same is not completed.

Security to an amount of $2500 shall be required to guarantee the faithful performance of the contract.

Payment in cash on the completion of the work and acceptance of the same by the City Surveyor.

It is well understood that in case of failure by the contractor to begin or finish the work, or any part thereof, within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default as required by article 1905 of the Civil Code, and without applying to a court of justice to annul the same and without indemnity; and it is also well understood that in case the contractor shall at any time abandon the work, or not finish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound in solido, to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work, and the price at which it may be adjudicated at a re-sale or re-adjudication.

Bids to be for the whole work complete.
New Orleans, April 15, 1858.
[Signed] LOUIS H. PILIE, City Surveyor.
Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, } Chairmen.
[Signed] JNO. E. HOLLAND, }
Registered June 12, 1858.
HENRY DUREL,
je14 7t Clerk of Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, June 11, 1858.
[No. 3951.]

Resolved, That the Comptroller be and he is hereby authorized to sell to the lowest bidder, after five days notice in the official journal, a contract for making a ballast road-way, 30 feet wide, on Front street, between Notre-Dame and Triangle streets, First District; said road-way to be made in accordance with specifications of the Surveyor, and the adjudication to be subject to the approval or rejection of the Common Council.

(Signed) A. LANDRY,
President pro tem. Board of Aldermen.
(Signed) J. MAGIONI,
President Board of Assistant Aldermen.
Approved May 21, 1858.
(Signed) CHAS. M. WATERMAN, Mayor.

Notice is hereby given, that on FRIDAY, the 18th inst., I will adjudicate at my office, at 12 o'clock M., the above contract.
je11 7t T. THEARD, Comptroller.

SPECIFICATIONS for the contract for making a ballast roadway 30 feet wide, on Front street, from Notre-Dame to Triangle street.

The roadway shall be 30 feet in width. The whole width of the roadway shall be graded in accordance with the lines, heights and levels to be given by the City Surveyor; the contractor filling the same when too low, and picking and hauling away the dirt when too high; the roadway shall then be covered with a coating of large ballast-stones, 8 inches thick; on the top of said coating another coating of broken stones from 2 to 3 inches in size shall be placed; said last coating to be 4 inches thick. The roadway shall be well rolled at least three times with a 600 lbs. roller. When this first rolling shall have been completed, the contractor shall cover the whole of the roadway with a coating of shingle ballast or gravel and sharp sand mixed, 4 inches thick, and the roadway shall again be rolled with said 600 lbs. roller as often as may be necessary, so that the whole ballast, broken stones and gravel shall form a compact body, and the street shall then be opened for travel.

All the materials shall be of the best quality and shall be furnished by the contractor, as well as the labor.

The contractor shall bind himself to begin the work in the ten days following the approval of the adjudication by the Common Council, and to complete the same three months after, under a penalty of ten dollars per day for each and every day thereafter the same is not completed.

The contractor shall bind himself to keep the ballast road in repair for and during one year after its completion and its acceptance by the City Surveyor, and to guarantee the faithful performance of this condition, the Treasurer shall retain one-tenth of the price of contract, until the expiration of said year, which fifth shall be paid only if the ballast road be then found in perfect order by the City Surveyor, otherwise shall be forfeited for the use of the city.

Security to an amount of $1500 shall be required to guarantee the faithful performance of the contract.

Payments in cash on the completion of the work and acceptance of the same by the City Surveyor.

It is well understood that in case of failure by the contractor to begin or finish the work or any part thereof within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default, as required by article 1905 of the Civil Code, and without applying to a court of justice to annul the same and without indemnity, and it is also well understood that in case the contractor shall at any time abandon the work or not finish and complete the same, in conformity with his contract, the contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound in solido to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work and the price at which it may be adjudicated at a resale or readjudication.

Bids to be per running foot for the whole work complete.
New Orleans, May 28, 1858.
[Signed] LOUIS H. PILIE, City Surveyor.
Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, } Chairmen.
[Signed] JOHN E. HOLLAND, }
Registered June 10, 1858.
je11 7t HENRY DUREL, Clerk of Comptroller.

THE IMPROVED McCHESNEY WASHING MACHINE—Manufactured and for sale by the subscriber. Orders left at 79 Apollo street, 294 Magazine street in Box 146 Mechanics' Exchange, or at the grocery store of James Collins, 65 Apollo street, where a specimen may be seen, will be promptly attended to. All I ask of the public is a fair trial, and if they do not give satisfaction, return them and the money will be refunded. J. M. DAUGHERTY,
jy1 1y No. 79 Apollo street.

STEAMBOAT DEPARTURES.

OHIO RIVER.

Leaves on FRIDAY, 18th inst., at 5 o'clock P. M.

FOR LOUISVILLE, EVANSVILLE, Cairo, and Memphis—The fine regular mail and passenger packet Fanny Bullitt, L. B. Dunham, master, Theo. Judge, clerk, leave as above. For freight or passage apply on board.
je15 J. S. PAGAUD, Advertising Agent.

Leaves on SATURDAY, 19th inst., at 5 P. M.

FOR CINCINNATI, MADISON and LOUISVILLE—The magnificent swift running passenger steamer Landis, Joseph Scott, master, Amos Fisher, clerk, will leave as above. For freight or passage, apply on board.
je17 J. S. PAGAUD, Advertising Agent.

STEAMER E. H. FAIRCHILD for Louisville—Regular New Orleans and Louisville passenger steamer E. H. FAIRCHILD—This splendid, new and fast passenger steamer, J. H. Fawcett, master, will leave for Louisville and all intermediate landings throughout the season, as follows:

Leaves New Orleans SATURDAY, June 19, at 5 P. M.
Leaves New Orleans THURSDAY, July 8, at 5 P. M.
Leaves New Orleans SATURDAY, July 24, at 5 P. M.
Leaves New Orleans SATURDAY, August 7, at 5 P. M.

Passengers and shippers can rely on the punctuality of this steamer.
a28 J. S. PAGAUD, Advertising Agent.

STEAMER WOODFORD FOR Louisville.—Regular New Orleans and Louisville passenger steamer Woodford—This new, splendid and fast passenger steamer, James Mather, master, will leave for Louisville and intermediate landings throughout the season as follows:

Leaves New Orleans TUESDAY, June 22, at 5 P. M.
Leaves New Orleans FRIDAY, July 9, at 5 P. M.

Passengers and shippers can rely on the punctuality of this steamer.
a15 J. S. PAGAUD, Advertising Agent.

REGULAR NEW ORLEANS and Louisville passenger steamer Pacific—The splendid new and swift running passenger packet PACIFIC, Jesse K. Bell, master, will leave for the above and all way landings for the balance of the season, as follows:

Leaves New Orleans WEDNESDAY, June 23, at 5 P. M.
Leaves New Orleans TUESDAY, July 6, at 5 P. M.
Leaves New Orleans THURSDAY, July 22, at 5 P. M.

Passengers can rely on the punctuality of this steamer.
a20 J. S. PAGAUD, Advertising Agent.

STEAMER H. D. NEWCOMB, for Louisville—Regular New Orleans and Louisville passenger packet H. D. Newcomb—This splendid, new and fast passenger steamer, A. McGill, master, will leave for Louisville and all intermediate landings throughout the season as follows:

Leaves New Orleans THURSDAY, June 24, at 5 P. M.
Leaves New Orleans FRIDAY, July 9, at 5 P. M.
Leaves New Orleans TUESDAY, July 27, at 5 P. M.

J. S. PAGAUD, Advertising Agent.

Passengers and shippers may rely on the punctuality of this steamer. my3

FOR LOUISVILLE—THE ENTIRELY new and splendid fast-running passenger steamer John Raine, Wm. Underwood, master, will leave for Louisville and all intermediate landings throughout the season as follows:

Leaves New Orleans FRIDAY, June 25, at 5 P. M.
Leaves New Orleans SATURDAY, July 10, at 5 P. M.
Leaves New Orleans WEDNESDAY, July 28, at 5 P. M.
Leaves New Orleans SATURDAY, August 14th, at 5 P. M.

Passengers and shippers can rely on the punctuality of this steamer.
a21 J. S. PAGAUD, Advertising Agent.

STEAMER DIANA, FOR LOUISVILLE—Regular New Orleans and Louisville passenger steamer DIANA.

This entirely new and splendid passenger steamer Ed. T. Sturgeon, master, will leave for Louisville and all intermediate landings throughout the season as follows:

Leaves New Orleans SATURDAY, June 26, at 5 o'clock P. M.
" " TUESDAY, July 13, " "
" " FRIDAY, July 30, " "

Passengers and shippers can rely on the punctuality of this steamer.

No berth considered engaged until paid for.

A plan of her cabin can be seen, and staterooms secured, by applying to the agents,
BELL, BUCHANAN & CO.,
a5 No. 37 Poydras street.

UPPER MISSISSIPPI.

Leaves on SATURDAY, June 19, at 5 P. M.

St. Louis, Cairo and New Orleans Railroad Line.

FOR ST. LOUIS.—CONNECTING at Cairo with the Illinois Central, and at St. Louis with the Ohio and Mississippi Railroad—The fine regular passenger packet Imperial, E. W. Gould, master, will leave for St. Louis and all intermediate landings as above. For freight or passage apply on board, or to

J. F. ALLEN, Freight Agent,
For the above Line and the Illinois Central Railroad,
22 Poydras street.
je15 J. S. PAGAUD, Advertising Agent.

Leaves on MONDAY, June 21, at 5 P. M.

St. Louis, Cairo and New Orleans Railroad Line.

FOR ST. LOUIS—CONNECTING AT Cairo with the Illinois Central, and at St. Louis with the Ohio and Mississippi Railroad—The fine regular passenger packet Wm. M. Morrison, J. N. Bofinger, master, will leave for St. Louis and all intermediate landings as above. For freight or passage apply on board, or to

J. F. ALLEN, Freight Agent,
For the above line and the Illinois Central Railroad,
22 Poydras street.
je17 J. S. PAGAUD, Advertising Agent.

CUMBERLAND RIVER.

Leaves on SUNDAY, June 20, at 10 A. M.

FOR NASHVILLE, CLARKSVILLE Canton, Eddyville, Dycusburg, Smithland, Paducah, Metropolis, Cairo, Columbus, Hickman, New Madrid and intermediate landings—connecting at Memphis with the Memphis and Charleston Railroad, and at Cairo with the Illinois Central Railroad, taking passengers through with dispatch—The fine, regular passenger steamer Red Rover, W. Strong, master, F. Shackleford, clerk, leaves as above. For freight or passage apply on board.
je17 J. S. PAGAUD, Advertising Agent.

COAST AND LAFOURCHE.

Leaves every SATURDAY, at 5 P. M.

COAST PACKET STEAMER Sallie Robinson—To and from N. Orleans, Bayou Sara, Fort Adams, Williamsport, Port Hudson, and all intermediate landings, the SALLIE ROBINSON, E. T. Gross, master, in place of the BELLA DONNA, leaves New Orleans every Saturday evening, at 5 o'clock, and Bayou Sara every Wednesday evening, on the arrival of the cars from Woodville.

A clerk will be on the Levee to receive freight on Thursday morning.

Particular attention paid to the receiving and landing of passengers and freight at all hours of the day and night.
jy29 tf HOLMES & CLAUSS, 14 Tchoupitoulas st.

FOR OPELOUSAS.

Leaves every WEDNESDAY, at 5 o'clock P. M.

FOR OPELOUSAS—THE NEW STEAMER W. Burton, Capt. G. E. Louaillier, built expressly for the trade, will leave as above taking freight for Old River, Simmsport and all landings on the Atchafalaya. For freight or passage, apply on board, or to
J. M. JOHNSTON & CO., 3 Front Levee st.
jy14 tf near Customhouse street.

Leaves every SATURDAY, at 5 P. M.

Opelousas via the Atchafalaya.

FOR OPELOUSAS—THE NEW AND light draft steamer Bayou Belle, Capt. John Lyons, will leave as above taking freight and passengers for Simmesport, Old river, and all landings on the Atchafalaya. For freight or passage, apply on board. Bayou de Glaise freight taken up as far as Mill Haven.
my31 J. S. PAGAUD, Advertising Agent.

DRUGS AND MEDICINES.

J. WRIGHT & CO.'S CATALOGUE OF GENUINE and popular Family Medicines, which they offer to supply Druggists and Dealers at Proprietor's lowest wholesale prices. General Depot Special Agency, No. 151 and 21 Chartres street, New Orleans, La.

VERMIFUGES.
Winer's Canadian,
Swain's,
Perry's Dead Shot,
Jayne's Tonic,
Kerl's,
B. A. Fahnestock's,
McLean's.
BALSAM and COUGH REMEDIES.
Wistar's Balsam of Wild Cherry
Hastings's Naptha,
Sherman's Balsam,
Buchan's Hungarian,
Davis's Wild Cherry and Tar,
Schenck's Pulmonic Syrup,
New England Cough Syrup,
Bartholomew's Expectorant,
Hall's Balsam,
Swaym's Syrup of Wild Cherry,
Ayer's Cherry Pectoral,
Taylor's Balsam Liverwort,
Jayne's Expectorant,
Winer's Elecampaine,
Rogers' Liverwort and Tar,
Mrs. Gardiner's Liverwort,
Stadler's Cherry Expectorant,
London's Indian do,
Dr. Rose's do,
McLean's Strengthening Cordial
SARSAPARILLAS.
Dr. John Bull's,
S. P. Townsend's,
Sands's,
Old Jacob Townsend's,
Carpenter's,
Wynkoop's,
Shaker's,
Graeffenberg's
Bristol's
Guysott's Yellow Dock.
PLASTERS.
Wall's Strengthening,
Ewen's Strengthening,
Jew David's or Hebrew,
Badeau's
Knapp's Indian,
Alcock's Porous,
Griffith's Adhesive,
Holloway's Arnica.
LINIMENTS.
McLean's Volcanic Oil Liniment
Mexican Mustang,
Farrell's Arabian,
Butler's Nerve and Bone,
Hunt's,
Hayes's
Tobias's Venetian,
Howe's Nerve and Bone,
Kellinger's,
Gardener's,
Barlow's Horse,
Merchant's Gargling,
Cherokee,
Jaynes's.
AGUE REMEDIES, etc.
Osgood's Indian Cholagogue,
Rowand's Tonic Mixture,
Smith's Tonic Syrup,
Wynkoop's Tonic,
Speed's Febrifuge,
Vegetable Febrifuge.
LOZENGES.
Sherman's Cough and Worm,
Bryan's Pulmonic Wafers,
Locock's Pulmonic Wafers.
HAIR PREPARATIONS.
Lovett's Wahpenoor Hairgloss
Barry's Tricopherous,
Lyon's Kathairon,
Boyle's Hyperion Fluid,
Phalon's Hair Invigorator,
Jayne's Hair Tonic,
Van Deusen's Wahpene,
London's Oriental Hair Tonic,
Hanel's Ean Lustrale,
Oldridge's Balm of Columbia,
Radway's Circassian Balm.
PANACEAS.
Swain's Houck's,
Cullen's Indian Vegetable,
Langley's Great Western.
OINTMENT AND SALVES.
Dalley's Magical Pain Extractor
Professor Holloway's Ointment
McAllister's All-Healing,
Brook's Magic Salve, Pryor's Pile,
Gray's Harrison's Specific,
Frank's Magnetic, Judkin's
Louden's All-Healing, Russia.
OILS.
Rushton's Cod Liver Oil,
McNair's Acoustic, Scarpa's do
British, Harlaem.
BITTERS.
Moffat's Phoenix, Stake's Aromatic.
Hibbard's Wild Cherry,
Richardson's Sherry Wine,
Hutching's Vegetable Dyspepsia
Gouley's Vegetable, Coleman's,
Hoofland's German, Oxygenated
COSMETICS.
Cologne Water, Bay Water,
Florida Water, Mem Fun,
Jone's Lilly White.
SOAPS AND CREAMS.
Low's Brown Windsor,
Jone's Chemical,
Radway's Medicated, Castile,
Almond, Toilet and Family,
Shaving Creams and Compounds of all descriptions.
PILLS.
Wright's Indian Vegetable,
Moffat's Life, Brandreth's,
Morrison's, Lee's, New London,
Parr's, Sappington's, Champion's,
Graeffenberg, Jayne's Sanative,
Jayne's Ague, Winer's Camomile,
Hibbard's Anti-bilious, Peter's,
Spencer's Vegetable, Cook's,
Cooper's, Coval's Rheumatic,
Anderson's, Allebasi's Health,
Wister's Gentle Purgative,
Allebasi's Ague, Hooper's,
Crickner's Sugar-coated,
Gilbert's Anti-bilious, Beckwith's,
Lady's Blood, Ingoldsby's Pile
Scott's Vegetable, Eagon's,
Radway's Regulators,
Rose's Railroad, Lely's Female,
Louden's Indian Sanative,
Louden's Ague, Holloway's,
Halsted's Anti-Dyspeptic,
Gordon's, McLane's Liver.
HAIR DYES.
Phalon's Magic, Batchelor's,
Gilman's Instantaneous,
Ballard's, Jules Hauel's
Jayne's American, East India.
MISCELLANEOUS.
Dr. Morse's Invigorating Cordial.
Thorn's Extract,
Tarrant's Aperient,
Tarrant's Elixir of Rhubarb,
Carter's Spanish Mixture,
Mother's Relief,
Toothache Drops,
Lyon's Magnetic Powders,
Mrs. Kidder's Cordial,
Thompson's Eye Water,
Ward's Nervous Anti,
Billing's Astringent,
Hyatt's Life Balsam
McMunn's Elixir of Opium,
Radway's Ready Relief,
Radway's Resolvent,
Tarrant's Indelible Ink,
Dr. Fitch's Body Braces,
Dr. Fitch's Shoulder Braces,
Dr. Fitch's Inhaling Tubes,
Dr. Rose's Preparations,
Winer's Arcanum Extract,
Tenent's Specific,
Marshall's Catholicon,
Dr. Fitch's Preparations,
Morse's Compound Syrup of Yellow Dock,
Perry Davis's Pain Killer,
Brown's Essence of Ginger,
Mortimore's Rheumatic Compound.
Mortimore's Cordial Bitters,
Myer's Extract of Rock Rose,
Crossman's Specific,
Dr. Ward's Specific,
Upham's Pile Electuary,
Steer's Opodildoc,
Godfrey's Cordial,
Turlington's Balsam,
Dr. Cullen's Preparations,
Bateman's Drops,
Dr. Jayne's Family Medicines,
Seidlitz and Soda Powders,
Epping's Fluid Extract Buchu.
Locock Cordial,
Juno Cordial,
Hart's Remedy for Fits,
Wilson's Death on Rats etc.,
Leidy's Erysive Soap,
Kirby's Cholera Drops,
Ball's Cholera Syrup,
Spohn's Headache Remedy,
Connell's Mixture,
Dr. Marchisi's Uterine Catholicon,
Cowan's Lithontriptic,
Louden's Preparations
Houghton's Pepsin.

WOLFE'S AROMATIC SCHEIDAM SCHNAPPS.

Druggists and Merchants, and all dealers in any of the articles contained in the above catalogue, will find it to their advantage by calling or sending their orders as above, where will be found the most extensive assortment of GENUINE PATENT MEDICINES in the United States, and at the lowest prices. Please address, J. WRIGHT & CO.,
GENUINE MEDICINE WAREHOUSE,
n24 tf Nos. 151 and 21 Chartres street New Orleans.

STEAMBOAT DEPARTURES.

LOWER MISSISSIPPI.

Leaves on WEDNESDAY, June 23d, at 5 o'clock P. M.

MEMPHIS AND NEW ORLEANS PACKET LINE.—Regular Wednesday Packet for Memphis and all the Bends—The splendid packet steamer R. W. Powell, Capt J. H. Estes, (in place of the John Simonds,) is now receiving freight at the foot of Canal street, and will leave as above. For freight or passage, apply on board or to

J. H. FRELIGH,
Office under St. Charles Hotel.

This line connects at Napoleon with regular packets for the White and Arkansas rivers, and at Memphis with superior packets for St. Louis and for Louisville.

Adams' Express carried regularly by this line. je18

Leaves on SATURDAY, June 26, at 5 P. M.

MEMPHIS AND NEW ORLEANS PACKET LINE—For Memphis and the Bends—The first class packet steamer R. W. Adams, Capt. Chas. E. Marshall, will be ready to receive freight Wednesday morning at the foot of Girod street, and will leave as above. For freight or passage, apply on board, or to

J. H. FRELIGH,
Office under the St. Charles Hotel.

This line connects at Napoleon with regular packets for the White and Arkansas rivers, and at Memphis with superior packets for St. Louis and for Louisville.

Adams' Express carried regularly by this line. je18

FOR RED RIVER.

Leaves on SATURDAY, the 19th inst., at 5 P. M.

Independent People's Line.

FOR SHREVEPORT, GRAND Bayou, Campte, Grand Ecore, St. Maurice, Alexandria, Gorton's Landing and all intermediate landings—Independent People's Line—The elegant, superior and swift-running packet steamer B. L. Hodge, Jno. Smoker, master, L. T. Murdock, clerk, will leave as above. For freight or passage apply on board.
je16 J. S. PAGAUD, Advertising Agent.

Leaves on SATURDAY, 19th inst., at 5 P. M.

REGULAR GRAND ECORE AND Natchitoches Packet—The new, fine, fast running, magnificent passenger packet steamer Dr. Buffington, C. J. Barstow master, in place of Rapides, will leave as above positively for Grand Ecore, Natchitoches, Alexandria, Cotile, St. Maurice, Pavenon's, Durand's, Buxton, and Montgomery, Gorton's Landing, Barbin's Landing, Norman's Landing, and all intermediate landings on Red river, via Cane and Little rivers. For freight or passage apply on board, or to EATON & HENDERSON,
ja10 Corner Common, Fulton and New Levee.

Leaves on SATURDAY, 19th inst., at 5 P. M.

FOR JEFFERSON, PORT CADDO Shreveport, Grand Ecore, and all landings on Red river and the lakes—the steamer Era No. 2, Kouns, master, will leave as above. Clear bills of lading to Jefferson. Apply to
G. L. KOUNS & BRO., 2 Front street.
je17 J. S. PAGAUD, Advertising Agent.

Leaves on TUESDAY, June 22, at 5 P. M.

Regular U. S. Mail Shreveport Packet.

REGULAR SHREVEPORT PACKET—The new, elegant and swift running passenger packet steamer Duke, Samuel Applegate, master, F. V. Ceilon, clerk, will positively leave as above for Shreveport, Grand Bayou, Coushatta, Campte, Grand Ecore, Natchitoches, St. Maurice, Montgomery, Alexandria, Cotile, Norman's Landing, Gorton's Landing, Tarbin's Landing and all intermediate landings on Red river. For freight or passage, having unsurpassed accommodations, apply on board, or to
F. G. RANDOLPH & CO., Agents,
je12 50 Common street.

The steamer Duke will take all freights for above the Raft, and reship on the steamer Era at Shreveport.

OUACHITA RIVER.

Leaves on SATURDAY, 19th inst., at 5 P. M.

FOR CAMDEN DIRECT—THE new light draught steam packet Comet, Eugene Elliott, master, will leave as above for Camden, Bason Hills, Miller's Bluff, Champagnolle, Marie Saline, Moreau, Pigeon Hills, Alabama Landing, Ouachita City, Bayou Bartholomew, D'Arbonne, Trenton, Monroe, Columbia, Harrisonburg, Trinity, and all way landings on Black and Ouachita rivers. For freight or passage, apply on board.
je15 J. S. PAGAUD, Advertising Agent.

The Comet will connect with the steamers Fox and Marshall, for Saline and Bartholomew. Giving clear bills lading.

Leaves on SATURDAY, 19th inst., at 5 P. M.

STEAMER RED CHIEF, LEN Moore, master, O. P. Work, clerk, for Ouachita Camden, Champagnolle, Marie Saline, Alabama Landing, Ouachita City, Trenton, Monroe, Columbia, Harrisonburg, Trinity, and all landings on the Ouachita and Black rivers.
je15 J. S. PAGAUD, Advertising Agent.

The Red Chief is entirely new, was built expressly for the trade, and has been chartered by Capt. Moore for the summer and fall business. Shipper and passengers will have a guarantee of a fine summer packet by giving her a liberal patronage.

FOR YAZOO RIVER.

Leaves on SATURDAY, June 19, at 5 P. M.

TALLAHATCHIE AND YAZOO Packet.—The splendid, new, light draft passenger packet Yazoo Belle, C. W. Ewing, master, J. F. Townsend, clerk, will leave as above for Leflore, Greenwood, Sidon, Tchula, Yazoo City, and all intermediate landings and plantations on Yazoo river. For freight or passage apply on board.
je16 J. S. PAGAUD, Advertising Agent.

REGULAR PACKETS.

UNITED STATES TRI-WEEKLY MAIL LINE TO VICKSBURG.

TUESDAY, at 5 o'clock P. M.,

The magnificent U. S. Mail packet Capitol, Capt. Wilson, (in place of the Princess,) will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg, EVERY TUESDAY, at 5 o'clock P. M.

The CAPITOL connects at Vicksburg with the steamer U. S. AID, and will take freight for all landings on the Yazoo river as high as Greenwood.

THURSDAY, at 5 o'clock P. M.,

The magnificent U. S. Mail packet Lucy Holcombe, Capt. J. M. White, (in place of the Vicksburg,) will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton, Vicksburg, Milliken's Bend, Lake Providence, Stack's Landing, Skipwith Landing, Pilcher's Point, Ashton, Grand Lake, Washington, Carolina Landing and Point Worthington, EVERY THURSDAY, at 5 o'clock P. M.

The LUCY HOLCOMBE connects at Vicksburg with the steamer RANGER, and will take freight for all landings on the Yazoo river as high up as Greenwood.

SATURDAY, at 5 o'clock P. M.,

The magnificent U. S. Mail packet Alice Vivian, Capt. T. P. Leathers, (in place of the Natchez,) will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg EVERY SATURDAY, at 5 o'clock P. M.

The steamer ALICE VIVIAN connects at Vicksburg with the steamer RANGER, and will take freight for all landings on the Yazoo river as high up as Greenwood.

The above mentioned splendid passenger packets will leave on their regular days, without fail, at the hour appointed. All business entrusted to their care will be promptly and faithfully attended to.

These boats will not be responsible for any letter or package containing money, jewelry or other valuables, unless regular bills of lading are taken, specifying the contents and value, and the freight paid; nor for any valuables deposited with the clerk by the passengers, or contained in their baggage.

For freight or passage apply on board, or to
CARROLL, HOLMES & CO.,
Union Row, 53 Carondelet st.
je11 tf T. H. SMITH, No. 4 Tchoupitoulas st.

GREAT SOUTHERN MAIL ROUTE. SUMMER ARRANGEMENT of the NEW ORLEANS AND MEMPHIS U. S. Mail Packet Company.

One of the following first-class passenger steamers will leave New Orleans for Memphis every WEDNESDAY and SATURDAY, at 5 o'clock P. M.

Leaves every alternate WEDNESDAY:
R. W. Powell..........J. H. Estes, master.
Messenger..........Geo. H. Kirk, master.

Leaves every alternate SATURDAY:
R. W. Adams..........C. E. Marshall, master.
Ben Franklin..........J. D. Clark, master.

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Knoxville—East Tenn. & Georgia R. R.	110
Bristol—East Tenn. & Virginia R. R.	130
Lynchburg—Virginia & Tenn. Railroad	204
Richmond—Lynch. & Pe. and Rich. & Dan. R. R.	123
Washington—Rich., Fred. & Pot. R. R.	130
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