New Orleans Daily Crescent.

Latest Intelligence on First Page.

New Orleans Money Market.

COMMERCIAL OFFICE, No. 70 Camp street, Tuesday Evening, July 13, 1858.

There is an overplus of money on deposit, or rather on hand. Some of the banks have from $600,000 to $1,000,000 over the requirements of the law. It is, however, no use for people to think that the banks will accumulate investments out of the ordinary course of trade, or countenance any paper that may be made for speculation. All good commercial paper is regarded with favor.

The offerings in bank are moderate—not an average, greatly below the demand. On the street we note the sales of choice paper having four months to run, at the rate of six per cent, and some longer date at 8a9. There is an abundance of money. The semi-dividends and Insurance Companies' redemption of scrip will tend to throw a larger surplus on the market. With the usual summer stagnancy of business, there will not be any great demand for large amounts of money. With some sections of the country there is just as much business doing as in the height of the most active season. For instance, the Rio Grande trade is brisk at this time. The steamer on Saturday last brought $153,000 in Mexican coin.

The exchange market was in better feeling to-day in some respects, that is, there was a more enlarged inquiry, and sales of sight drafts on New York were made at ¼ discount. Five days sight, ⅛ discount; sixty days sight, 1⅜a1½ to 1⅝ discount. Checks at the bank were sold at par, which appears to be the uniform rate over the counter.

In sterling there are no reports of any large transactions. Some good bills were negotiated at 109. We quote from 108½a109 to 109½; bank certificates higher, say 109¾. In francs we did not hear of any large transactions. Rates, 5.22½a5.16¼ for choice and best outside signatures, and 5.15a5.12½ for bank drafts. The most of the large exchange dealers have departed on their annual jaunt Northward. The agents, we suppose, are to render an account of their stewardship, and the branch partners to consult measures for the next season, and so on. We have, however, permanent institutions which can do all the business required, the profits of which will be retained here. We do not say that some Northern and foreign exchange houses draw annually from New Orleans from $100,000 to $150,000 in the way of profits, but we do believe that no inconsiderable amount of money is retained in the course of finance and exchange by parties who do not care no more for the real welfare and prosperity of New Orleans than they do for Gen. Billy Bowleg's [illegible]. This good city of ours has often been a very convenient sort of a drawing post. We might dilate on the [illegible] advantages which have so far followed exchange transactions in our midst, and then we might pertinently inquire whether these advantages have been realized by our own citizens, our own institutions, or by strangers under the shield of [illegible]. Quien sabe?

Among the changes in commercial firms which take place at this season of the year, we note that the cotton factorage house of Geo. M. Pinckard & Co. has been dissolved. The business will be continued by Mr. William M. Pinckard, who brings to bear many years' devotion to commercial pursuits, and a highly established reputation for fidelity and promptness. While alluding to this dissolution, we have to note that the matured obligations of the late firm of Geo. M. Pinckard & Co., which was forced into suspension last autumn, by uncontrollable circumstances following the great crisis, are now redeemed and paid by Wm. M. Pinckard & Co.

Condition of the Banks of New Orleans on Saturday of each week from the first of September, 1857.

1857.	Circulat'n.	Dep'sits.	Specie.	T. Loans.	Exch'ge.
Sept. 5	8,245,879	9,415,314	6,223,975	24,341,128	2,085,346
Sept. 12	7,101,689	9,402,640	6,135,267	24,965,027	1,945,311
Sept. 19	8,079,144	9,354,691	6,251,233	24,537,437	2,102,259
Sept. 26	7,375,494	9,780,454	6,430,604	24,576,608	2,165,385
Oct. 3	7,354,914	9,350,659	5,047,917	24,484,017	2,554,863
Oct. 10	7,338,151	8,633,871	5,489,334	25,581,389	2,409,070
Oct. 17	8,105,488	8,501,889	3,328,379	22,271,092	2,298,847
Oct. 24	5,770,230	6,800,248	3,809,775	21,307,482	1,912,663
Oct. 31	5,225,098	6,648,162	3,912,628	21,093,695	1,935,725
Nov. 7	5,181,638	7,682,092	4,685,398	20,248,199	1,247,846
Nov. 14	4,728,872	8,736,398	6,327,164	19,546,911	2,300,281
Nov. 21	[illegible]	9,686,172	7,302,049	18,464,489	2,482,811
Nov. 28	4,129,614	10,061,441	8,037,038	17,653,758	2,628,988
Dec. 5	4,124,209	9,939,073	8,800,124	17,705,178	3,249,915
Dec. 12	4,429,591	8,985,270	9,840,870	18,069,098	2,638,875
Dec. 19	[illegible]	10,986,891	9,943,390	17,818,322	3,520,959
Dec. 26	4,438,664	[illegible]	10,530,774	17,741,361	3,551,219
Jan. 2	4,400,973	[illegible]	10,585,183	15,142,454	4,414,622
Jan. 9	4,710,539	11,701,297	10,609,741	17,828,016	4,236,842
Jan. 16	4,722,648	12,513,508	10,559,847	17,878,916	5,095,711
Jan. 23	4,781,808	12,378,171	10,897,899	17,553,059	5,291,465
Jan. 30	4,792,071	12,678,606	10,944,745	17,355,024	5,637,952
Feb. 6	5,067,944	13,259,630	11,187,390	17,390,128	5,931,289
Feb. 13	5,198,896	14,368,833	11,110,743	17,730,154	6,621,051
Feb. 20	5,554,734	14,630,995	11,926,592	17,848,201	7,164,477
Feb. 27	[illegible]	14,894,774	11,981,832	17,940,531	7,625,757
March 6	6,019,793	15,370,993	10,986,230	18,712,793	7,910,902
March 13	6,390,975	15,437,499	10,978,773	18,910,607	8,210,015
March 20	6,861,285	15,750,481	10,927,865	18,984,579	8,776,827
March 27	7,091,236	16,792,554	10,967,656	19,290,289	8,889,791
April 3	7,572,994	15,433,653	10,845,086	19,774,547	9,147,768
April 10	7,656,638	15,912,915	11,292,570	19,925,643	9,321,379
April 17	7,389,578	16,067,618	10,534,072	20,250,159	9,034,422
April 24	7,608,239	15,699,130	10,795,455	20,455,281	8,221,379
May 1	7,965,964	15,419,982	10,989,452	21,291,579	8,754,111
May 8	8,029,128	15,274,317	10,615,629	19,905,207	9,159,445
May 15	7,972,049	15,055,163	11,438,603	19,845,230	9,417,158
May 22	7,592,879	15,098,528	11,591,614	20,350,928	9,181,271
May 29	7,970,838	14,985,161	10,299,185	21,322,322	8,909,770
June 5	7,945,402	14,830,615	10,257,170	23,297,844	[illegible]
June 12	7,948,213	14,454,467	10,912,757	23,353,176	8,504,174
June 19	7,817,944	14,714,813	10,929,900	21,497,677	8,730,257
June 26	7,423,573	13,631,257	11,428,290	20,974,018	8,108,779
July 3	7,098,939	12,484,988	10,878,818	21,221,149	7,902,245
July 10	7,574,422	14,144,217	10,763,125	21,662,961	6,970,157

From the London Daily News, of June 22, we take the following:

Although business in the stock exchange remains stagnant, the tone to-day was more favorable. In addition to the dividends on consols and other government securities, a large mass of money will be distributed next month as interest on various classes of foreign and colonial bonds, on the Indian guaranteed railway shares, and on various English railway debentures. It is agreed that of the dividends which will be released from these sources, a portion must come into the market for reinvestment. As usual, the effect of the dividends upon the money market will be the more felt because the Bank of England has not been called upon to make the usual advances in anticipation of their release. There were no withdrawals of bullion from the Bank to-day, but on the contrary, about £55,000 in sovereigns received from Australia via Suez, per the steamer Candia, were sent in. The demand for money was to-day more active in all quarters, except at the Bank, where the applications are still upon a very moderate scale.

From the London Times city article we extract the following:

The English funds have experienced a partial recovery to-day. There was an active demand in the discount market this morning, at rates nearly up to the Bank minimum; but at the Bank the applications were not more numerous than yesterday. In the foreign exchanges this afternoon there was no alteration of importance from the rates of last post.

The final quotations of the French three per cents on the Paris Bourse this evening was 68f [illegible], for both money and account, showing another decline of [illegible].

There were no gold operations at the Bank to-day. The £11,000 in gold, by the Candia, was delivered to-day. The [illegible] in sovereigns [illegible] England, and the remainder [illegible] abroad. The £72,641 by the Hesperus is [illegible] expected to be taken to meet the continental demand.

Review of the Markets.

WEDNESDAY MORNING, July 14.

COTTON....There was a moderate inquiry yesterday, and the sales embraced some 1000 bales at easy prices for the lower grades. The Middling and better qualities however were held very firmly. We repeat our last quotations:

NEW ORLEANS CLASSIFICATION.

Inferior	[illegible]	Middling	11¾a12
Ordinary	[illegible]	Good Middling	12¼a12½
Good Ordinary	[illegible]	Middling Fair	13a—
Low Middling	[illegible]	Fair	—a—

TOBACCO....We heard of 161 hhds sold in 2 lots, and 12 and 6 at —, and 1 at yesterday in 2 lots on private terms.

COTTON AND TOBACCO STATEMENT.

	Cotton—bales.		Tobacco—hhds.	
Stock on hand, &c.		7,837		13,727
Received since	1,668,310		77,183	
yesterday	1,254	1,669,553	447	77,630
		1,667,390		91,357
Exported since	1,609,206		52,871	
Yesterday	1,283	1,610,489	905	53,776
		86,901		37,581

SUGAR....The demand was unusually active and fully 600 hhds were sold at higher prices. Fair to Fully Fair 7a7⅜c ₩ lb.

MOLASSES....302 bbls "Reboiled" were disposed of on private terms, and 100 at 25c ₩ gallon.

FLOUR....The market was dull with sales of barely 1000 bbls, including 150 town Superfine at $3 80, 200 St. Louis at $4 10, Extra at $5 12½, 400 Choice do at $5 75, and 150 Union, in one lot, at $5 25 ₩ bbl.

GRAIN....The sales of Corn were confined to 501 sacks Yellow, Mixed and White in 3 lots [illegible], 120 Mixed White at 85, [illegible] Yellow at 81½, and on Monday 300 Yellow at 82½c ₩ bushel. ....Of Wheat 660 sacks New Red were sold at 95c ₩ bushel.... The sales of Oats embraced 1000 sacks St. Louis in 3 or 4 lots at 43c ₩ bushel. ....Of Bran 1100 sacks sold at —, and 250 at 63c ₩ 100 lbs.

PROVISIONS....The principal sale of Pork was 500 bbls Mess at $16 62½ ₩ bbl.... Of Bacon 30 casks Ribbed Sides were sold at 8c ₩ lb.... In Lard nothing was reported.

INDIA BAGGING....We noticed sales of 80 bales at 17½c., on time, 100 to arrive at 16½c, and 100 at 16½c ₩ yard.

GUNNY BAGS....300 bales Medium were sold by one party at 16½c, short time.

COFFEE....There was an active movement, and the sales embraced about 1800 bags, comprising 3439 (the Courier's cargo) at 10⅝a10¾, 300 at 10⅝, 627 at 10¾, and 600 at 11c—also on Monday 150 bags at 10½a10¾, 500 at 10¾, and 211 at 10¾c ₩ lb.

WHISKY....100 bbls Extra Rectified sold at 21c, and [illegible] at 22c ₩ gallon.

FREIGHTS....A ship was taken up for Liverpool at 3s 9d for Flour and 13d for Wheat, and a few hundred bales Cotton were taken to fill up at 7-16d. At the close however but little room was left at that rate.

Shipping Intelligence.

WEDNESDAY, July 14, 1858.

CLEARED YESTERDAY.

Ship Bay State, Simmons, for London, Creevy & Farwell
Bremen Ship Ernst Moritz Arndt, [illegible], for Bremen, Reinhart, Kuck &co
Bark W A Banks, [illegible], for Malaga via Vigo, Jos H Bass
Spanish Brig Tisdabo, [illegible], for Barcelona, Puig, Mir &co
Schr Ann Eliza, Newman, for Pensacola, J A Mitchell
Schr Emma, [illegible], for Pensacola and Milton, Russell & Baldwin
Schr Walter M. Thompson, for Pensacola, G D Metcalf &co

ARRIVED.

Steamship Calhoun, Gardner, from Galveston via Sabine Pass, to C B Payne—in dist.
Steamship [illegible], Flanders, from Sabine Pass, to I & J Tardos—21 dist.
Barkentine Wm B Scranton, Cathcart, 20 days from Philadelphia, to J H [illegible]—20 dist. 26.
Schr Sylphide, Barbarin, from Tchefuncta—Basin.
Schr James & Ellen, [illegible], from Biloxi—Basin.
Schr Maj Ranney, Nelson, from Biloxi—Basin.
Schr Fontainbleau, Peters, from Covington—Basin.
Schr Star, Parker, from Biloxi—Basin.
Schr Octavia, Peterson, from Tchefuncta—Basin.
Schr Clementine, Martin, from Bay St Louis—Basin.

STEAMBOATS.

Lucy Holcombe, White, from Lake Port.
D R Carroll, Kimball, from Red River.
Ben Franklin, Clarke, from Memphis.
Baltic, Moore, from Louisville.
Belle Gates, [illegible], from Balize.
R J Lackland, Miller, from St Louis.
Laurel Hill, Hoover, from Bayou Sara.
Oregon, Hopkins, from Mobile.

Towboat Ophelia, Rockwell, from the Passes—towed down and [illegible] 12th inst, ship Russell and bark May Flower—came up [illegible].

Towboat [illegible], Whann, from the Passes—towed down [illegible] ship Potomac and [illegible]—brought up barkentine Wm B Scranton.

BELOW—COMING UP.

Schr Star, [illegible], 7 days from Tabasco, to [illegible] & Phillips.

SPOKEN.

By Capt Cathcart, of the barkentine Wm B Scranton, June 28th, off Abaco, bark Florida and schooner W H Hazard, both bound to Matanzas.

EXPORTS.

LONDON—Ship Bay State—851 hhds tobacco.
BREMEN—Ship Ernst Moritz Arndt—1123 bales cotton, 254 hhds tobacco.
MALAGA VIA VIGO—Bark W A Banks—82,000 staves.
BARCELONA—Brig Tisdabo—180 bales cotton, 300 sacks and 1250 bbls flour, 666 sacks wheat, 2600 staves.
PENSACOLA—Schr Ann Eliza—54 bbls flour, 10 do pork, 10 bbls potatoes, 1 bbl molasses, 112 sacks corn, 25 do bran, 16 do coffee, 1 keg butter.
PENSACOLA AND MILTON—Schr Emma—51 bbls flour, 2 do sugar, 2 bbls molasses, 1 do lard oil, 50 sacks corn and sundries.
PENSACOLA—Schr Walter M—In ballast.

IMPORTS.

PHILADELPHIA—Barkentine Wm B Scranton—Assorted mdse.
GALVESTON VIA SABINE PASS—Steamship Calhoun—Re cargo.
TCHEFUNCTA—Schr Sylphide—400 bbls sand to order.
BILOXI—Schr Jas Eliza—27,000 feet lumber to J S Elliott.
BILOXI—Schr Maj Ranney—27,000 feet lumber to order.
TCHEFUNCTA—Schr Fontainbleau—600 bbls sand to order.
BILOXI—Schr Star—Lumber to order.
BAY ST LOUIS—Schr Clementine—Lumber to order.
TCHEFUNCTA—Schr Octavia—600 bbls sand to order.

RECEIPTS OF PRODUCE.

POINT WORTHINGTON—Steamer Lucy Holcombe—8 bales cotton to J C & B S Hicks &co—7 Hughes, Hyllstead &co—5 bbls apples M Delbrogerie &co—41 boxes peaches 7 sacks of potatoes L Golding—64 boxes peaches Boston & King—34 do do Rotchford, Brown &co—39 do [illegible]—15 do C Strader—32 do B K Laughlin—100 do to order—15 cases metal 1 carriage 2 trunks to Washington Jackson &co—sundries to order—Total 15 bales cotton.

SHREVEPORT—Steamer D R Carroll—61 bales cotton to M D Cooper &co—47 Carroll, Holmes &co—45 Carroll, Hoy &co—41 [illegible], Harrison &co—25 do Oakey, Hawkins &co—19 do J T Hardie &co—15 Garrison Bros—13 Payne & Harrison—10 H R Carter &co—5 Rugely, Blair &co—3 Warren, Gilmore &co—4 Rogers, Woodall &co—4 Wilson, Penroy &co—3 bales cotton R W Estlin &co—3 Robson & Allen—3 do Harris & Levi—3 do J B Planche &co—J West, Renshaw & Cammack—1 bales cotton [illegible]—1 Walker, Stuart & Hutchinson—2 A D Donovan—18 B Gilly—4 Turner, Whiting & Tullis—12 bbls of sugar West, Renshaw & Cammack—14 hides 1 bale of skins to J W Stewart—2 do to order—3 bbls flour to Cooper & [illegible]—248 head cattle and sundries to order—Total 331 bales cotton.

MEMPHIS—Steamer Ben Franklin—135 bales cotton to John Watt &co—129 Henderson, Terry &co—101 D N Dwight &co—41 Fellowes &co—22 S O Nelson &co—8 Gillis, Ferguson &co—5 do Rotchford, Brown &co—4 Robson & Allen—1 Pritchard, Fowler &co—1 hhds tobacco Jas Turner—1 hhds tobacco Yeatman &co—4 tc and 2 casks bacon 1 lot bulk bacon 8 bbls and 14 kgs lard 7 boxes starch 10 bbls brooms 175 bbls flour Hogan & Murphy—2 bbls flour 1 do bacon Scruggs, Donegan &co—50 boxes soap to [illegible], Griggs &co—10 boxes [illegible] & Henderson—2 rolls leather S L Mann &co—1 bale cotton samples D W McComb &co—75 sacks corn and sundries to order—Total 752 bales cotton, 2 hhds tobacco.

LOUISVILLE—Steamer Baltic—10 boxes gware J Coulon—49 do Henderson & Gaines—34 do Jno Gauche—sundries to Sam Locke—27 boxes gware Fleming—9 hhds tobacco Moore & Valentine—3 hhds tobacco R H Short &co—6 hhds tobacco Fellowes &co—101 hhds tobacco 4 pkgs lard 150 bbls flour 22 bbls pork 1 box shoes to Hewitt, Norton &co—10 hhds tobacco W G Robinson &co—2 hhds tobacco R H Frasier &co—6 hhds tobacco 1 tc lard 2 casks bacon B F Lorenzen &co—2 do 113 bbls flour 3 hhds tobacco Wm [illegible] &co—9 hhds tobacco 236 bbls flour to Given, Watts &co—4 hhds tobacco McGregor, Alloway &co—533 sacks corn R Yeatman &co—25 hhds tobacco Jas Turner—40 pkgs [illegible] Folger &co—34 bales cotton John Williams &co—32 hhds tobacco Brander, Hubbard &co—14 rolls leather Smith & Bro—137 boxes candles 10 tierces hams J I Adams &co—45 bbls of [illegible] Thos Keefe—174 pcs bagging W Chambers—8 bbls eggs Jno Rust—11 do 1 tc do cheese Fairchild & Doerner—1 keg butter 8 bbls eggs F Delboudio—13 sacks wheat G W Neisler &co—12 sacks wheat 7 kegs butter 38 bbls eggs J T Moore &co—5 do 2 pkgs cheese and butter 8 do beef and bacon 365 sacks corn 175 bbls whisky T C Fairchild &co—34 do [illegible] J Lochner—6 do eggs G Schneider—30 [illegible] hams Hall, Kemp &co—5 do do to Eaton & [illegible]—7 do H Geddes—4 pkgs bacon Boston & King—2 casks do R H Neile—1 bales cotton Henderson, Terry &co—2 do Harris & Levi—20 head cattle 180 do sheep A [illegible] to order—Total 37 bales cotton, 355 hhds tobacco.

BALIZE—Steamer Belle Gates—30 bbls molasses 20 hhds sugar to W & D Urquhart—73 sacks rice A Titus—40 sacks corn H Stackhouse.

BAYOU SARA—Steamer Laurel Hill—5 bales cotton Oakey, Hawkins &co—3 bales cotton Harris & Levi—10 hhds sugar to West, [illegible] &co—sundries to order—Total 8 bales cotton.

ST LOUIS—Steamer R J Lackland—7 coils rope 19 bales of twine to J H Stevens &co—2 hhds tobacco S C Michell &co—6 hhds tobacco Given, Watts &co—9 hhds tobacco C F Buddecke &co—2 hhds tobacco J & G [illegible]—9 hhds tobacco McGregor Alloway &co—63 hhds tobacco Moore & [illegible]—87 do to W G Robinson &co—55 hhds tobacco F Rodewald &co—1 do to B F Lorenzen &co—22 hhds tobacco 5 bales cotton to Meier & Levy—21 hhds tobacco 12 bales cotton Hewitt, Norton &co—9 do M D Cooper &co—4 do Henderson, Terry &co—2 hhds tobacco H M Summers &co—11 hhds tobacco R H Short &co—4 do W [illegible] &co—30 hhds tobacco 5 bbls apples to James Turner—331 sacks wheat 125 sacks corn 216 bbls flour James Connoly &co—100 bbls flour Keep, [illegible] &co—254 sacks oats Moloney Bros &co—32 bbls whisky 60 boxes candles J G Rogers &co—17 tc hams Cooper & [illegible]—100 boxes gware Jno Gauche—2311 sacks oats 587 sacks corn Clark, [illegible] &co—139 pcs casting 37 kegs nails 8 boxes do Oakey, Hawkins &co—20 bdls hemp B Florance—327 coils rope to Broadwell & Payne—58 bbls flour to [illegible] &co—15 bbls flour 1200 sacks wheat 5 tc bacon J O Woodruff &co—12 coils rope M J Smith &co—25 sacks of oats 58 bales hemp 109 bbls flour Price, Converse & Smith—8 bbls eggs 7 do butter to Graham & Boyle—120 bbls flour 16 do apples 35 boxes of apples [illegible], Gayle &co—8 do 2 bbls apples to West & [illegible]—9 casks bacon W S Wright &co—150 bbls whisky R McGregor & co—11 pkgs mdse Thomas & Elder &co—40 sacks bacon Oglesby & Macauley—15 bbls lard 20 kegs butter to A D Grieff &co—28 boxes cheese J I Adams—171 do apples to [illegible]—11 bbls eggs F Delboudio—150 do apples 10 sacks bran to John Dolly &co—62 bbls eggs 12 pkgs butter 51 do apples J Schneider—125 sacks corn McKenna & Mason—38 bbls apples to A Fischer—75 bbls ale 10 bbl do do to A Bach—887 bbls flour 235 bags and sundries to order—Total 21 bales cotton, 344 hhds tobacco.

RAILROADS.

PONTCHARTRAIN RAILROAD.

MOBILE—Steamer Oregon—123 bales cotton to order—10 bls yarn W H Letchford &co—5 casks bacon R Geddes—sundries to R Geddes—and order.

CONSIGNEES.

PHILADELPHIA—Bark Wm B Scranton—S L & E L Levy—Leeds &co—S Locke—T C Poole—[illegible]—N O & C R R Company—P H Goodwyn—A Hart &co—Dyer &co—Bull, Ellis &co—[illegible], Schoffer &co—J F Burbot—B Jourdan—O O Woodman—E E Mongolin—E K Laughlin—Syme & Proven—J Wright &co—R G Raleigh—A Titus—[illegible] & Evens—Wright, Allen &co—Henderson, Terry &co—C C Hofer &co—Campbell & Strong—J H & T N Marks &co—W A Violett &co—Biscoe & Simms—P Fredericks &co—P P Dubose—C Carriere—J J Blamaille—Bogart, Foley & Avery—C C Weingart—Raffie—A Keating—Thos Henderson & Peele—J S Aldcroft—C & R Sauley—Payne, Steele &co—Priestley & Bein—Folger &co—Heald, Massie &co—[illegible] &co—Wm Summers—H N McFie—Rucker, Higginbottom &co—R Steele—Sam Ewing—Bellanger &co—P E Carradine—R J Hart &co—O O Woodman—A D Grieff &co—Wm McCracken—A Titus—J De Bonnerville—Loewenthal & Bro—J H Slocomb &co—Poole &co—G A Picke—[illegible]—Robinson & Dunlop—R S Stevens &co—[illegible] &co—Moses Greenwood—Parvell, Holmes &co—W E Thompson—[illegible], Houston &co—Washington Jackson &co—D E Wilson—Rice Bros &co—A Gauche—J [illegible]—F Fay—H J [illegible]—A Keen—and order.

MAYORALTY—OFFICIAL.

MAYORALTY OF NEW ORLEANS,
City Hall, 9th day of July, 1858.
Common Council of the City of New Orleans.
[No. 4028.]

AN ORDINANCE to amend Articles Nos. 544 and 545 of Sections 13 and 14, of the revised ordinances of the city of New Orleans.

SECTION 1. *Be it ordained by the Common Council of the city of New Orleans*, That article No. 544, revised ordinances of the city, section 13 of the ordinance relative to nuisances and offences, be so amended as to read as follows, viz: Whenever any vault or privy, or hole, is filled to within one foot of the level of the soil, or surface of the ground with fluid or offensive matter or whenever the Street Commissioner shall consider any privy in a situation injurious to public health, the owners, tenants, or occupants of the house, building or lots on which said privy may be found, shall cause the same to be emptied during the night as follows, viz: From the 15th of October to the 15th of March, between the hours of 12 o'clock P. M. and 5 o'clock A. M., and from the 15th of March to the 15th of October, between the hours of 12 o'clock P. M. and 4 o'clock A. M.

SEC. 2. *Be it further ordained*, That article No. 545 of said revised ordinances, Sec. 14 of said ordinance, relative to offenses and nuisances, be so amended as to read as follows, viz: It shall not be lawful to convey through any street or other public highway of this city any night soil or fecalent matter, except during the night, and within the following hours, viz: from the 15th October to the 15th of March, between the hours of 12 o'clock P. M. and 5 o'clock A. M., and from the 15th March to the 15th of October, between the hours of 12 o'clock P. M. and 4 o'clock A. M., and then only in tubs or covered carts, so made as not to be in the least offensive to public decency, or injurious to public health. Such carts or tubs to be made under the supervision of the Street Commissioner; and it is hereby made the duty of all policemen and watchmen to arrest and conduct to the Police Pound all carts or other vehicles found in contravention to this ordinance, and further to arrest and conduct to any of the lockups or jails of the city, the driver or drivers of such carts, or any other person having charge of the same, who, upon conviction, shall pay a penalty of five dollars for each offence, the same to be recoverable before any Recorder of the District wherever the contravention may take place or before any court of competent jurisdiction, for the benefit of the city.

[Signed] CHAS. H. WALDO, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved July 9, 1858.
[Signed] GERARD STITH, Mayor. jy10 5t

COMPTROLLER—OFFICIAL.

COMPTROLLER'S OFFICE,
City of New Orleans, July 6, 1858.
[No. 3955.]

Resolved, That the Comptroller sell, after ten days notice in the official journal, the contract for taking down the building known as the Annunciation market, and transporting all the materials of said building, including the flagging and stalls, and rebuilding and putting it up again, and in perfect order, on a piece of ground fronting on Claiborne circle, and situated in the square bounded by Claiborne, St. Bernard, Laharpe and Robertson streets. Said piece of ground belongs to the city and is reserved for a market. The work to be done according to specifications of the Surveyor, and sale of contract subject to the approval of the Common Council.

(Signed) J. MAGIONI, President Board of Assistant Aldermen.
(Signed) A. LANDRY, President pro tem. Board of Aldermen.
Approved May 22, 1858.
(Signed) CHAS. M. WATERMAN, Mayor.
A true copy: JULES CASSARD, Secretary of Mayoralty.

[No. 4012.]

Resolved, That the Comptroller be and he is hereby authorized and directed to sell to the highest bidder, after ten days notice in the official journal, the lease of the privilege for running steam ferry boats in the Third District for ten years, to begin on the 1st of January, 1859. The whole as per plans and specifications of the Surveyor, on file in his office.

(Signed) CHAS. H. WALDO, President Board of Assistant Aldermen.
(Signed) J. O. NIXON, President Board of Aldermen.
Approved July 1, 1858.
(Signed) GERARD STITH, Mayor.

Notice is hereby given that on MONDAY, the 19th inst., I will adjudicate, at my office at 12 o'clock M., the above contracts.
jy6 12t T. THEARD, Comptroller.

SPECIFICATIONS for the sale of the Lease of the privilege for running Steam Ferry Boats across the Mississippi river, in the Third District, opposite Esplanade and Elysian Fields streets.

That portion of the port of the city of New Orleans opposite Esplanade and Elysian Fields streets, being the same now occupied by the Third District Ferry, and measuring about 140 feet along the river front, shall be appropriated as a ferry landing for the steam ferry boats, and the lessee shall himself, at his own expense, procure a similar extent of ground on the opposite or right bank of the river to be used as a ferry landing for said steam ferry boats.

The lessee shall be bound to construct and always keep in good repair for the landing of the ferry boat or boats two substantial and convenient wharf, on the city side of the river, and to erect thereon two small, moveable fire proof houses for the protection of passengers from the sun and rain, the whole according to the plans and drawings to be approved by the City Surveyor and the Common Council; and provided also, that said lessee shall not be allowed to use or lease the same for any other purposes than those mentioned in this section.

The lessee shall be bound to provide with a sufficient number of lights the landings and wharves above mentioned, to be approved of by the City Surveyor, paid for by said lessee, and kept constantly lighted at night at his own expense.

The lessee shall be bound to run, or cause to be run, one or more substantial steamboats, to be inspected and approved by the officers appointed for said purpose, in accordance with the laws of the United States, and of dimensions large enough to accommodate four or more carriages, and a proportional number of horses, and having a cabin sufficiently capacious to accommodate fifty or more foot passengers; and the said boat or boats shall be running every day regularly, from the dawn of the day in the morning until gun-fire at night, making a complete trip across the river and back again each and every half hour.

The maximum rates of fare which the lessee shall be entitled to charge and receive shall be as follows, and no more, to-wit:
For every foot passenger, ten cents.
For every horse, mule or horned cattle, five cents.
For every vehicle drawn by one horse or other animal, inclusive of the animal, twenty-five cents.
For every cart or dray drawn by two animals, inclusive of the animals, thirty five cents.
For every four wheeled vehicle drawn by more than one animal, twenty cents for the vehicle and ten cents in addition for each and every animal attached thereto.

The lessee shall be bound to keep all the wharves and other fixtures in a good state of repair at his own expense, and deliver the same to the city in like good condition at the expiration of the lease.

The duration of the lease shall be ten years, to commence on the 1st of January, 1859.

Good and solvent security in the sum of $5000, satisfactory to the Common Council, shall be furnished by the lessee, conditioned for the due and proper performance of all the obligations herein specified.

Bids shall be per annum.

Payments shall be made quarter-annually in advance; the first payment to be made in cash at the time of adjudication, and notes drawn by the lessee and endorsed to the satisfaction of the Finance Committee, shall be furnished for the balance, payable every three months in advance, as aforesaid.

It is well understood that in case of failure by the lessee to comply strictly with all the conditions mentioned in the foregoing specifications, the Common Council shall have the right to annul the lease without putting the lessee 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.

New Orleans, June 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, [Signed] ROBERT HUYGHE, } Chairmen.
Registered July 5, 1858.
HENRY DUREL, Clerk of Comptroller.
jy6 12t

SPECIFICATIONS for the contract for taking down the building known as Annunciation Market, situated at and forming the south-west corner of Market and New Levee streets, and transporting all the materials of said building, including the flagging and stalls, and rebuilding and putting it up again, in perfect order, on a piece of ground fronting on Claiborne Circle, and situated in the square bounded by Claiborne, St. Bernard, Laharpe and Robertson streets.

TAKING DOWN OF THE MARKET HOUSE.—The contractor shall take down the slating, framing, sheathing of the roof, gutters and conductors, girders, ceiling joists, iron columns, granite bases, sills, steps and flagging tables, cross rails and butchers' blocks, &c., &c., all the materials belonging to said market house, and shall haul away, transport and nicely pile the same on a lot of ground fronting on Claiborne Circle, and forming the corner of Claiborne and St. Bernard streets. The whole to remain the property of the city.

In demolishing and hauling away and piling away the materials belonging to said market house, the contractor shall use all care, so as not to break and injure them beyond necessity, as all damages done to the same through the carelessness of the contractor shall be valued by the City Surveyor, and the value deducted out of the contract price.

BUILDING OF THE MARKET HOUSE.—A portion of said market house shall be rebuilt and put up again on the piece of ground above mentioned, in accordance with the accompanying plans, of the sizes marked on said plans, profiles and sections.

Under each of the iron columns a brick foundation shall be built. Said foundation shall be each five bricks square at the bottom, and shall rest on a bottoming of two thicknesses of sound two inch flatboat planks, crossing each other in the best workmanlike manner. The bricks shall be laid in regular offsets of two inches, so that the foundations shall be two bricks square at the top. The bricks shall be lake bricks, of the best quality, and shall be laid in best hydraulic cement mortar. The foundations to support the granite sills all around said market shall be constructed in a similar manner.

The granite bases shall rest on the foundations so as to receive the iron columns of the market and awnings, and the granite sills shall be placed all around said market; the whole as marked on the plans.

The iron columns shall be placed and fixed as marked on the plans.

The timbers of the roofs of the market and awnings shall be re-framed in the best workmanlike manner. The roofs shall be sheathed with sound, well seasoned yellow pine boards, one inch thick, and placed close.

The roofs of the market house and awnings shall be covered with the slates taken from Annunciation market; said slates to be properly nailed down, with a lap of not less than 3½ inches, and the ridges shall be covered with English ridge tiles and well pointed. In effect the whole covering shall be of workmanlike construction and shall be warranted tight for one year.

Nine inch (9in) copper gutters shall be placed on each side of the roof, with conductors (tin) four inches in diameter.

The whole of the ceilings of the market house and awnings shall be furred and plastered in the best manner with three coats work, the last of which hard finished.

The two gable ends of the market to be weatherboarded with tongued and grooved narrow, mill dressed yellow pine planks, one inch thick, and finished with venetian blinds, as marked in the plan.

The whole of the market house and of the space occupied by the awnings, shall be graded in accordance with the lines and grades to be given by the City Surveyor, and covered with the flagstones coming from Annunciation market, well laid and bedded in hydraulic cement mortar, and the joints well filled with mortar, and well laid in regular courses.

The necessary quantity of tables, butchers' blocks and rails, shall be put up by the contractor, he using those coming from Annunciation and repairing the same in the best manner, so as to be as good as new.

All planed and showing wood work (the top of the tables and blocks excepted) and all iron work of the inside and outside of the market house and awnings, shall have three coats of best white lead in oil and such other plain colors as may be most suitable.

GENERAL CLAUSES.—All the materials of the old market house which may be found decayed, split, broken, or in any way damaged, shall be rejected by the Surveyor, and the contractor shall furnish all new materials which may be required in erecting the new market house, as well as all necessary labor.

All such extra items omitted to be written in the foregoing specifications, and which may be found necessary by the City Surveyor to complete the said market house and make it in every respect well finished, shall be supplied by the contractor without extra charge.

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 on or before the 1st day of January, 1859, under a penalty of ten dollars per day for each and every day thereafter the same is not completed.

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

Good and solvent security in the amount of $2500 shall be required to guarantee the faithful performance of the contract.

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 for the whole work complete.
New Orleans, June 28, 1858.
[Signed] LOUIS H. PILIE, City Surveyor.
Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] ROBERT HUYGHE, [Signed] H. T. VENNARD, } Chairmen.
Registered July 5, 1858.
HENRY DUREL, Clerk of Comptroller.
jy6 12t

COMPTROLLER'S OFFICE,
City of New Orleans, June 25, 1858.
[No. 4007.]

AN ORDINANCE concerning the Wharves of the City of New Orleans, and providing for Farming the Revenues thereof.

SECTION 1. *Be it ordained by the Common Council of the City of New Orleans*, That the Comptroller of said city shall, after the passage of this ordinance, and approval by the Mayor, and after having given twenty days notice thereof in the official journal, adjudicate and sell, at his office, to the highest bidder, in accordance with stipulations hereinafter contained, the Revenues of the Wharves of said city, collectable under existing ordinances, upon all ships, vessels, steamships, steamboats, flatboats and water craft of any and every description whatsoever, for the term of four years and nine months, commencing on the 1st day of October, 1858, and ending with the 30th day of June, 1863; provided, however, that all sales or adjudications so made shall be subject to the approval or rejection of the Common Council.

SEC. 2. That for the purpose of said adjudication and sale, the wharves of said city shall be divided into six sections, as follows:

Section First shall comprise all the wharves and landings of said city lying and being upon the Mississippi river and contained within the upper or southern limit of said city, and the upper line of Felicity road.

Section Second shall comprise all the wharves and landings of said city, lying and being upon the Mississippi river, and contained within the upper limit of Felicity road and the lower line of North Market street, leaving out the whole of wharf No. 15.

Section Third shall comprise all the wharves and landings lying and being upon the Mississippi river, and contained within the lower line of North Market street, including wharf No. 15, and the upper line of that part of the river front of the city, which is appropriated to the Canal street ferry.

Section Fourth shall comprise all the wharves and landings of said city, lying and being upon the Mississippi river, and contained within the lower line of that portion of the river front of said city which is appropriated to the Canal street ferry, and the upper line of Jefferson street, except that space between the lower line of Toulouse street and the upper line of Jefferson street, which is hereby appropriated and reserved for the use of the New Orleans, Opelousas and Great Western Railroad Company, for a ferry landing. *Provided*, that said Company shall, within ninety days after notification of the City Surveyor, construct at their own expense the necessary wharves and slips for the landing of their said ferrys, and comprised within the aforesaid space; *and provided further*, that said Company shall, at their own expense, keep in full and complete repair the said wharves and slips, and the levee comprised within said limits and up to the curb of Old Levee street. The said wharves and slips to be completed and kept in repair under the supervision of the City Surveyor; *and provided further*, that all freight landed within said limit shall be subject to the ordinances and regulations relative thereto, and to the provisions of this ordinance; *and provided further*, that the Common Council shall at any time have the right of revoking the privilege herein granted, and of changing and removing said ferry landings.

Section Fifth shall comprise all the wharves and landings of said city, lying and being upon the Mississippi river, and contained within the upper line of Jefferson street, and the upper line of that portion of the river front of said city, which is appropriated to the Esplanade street ferry; and excepting the [illegible] from that portion of the river front which is or may hereafter be appropriated for a ferry, to an extent of not more than one hundred and fifty feet at the foot of St. Ann street.

Section Sixth shall comprise all the wharves and landings of said city, lying and being upon the Mississippi river, and contained within the lower line of that portion of the river front of said city, which is appropriated to the Esplanade ferry and the lower or eastern limit of the city, excepting therefrom six wharves, which may be built suitable for the purpose, under the supervision of the City Surveyor, at the expense of the city, and shall be located at the upper limit of Barthelemy street and the lower line of Lesseps street. The said wharves are hereby appropriated solely for the use of the shipping of the whole port of New Orleans to arrange their tows for departure; and the said wharves shall be kept in proper order at the expense of the lessee of said sixth section, the city reserving the right of changing or removing the same, as the Common Council may think proper.

SEC. 3. That said Comptroller shall adjudicate and sell as aforesaid the revenues collectable as aforesaid, within the various sections set forth in the second section of this ordinance, separate and apart, commencing with section first and ending with section sixth, as set forth in said section.

SEC. 4. That each and every person to whom shall be adjudicated and sold, as aforesaid, the revenues collectable as aforesaid, within the various sections set forth in section second of this ordinance, shall be subrogated to all the rights and privileges of the city of New Orleans, to sue for and collect said revenues.

SEC. 5. That each and every person to whom shall be adjudicated and sold, as aforesaid, the revenues collectable as aforesaid, within the various sections set forth in section second of this ordinance, shall not sell, transfer, assign, set over, subrogate, or sub-lease his or their right, title or interest in the same, to any person or persons whatsoever; and that in case of any sale, transfer, assignment, subrogation, or sub-lease made by any person or persons, of the rights or interests acquired under and by virtue of this ordinance, such sale, transfer, assignment, subrogation or sub lease shall work a forfeiture of said rights and interests, so acquired as aforesaid, and the same shall revert to the city of New Orleans.

SEC. 6. That the city of New Orleans reserves to herself and excepts from said sale each and every ferry landing and ferry wharf now existing, and each and every nuisance wharf now existing, and all the revenues arising from the same. The Common Council also reserves from adjudication and sale that portion of the wharves of the fourth section between the lower line of Toulouse street and the upper line of Jefferson street, the same being appropriated and reserved for the use of the New Orleans, Opelousas and Great Western Railroad Company, for a ferry landing; and also a portion of the wharves of one hundred and fifty feet, on the river front starting from the upper limit of the city and running down, for a ferry landing, is reserved by the city, and the revenues thereof.

SEC. 7. That each and every person to whom shall be adjudicated and sold, as aforesaid, the revenues collectable as aforesaid, within the various sections set forth in section second of this ordinance, shall give bond with good and sufficient security, to be approved by the Common Council, in an amount equal to one-fourth part of the price of said adjudication and sale, and conditioned for the true and faithful performance and fulfilment on the part of said person or persons of the duties imposed by this ordinance.

SEC. 8. That each and every person to whom shall be adjudicated and sold, as aforesaid, the revenues collectable as aforesaid, within the various sections set forth in section second of this ordinance, shall give therefor his or their promissory notes, endorsed to the satisfaction of the Common Council, in an amount equal to the purchase price of the revenues so adjudicated and sold, as aforesaid.

SEC. 9. That the notes required to be given by section seventh of this ordinance shall be divided into a series of fifty-seven in number, and made payable in fifteen days, one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, twenty one, twenty-two, twenty-three, twenty-four, twenty-five, twenty-six, twenty-seven, twenty-eight, twenty-nine, thirty, thirty one, thirty-two, thirty-three, thirty-four, thirty-five, thirty-six, thirty-seven, thirty-eight, thirty-nine, forty, forty-one, forty-two, forty-three, forty-four, forty-five, forty-six, forty-seven, forty-eight, forty-nine, fifty, fifty-one, fifty-two, fifty-three, fifty-four, fifty-five and fifty-six months after date; and that such of said notes as shall be made payable in the months of January, February, March, April, May and June of each year, shall be drawn payable each in an amount equal to two eighty-seventh parts of the purchase price of the revenues so adjudicated and sold, as aforesaid; and that such of said notes as shall be made payable in the months of July, August, September, October, November and December of each year, shall be drawn payable each in an amount equal to one eighty-fourth part of the purchase price of the revenues so adjudicated and sold, as aforesaid.

SEC. 10. That each and every person to whom shall be adjudicated and sold as aforesaid, the revenues collectable as aforesaid, within the various sections set forth in section 2 of this ordinance, shall accept and take possession of the wharves, landings and levees contained within the section or sections whose revenues are to be so adjudicated and sold in conformity with this ordinance; that said wharves, landings and levees shall be received in the condition in which the same may be on said first day of October next; and that said person or persons so accepting and taking possession of said wharves, landings and levees, shall repair the same and keep the same in good order and condition during the whole term of four years and nine months, commencing with the first day of October, 1858, and ending with the 30th day of June, 1863. Provided, that the lessees shall have no right to build any shed, warehouse or platform on the wharves and levees without the permission of the Common Council.

SEC. 11. That the levees named in section 10 of this ordinance shall extend back to the line of the street or streets fronting the river—that is to say, the levee comprised within section No. 1 shall extend back to the line of Water street, from the upper line of the Fourth District to Adele street; and to Tchoupitoulas and New Levee streets, from Adele street to Felicity road. The levee comprised in section No. 2 shall extend back to the line of New Levee street, from Felicity road to Race street; and to Front Levee, from Race street to North market street except that portion in rear of wharf No. 15. The levee comprised in section No. 3 shall extend back to the line of Front street, from North market to Canal street, including that portion in rear of wharf No. 15. The levee comprised in section No. 4 shall extend back to the line of Front street, from Canal to Customhouse street; and to New Levee street, from Customhouse to Toulouse street. The levee comprised in section No. 5 shall extend back to the line of Old Levee street. The levee comprised in section No. 6 shall extend back to the public road on New Levee street; and it is hereby well understood that the city claims and reserves to herself the right to appropriate, sell, lease and use, or in any manner dispose (as may be deemed expedient by the Common Council) of any portion of the levees comprised within any of the sections set forth in section 2 of this ordinance, whenever any of said levees shall become, in the opinion of the Common Council, unproductive, inoperative, or useless to and for the great purposes of commerce or public use.

SEC. 12. That the repairs of the levees required to be made under section 10 of this ordinance, shall consist in grading the same according to the grades already established; in covering the same with hard substances, such as lake or oyster shells and gravel; in keeping the same always in good order, by filling up all holes on their first appearance with hard substances as above mentioned; in filling up with river sand all parts of the same which may cave in or sink below the grades aforesaid; and in keeping the bulk-heads on the outside of the same always in good order and condition; and whenever the batture shall form so as to require the levee to be extended, the lessees shall, on the order of the Common Council, fill up such parts of the batture, and build such levees as said Common Council may deem necessary, as well as all new bulk-heads.

SEC. 13. That the repairs of the wharves required to be made under section 9th of this ordinance shall consist in repairing all holes in the flooring of the wharves and inclined planes immediately upon their first appearance; in raising all portions of the wharves which may have sunk, or which may sink below the levels now established; in taking out and renewing all caps and stringers, piles, fender-piles, flooring, etc., which may be found rotten or decayed; in building anew all wharves which, from general decay, may require the same; and extending into the river all wharves which may require extension, so as to have at all times a depth of water of twenty feet at the water-line of each and every wharf used for the landing and discharge of ships, and depth of water of ten feet at the water line of each and every wharf used for the landing and discharge of steamboats.

SEC. 14. That in making the repairs required by section twelfth of this ordinance, the piles used shall be of lake or river timber, of the best quality, eleven by eleven inches square at one end, and nine by nine inches square at the other end, and shall be driven from fifteen to twenty feet into the solid ground, at distances of ten feet from the centers; the heads of the piles shall be squared according to the levels to be given by the City Surveyor, and shall receive and support eleven by eleven inches square caps, which shall be strongly fastened to each of the said piles with drag-nails one inch square by eighteen inches long. The stringers used shall be at least ten inches square, shall rest at right angles upon the caps, at distances of five feet from the centers, and shall be strongly fastened at each intersection with a cap with drag-nails, one inch square by sixteen inches long. The plank used for the flooring shall be of yellow pine, of the best quality, twelve inches wide, not less than three inches thick, and not less than fifteen feet long; they shall be strongly nailed to each of the stringers with seven inch pressed spikes, two at each end of each plank, and one at each intersection of the stringers.

SEC. 15. That each and every wharf used for the landing and discharge of steamboats, shall have an inclined plane projecting from the foot thereof, of at least thirty feet in width; that on the outside of said inclined plane, and adjoining the last row of piles thereof, there shall be driven a row of piles, which shall receive a cap eleven by eleven inches square, with nine inch fender cap twelve inches square, which shall be fastened to the two other caps, at a distance of five feet [illegible] one and one-half inches in diameter, and of suitable length; that the four rows of piles of each inclined plane shall be braced every ten feet with ten by two inch braces, which shall be fastened to each pile with screw bolts, of one inch diameter and of suitable length; and that each and every person who shall accept and take possession of said wharves in accordance with section ninth of this ordinance, shall repair and keep in good order and condition, during the whole of said term of four years and nine months, such inclined planes as aforesaid as do now exist, connected with the wharf or wharves so accepted and taken possession of; and in case there shall be no inclined plane as above required, at the time of accepting and taking possession of said wharf or wharves, as aforesaid, each and every person so accepting and taking possession of the same, shall cause said inclined plane to be built at his or their expense, and shall keep the same to repair as aforesaid, during the whole of said term of four years and nine months.

SEC. 16. That at each and every wharf used for the landing and discharge of ships, a row of fender piles shall be driven, each pile ten feet apart, and fastened in a strong manner to the piles of the wharves, with at least two screw bolts of one and a half inches in diameter; that on the front of said wharves two fender caps shall be placed, one on a level with the flooring of the wharf, and the other at five feet above low water mark; said fenders shall be twelve by twelve inches square, and be fastened to the piles of the wharf with screw bolts one and a half inches in diameter; and that each and every person or persons who shall accept and take possession of said wharves in accordance with section tenth of this ordinance, shall repair and keep in good order and condition during the whole of said term of four years and nine months, such fenders and fender caps as do now exist, connected with the wharf or wharves so accepted and taken possession of, and in case there shall be no fender caps as above required, at the time of accepting and taking possession of said wharf or wharves as aforesaid, each and every person so accepting and taking possession of the same, shall cause said fender piles and fender caps to be driven and placed as above required, at his or their cost, and shall keep the same in repair during the whole of said term of four years and nine months.

SEC. 17. That at each and every wharf used for the landing and discharge of steamships, fenders shall be driven at equal distances of twenty feet; and each fender shall be composed of four piles, eleven by eleven inches square, strongly fastened together and to the wharves, with at least six screw-bolts of one and a half inches in diameter; that the four outside rows of piles of each and every wharf used for the landing and discharge of steamships, and of ships, shall be braced every ten feet with ten by ten inch braces, which shall be fastened to each of said piles with screw-bolts of one inch in diameter; and that each and every person who shall accept and take possession of said wharves in accordance with section ninth of this ordinance, shall repair and keep in good order and condition during the whole of said term of four years and nine months, such fender piles and fender caps as do now exist, connected with the wharf or wharves so accepted and taken possession of; and in case there shall be no fenders or braces as above required, at the time of accepting and taking possession of the same, shall cause said fenders and braces to be made at his or their own cost, and shall keep the same in good repair during the whole term of four years and nine months.

SEC. 18. That on all the wharves which shall be accepted and taken possession of in accordance with section ninth of this ordinance, mooring piles, twelve inches square, shall be driven as follows, to wit: at the steamboat wharves, single piles along the inclined planes at distances of forty feet from the centers; on the steamship and ship wharves, double piles wherever the Harbor-Master shall direct. That each of the aforesaid mooring piles shall be strongly fastened to the piles of the wharves, with at least two screw bolts of one inch in diameter, and shall project three and a half feet above the flooring of the wharves; and that each and every person who shall accept and take possession of said wharves in accordance with section ninth of this ordinance, shall repair and keep in good order and condition during the whole of said term of four years and nine months, such mooring piles as do now exist, connected with the wharf or wharves so accepted and taken possession of, and in case there shall be no mooring piles, as above required, at the time of accepting and taking possession of said wharf or wharves as aforesaid, then, that each and every person so accepting and taking possession of the same, shall cause said mooring piles to be driven and fastened, at his or their own cost, and shall keep the same in good repair during the whole of said term of four years and nine months.

SEC. 19. That the lessees of the third section shall immediately cause to be constructed [illegible] wharves 150 feet wide to be constructed from North Market street to the upper end of the steamship wharves, so that the space now occupied by the flatboat basin may be used as a steamship landing; and the said lessees shall also cause to be filled up, during the continuance of his lease, the basins now used by flatboats.

SEC. 20. That each of the lessees shall be bound, whenever ordered by the Common Council, to build all additional new wharves that may be necessary.

SEC. 21. That the lessee of the first and sixth sections shall immediately cause to be constructed all wharves that may be necessary for the landing of flatboats.

SEC. 22. That it is well understood that the lessee of the sixth section shall be bound to keep in repair all the levee in the said sixth section, as far down as the lower limit of the city and parish of New Orleans.

SEC. 23. That all works and repairs to be done by this ordinance, shall be done under the supervision of the Surveyor and Chairmen of the Committees on Streets and Landings of the two Boards of the Common Council; and in case of refusal on the part of the said lessees, to make all said works and repairs, it shall be the duty of the Surveyor to have them made forthwith at the expense of said lessees.

SEC. 24. That all the works and repairs required to be done by this ordinance, shall be done by the parties bound to do the same after fifteen days notice thereof is given by the Surveyor.

SEC. 25. That it is well understood that in case of neglect or failure by any of the lessees to commence or finish the works mentioned in the orders of the Surveyor, the Common Council shall have the right to annul the lease without putting the lessee 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 to such lessee or lessees; and it is also well understood that in case any of the lessees shall at any time fail to make, or shall abandon the repairs, the said lessee shall forfeit all [illegible] he may have furnished to the city; and that the Common Council shall have the right to resell the revenues of said section for account and risk of said collecting party, and of his or their security.

SEC. 26. That the Common Council may revoke, set aside and annul any sale made under, or by virtue of this ordinance, of revenues collectable in either or any of the sections set forth in section number two of this ordinance, whenever the party or parties purchasing shall neglect or fail to pay at maturity, any note given in part payment of the purchase price of said revenues collectable as aforesaid; and thereupon the city may take immediate possession of the wharf or wharves, landings and levees, within said section or sections, as are described in section number two of this ordinance, and proceed to collect the revenues collectable within the same, or resell such section or sections for the account and risk of the defaulting lessee or lessees, as the Common Council may deem proper.

SEC. 27. That each and every person who shall accept and take possession of the aforesaid wharves in accordance with section tenth of this ordinance, shall be furnished by the Surveyor with an inventory of all spars, timbers, planks, &c. used for mooring vessels, and for staging for vessels, and shall give to the Surveyor a receipt for the same, and shall at all times keep on hand for the use of vessels, a sufficient supply of the same; and shall return to the city at the end of their lease an inventory of equal amount and value of the same.

SEC. 28. That each and every person who shall accept and take possession of the aforesaid wharves, landings and levees, in accordance with section tenth of this ordinance, and the sureties of such person or persons shall, in solido, be responsible for all damages which may be claimed of the city by any party or parties who may sustain injury or damage in consequence of the neglect of the aforesaid person or persons to comply with the requirements of this ordinance.

SEC. 29. That all the aforesaid wharves, landings and levees shall continue subject to the police regulations now governing the same, and under existing ordinances, and no change shall be made without the consent of both parties; that all ships and other water craft shall pay the dues collectable under existing ordinances to the lessee of the revenues of the section in which they shall fall due, and that in case of the removal of any ship or water craft from one section to another, the dues so collectable shall be divided pro rata between the lessees of the revenues of the sections in which steamboats, ships or other vessels may lie, according to the number of days said ship or vessel lie and so within the several sections.

SEC. 30. That all that extent of the port of the first section comprised between Toledano and Fifth, or Washington streets, and between Second and Felicity streets, be and the same is hereby appropriated as a landing for the shipping; and that all that extent of the part of the first section comprised between Second and Fifth streets, shall be and is hereby appropriated as a landing for flatboats. That the whole extent of the second section be and is hereby appropriated as a landing for the shipping. That all that extent of the port of the third section comprised between North Market street and the lower line of Julia street, excluding wharf No. 15, be and is hereby appropriated as a landing for steamships; and that all the remainder of the port of said section comprised between the lower line of Julia and Canal streets, be and the same is hereby appropriated as a landing for steamboats. That the whole of the part of the fourth section be and is hereby appropriated as a landing for steamboats. That the whole of the fifth section be and the same is hereby appropriated as a landing for the shipping, except, however, that portion of said section from the upper line of the Opelousas steam ferry landing, at St. Ann street, to the upper line of Jefferson street, which is hereby appropriated for schooners and other craft engaged in the Gulf trade, and for inland coasters. That the whole of the 6th section be and is hereby appropriated as a landing for shipping, excepting that portion between Poland street lower line and the lower line of the city, which may be appropriated at will of the lessee, as a landing for shipping, steamships, steamboats or flatboats; and also excepting that portion reserved for the departure of tows.

SEC. 31. That all ordinances and parts of ordinances, rules and regulations, that are contrary to the provisions of this ordinance, be and the same are hereby repealed, particularly ordinance No. 2364, after the 30th day of September, 1858.

[Signed] A. LANDRY, President pro tem. Board of Aldermen.
[Signed] J. MAGIONI, President Board of Assistant Aldermen.
Approved June 21, 1858.
[Signed] H. M. SUMMERS, Mayor.

Notice is hereby given that on WEDNESDAY, the 21st day of July, 1858, I will adjudicate at my office, at 12 o'clock M., the above revenues.
je26 22t T. THEARD, Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, July 6, 1858.
[No. 4066.]

Resolved, That the Comptroller sell to the lowest bidder, after five days advertisement in the official journal, a contract to make a shell road on Gravier street, from Magnolia to Broad street, in accordance with plans and specifications of the Surveyor, such sale to be made subject to the approval or rejection of the Common Council.

[Signed] J. MAGIONI, President Board of Assistant Aldermen.
[Signed] A. LANDRY, President pro tem. Board of Aldermen.
Approved June 19, 1858.
[Signed] H. M. SUMMERS, Mayor.

Notice is hereby given that on TUESDAY, 13th inst., I will adjudicate at my office, at 12 o'clock M., the above contract.
jy6 7t T. THEARD, Comptroller.

SPECIFICATIONS for the contract for shelling Gravier street, from Magnolia to Broad street.

The whole width of the roadway, which is 31 feet 3 4-8 inches, shall be graded in accordance with the lines, heights and grades to be given by the City Surveyor; the contractor filling the same where too low and picking and hauling away the dirt where too high.

On all that part of the street where sidewalks are not yet laid, the contractor shall dig ditches on both sides of the roadway. These ditches shall be 3 feet wide at the top, 18 inches wide at the bottom, and 2 feet deep, and shall have the sides and bottom cut in straight line and well smoothed off.

Twenty feet in width in the center of the roadway shall be shelled with clean (without dirt) and sound (not rotten) lake shells in the following manner, to wit: A layer of shells, six inches in thickness, shall first be placed and rolled with a 5000 pound roller three times, and a second layer of shells, 6 inches in thickness, shall then be placed on the top of the first layer, and shall be conveniently rolled with the same roller as often as may be necessary, and in such a manner as the whole thickness of said shelling, when made solid and completed, shall be 8 inches, 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.

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 six months after, under a penalty of ten dollars per day for each and every day there after the same is not completed.

The contractor shall bind himself to keep in repair the shelled portion of the street for one year after its completion and its acceptance by the City Surveyor.

Security to an amount of $4 00 shall be required to guarantee the faithful performance of the contract.

Payments as follows, to-wit: The proportion to be paid by the city of New Orleans in cash on the completion of each three or more squares and acceptance of the same by the City Surveyor; and the proportion to be paid by the property holders in bills against said property-holders to be made by the City Surveyor, in conformity with section 113 of the city charter; said bills to be collected by the contractor, who shall be subrogated to all the rights of the city to sue and seize the property in case of non payment of any or all of said bills, and the city of New Orleans not to be held liable or responsible for any of said bills, should the same not be paid by the property-holders.

The contractor shall pay into the City Treasury, prior to receiving his certificates, the cost of publication of the petition of the property holders; it being well understood that said contractor shall have the right of demanding of said petitioners the reimbursement of said costs of publication.

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 resale or readjudication.

Bids to be per running foot for the whole work complete.
New Orleans, June 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, [Signed] ROBERT HUYGHE, } Chairmen.
Registered July 5, 1858.
HENRY DUREL, Clerk of Comptroller.
jy6 7t

COMPTROLLER'S OFFICE,
City of New Orleans, July 7, 1858.

RESOLVED, That the Comptroller be, and he is hereby authorized and requested to give notice, by a standing advertisement in the official journal, that in accordance with the ninth section of ordinance No. 1442, approved March 3d, 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, Comptroller City of New Orleans.
jy18 tf

STREET COM'R—OFFICIAL.

FIRST DISTRICT POUND—Was brought to the First District Pound on Dryades street, between Julia and Girod streets, as estray—
One dark brown mare mule, about 13½ hands high, blind of the left eye.
Which if not claimed within ten days and the expenses thereon paid, will be sold at public auction at said pound, on SATURDAY, July 24, 1858, at 10 o'clock A. M.
New Orleans, July 12, 1858.
C. O. FLECHIER, Street Commissioner.
Registered July 12, 1858.
T. J. HITSELBERGER, Deputy Comptroller.

EPAVE DU PREMIER DISTRICT—Il a été conduit au dépôt des Epaves du Premier District, rue Dryades entre les rues Julia et Girod, comme epave—
Une mule couleur brun foncé, d'environ 13½ mains de haut, borgne de l'œil gauche.
Si la dite mule n'est pas réclamée dans dix jours et les frais payés, elle sera vendue à l'enchère publique, au dit dépôt, SAMEDI, 24 juillet 1858, à 10 heures A. M.
C. O. FLECHIER, Commissaire des rues.
Nouvelle-Orléans, 12 juillet 1858. jy13 17 23

SECOND DISTRICT POUND—Was brought to the Second District Pound, on Dersigny street, between St. Ann and Main streets, as estrays—
One brown mare mule and harness, about 14 hands high, with sore back and breast, branded S on the left shoulder.
One black bay or brown horse mule and harness, about 15 hands high, with saddle and collar marks, black legs and tail roached mane, no visible brands.
One dark brown mare, about 14½ hands high, with a white spot on the forehead, sore back, and a scar on the left foreleg, long mane and tail, and a Mexican brand on the left thigh.
Which if not claimed within ten days, and the expenses thereon paid, will be sold at public auction at said pound, on SATURDAY, July 17th, 1858, at 12 o'clock M.
New Orleans, July 5, 1858.
C. O. FLECHIER, Street Commissioner.
Registered July 5th, 1858.
HENRY DUREL, Clerk of Comptroller.

EPAVE DU SECOND DISTRICT—Il a été conduit au dépôt des Epaves du Second District, rue Dersigny, entre les rues Ste-Anne et Domaine, comme epaves—
Une mule brune et harnais, d'environ 14 mains de haut, avec le dos et le poitrail écorchés, étampée S sur l'épaule gauche.
Un mulet bay foncé ou brun et harnais, d'environ 15 mains de haut, avec des marques de selle et de collier, les jambes et la queue noires, la crinière coupée, sans étampes visibles.
Une jument brun foncé, d'environ 14½ mains de haut, ayant une tache blanche au front, le dos malade, et une blessure sur la jambe gauche de devant, longue crinière et queue, et une étampe mexicaine sur la cuisse gauche.
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, 17 de juillet 1858, à midi.
C. O. FLECHIER, Commissaire des rues.
Nouvelle-Orléans, 5 juillet 1858. jy6 10 16

THIRD DISTRICT POUND—Was brought to the Third District Pound, corner of Clouet and Good Children streets, as estray—
One red cow, branded V. D. on the left side, left ear split, right ear underpropped, large horns.
Which if not claimed within ten days and the expenses thereon paid, will be sold at public auction, at said pound, on SATURDAY, July 17th, 1858, at 10 o'clock A. M.
New Orleans, July 5, 1858.
C. O. FLECHIER, Street Commissioner.
Registered July 5th, 1858.
HENRY DUREL, Clerk of Comptroller.

EPAVE DU TROISIEME DISTRICT—Il a été conduit au dépôt des épaves du Troisième District, encoignure Clouet & Bons-Enfants, comme epave—
Une vache rouge, étampée V. D. sur le côté gauche, l'oreille gauche fendue, l'oreille droite coupée en dessous, ayant de grandes cornes.
Si la dite vache n'est pas réclamée dans dix jours et les frais payés, elle sera vendue à l'enchère publique au dit dépôt, SAMEDI, 17 juillet 1858, à 10 heures A. M.
C. O. FLECHIER, Commissaire des rues.
Nouvelle-Orléans, 5 juillet 1858. jy6 10 16

FOURTH DISTRICT POUND—Was brought to the Fourth District Pound on Jackson street, between Laurel and Constance streets, as estrays—
Three she cream colored goats.
One she cream colored goat, with leather collar.
One she red goat, with a black stripe on the back, two white spots on the head, crooked horns, turned over the head, a piece of rope on the neck.
One black and white she goat, with a wooden collar.
One white she goat, with long horns.
One white and black she goat.
Which if not claimed within ten days, and the expenses thereon paid, will be sold at public auction at said pound, on WEDNESDAY, July 21st, 1858, at 10 o'clock A. M.
New Orleans, July 9, 1858.
C. O. FLECHIER, Street Commissioner.
Registered July 9, 1858.
T. J. HITSELBERGER, Deputy Comptroller.

EPAVE DU QUATRIEME DISTRICT—Il a été conduit au dépôt des Epaves du Quatrième District, rue Jackson entre les rues Laurel et Constance, comme epaves—
Trois chèvres jaune pâle.
Une chèvre jaune pâle, ayant un collier de cuir.
Une chèvre rouge, ayant une raie noire au dos, deux taches blanches à la tête, et une corde au cou.
Une chèvre noire et blanche, ayant un collier en bois.
Une chèvre blanche, ayant de longues cornes.
Une chèvre blanche et noire.
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, MERCREDI, 21 juillet 1858, à 10 heures A. M.
C. O. FLECHIER, Commissaire des rues.
Nouvelle-Orléans, 9 juillet 1858. j 10 14 20

POLICE JAIL—OFFICIAL.

WAS brought to the City Police Jail on the 29th of June, the black boy DANIEL. Says he belongs to Mr. George Hayslers, who lives in Madison county, Miss. He has two scars on the breast, and is 5 feet 3½ inches high.
The owner will call and claim his property according to law.
E. PLANCHARD, Keeper of City Police Jail.
Registered July 1st, 1858.
HENRY DUREL, Clerk of Comptroller.
jy2 18t

LUTHER HOMES, FOUNDRY AND ORNAMENTAL WORKS, Corner of Benton and Euphrosine streets; Office, No. 106 St. Charles street (Two doors from the St. Charles Theater.) Manufacturer of the latest and most approved Patterns of Railings, Verandahs, Doors, Shutters, Vaults, Bridges, Straight and Circular Stairs, Store Fronts, Capitals and all kinds of CAST AND WROUGHT IRON WORK for Building purposes.
Railings, Castings, Guard Boxes, Sash Weights and [illegible], for sale at the Old Stand, 106 St. Charles street, New Orleans. c25 ly

STEAMBOAT DEPARTURES.

LOWER MISSISSIPPI.

Leaves on WEDNESDAY, July 14, at 5 o'clock P. M.
MEMPHIS AND NEW ORLEANS Packet Line—For Memphis and the Bends—The first-class steamer Messenger, Captain Geo. H. Kirk, will receive freight on Monday, 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 Arkansas and White rivers, and at Memphis with superior Packets for St. Louis and for Louisville.
Adams' Express carried regularly by this Line. jy8

Leaves on SATURDAY, July 17, at 5 o'clock P. M.
MEMPHIS AND NEW ORLEANS PACKET LINE—Friday Packet for Memphis and the Bends—The splendid packet steamer Ben Franklin, Captain J. D. Clarke, will receive freight on 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. jy8

FOR OPELOUSAS.

Leaves every WEDNESDAY at 5 o'clock P. M.
FOR OPELOUSAS—THE NEW STEAMER W. Burton, Capt. G. E. Lormillier, 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., near Customhouse street. jy14 tf

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.
my31 J. S. PAGAUD, Advertising Agent.

FOR YAZOO RIVER.

Leaves on THURSDAY, July 15, 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.
jy7 J. S. PAGAUD, Advertising Agent.
The Yazoo Belle will continue in the trade all the season as a summer packet.

OUACHITA RIVER.

Leaves on WEDNESDAY, 14th inst., at 5 P. M.
OUACHITA RIVER REGULAR Ten Day Express Passenger Packet—For Camden, Beach Hill, Little Bay, Champagnolle, Pigeon Hills, [illegible] Saline river—[illegible], Warren, Riley's Landing, Providence Point, Long View, Hamburg, Alabama Landing, Ouachita City, Fort Union, Mouth d'Arbonne, Trenton, Monroe, Columbia, Harrisonburg, Trinity, and all plantation and way landings. (only draws 20 inches)—The unsurpassed passenger steamer Kate Dale, Lewis Snapp, master, Frank Moore, clerk, will leave, positively, as above. For freight or passage apply on board.
jy7 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, Slack's Landing, Skipwith Landing, Pitcher'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. B. 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.............G. E. Marshall, master.
Ben Franklin.............J. D. Clark, master.

Connecting at Memphis with THE GREAT SOUTHERN ROUTE, via The Memphis and Charleston Railroad, And continuous railway connections through East Tennessee and Virginia, to

NEW YORK,
PHILADELPHIA,
BALTIMORE,
WASHINGTON,
RICHMOND,
PETERSBURG,
LYNCHBURG,
ATLANTA,
NASHVILLE,
And the VIRGINIA SPRINGS,

Is now open, affording to both business and pleasure travel, greater expedition, safety and comfort than any other route.

Look at the Map and schedule of Distances:

—Memphis to—	Miles.
Stevenson—Memphis & C R. R.	271
Chattanooga—Nash. & Chat. R. R.	38
Dalton—West & Atlantic R. R.	38
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
Baltimore—Baltimore & Ohio R. R.	38
Philadelphia—Phil., Wil. & Balt. R. R.	98
New York—Camden & Amboy R. R.	87
	1268

Three hundred miles shorter than by any other route.

Passing through SLAVE TERRITORY, ample security is afforded for the conveyance of servants without annoyance or risk. Baggage checked through—sure connections—first class tracks and wide gauge comfortable cars. Express Mail Trains leave Memphis daily at 7 P. M., passing the beautiful scenery in North Alabama, along the Tennessee river, and the Lookout and Virginia Mountains—with their pure, healthful and invigorating air, and celebrated Springs—by daylight.

Through to New York with less time and expense than by any other route. Try it. Through Tickets sold at the office of the New Orleans and Memphis Steam Packet Company, New Orleans.

F. C. ARMS, General Superintendent.
A. KIRKPATRICK, Traveling Agent.
For freight or passage apply on board, or to J. H. FRELIGH, Agent,
Office of the New Orleans and Memphis Packet Company, under the St. Charles Hotel, left wing.
N. B.—Tickets by this route good for any length of time.
may24 tf

COMFORT, SPEED AND SAFETY—ST. LOUIS, CAIRO AND NEW ORLEANS RAILROAD LINE.—The Ohio and Mississippi and Illinois Central Railroads, having completed their arrangements with the above Line, are now prepared to offer to the Traveling Public what they have so long desired, a regular and reliable mode of conveyance on the Mississippi River. One of the following superior and fast passenger packets will leave New Orleans EVERY ALTERNATE DAY—

IMPERIAL.............Gould, master.
CITY OF MEMPHIS.............Kounts, master.
WM. M. MORRISON.............Boffinger, master.
HIAWATHA.............Dix, master.
J. C. SWON.............Jones, master.
ALECK SCOTT.............Switzer, master.
A. T. LACEY.............Rodney, master.
NEW UNCLE SAM.............[illegible], master.
FALLS CITY.............Smith, master.

Making direct connections at Cairo with the Illinois Central and at St. Louis with the Ohio and Mississippi Railroad for

ST. PAUL,
DUNLEITH,
CHICAGO,
DETROIT,
NIAGARA FALLS,
NEW YORK,
BOSTON,
PHILADELPHIA,
BALTIMORE,
WASHINGTON,
WHEELING,
PITTSBURG,
CINCINNATI,
LOUISVILLE,
SARATOGA SPRINGS,
MONTREAL,
QUEBEC,

And all important Towns and Cities in the Northeast.

Thus forming the CHEAPEST and only RELIABLE Route to all points North.

Passengers can rely upon these boats leaving as advertised.

This is the only Line of Steamers making direct connections at Cairo and St. Louis with the Railroads.

FARE CHEAPER THAN BY ANY OTHER ROUTE, with less changes of cars and handling of baggage.

Information or Through Tickets by Steamboat to Cairo or St. Louis, and thence via Railroad to all points North GOOD FOR ONE YEAR—allowing the holders to stop at any point on the route and resume their journey at pleasure—may be procured on application at the

COMPANY'S OFFICE,
Under the St. Charles Hotel—New Orleans.

The only office where Plans of the Boats' Cabins can be seen, State-rooms secured, and THROUGH TICKETS purchased to all Northern and Eastern Cities.

W. E. REDDING, General Agent.
al9 tf

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 ly

THE IMPROVED McCHESNEY WASHING MACHINE—Manufactured and for sale by the subscriber. Orders left at 70 Apollo street, 294 Magazine street, in Box 146 Mechanics' Exchange, or at the grocery store of James Collins, 68 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 the [machine and the] money will be refunded. J. M. DAUGHERTY, No. 70 Apollo street.

TWINE—A complete assortment of Twine, comprising twenty different kinds and qualities, for sale by ALFRED KEARNY,
my17 72 Magazine street.

OLIVE OIL—300 baskets quarts and 400 do. pints, to arrive per ship Lecocq, [illegible] manufacture, Nice, for sale by GRATIAA, [illegible] & CO.,
je28 20 Customhouse street.

TRIPOLI—110 boxes, for sale by ALFRED KEARNY,
my17 72 Magazine street.

BOOTS AND SHOES—75 cases assorted Boots and Shoes just received on consignment. For sale by J. B. VALENTINE & CO.,
je21 51 Common street.

HOPS—15 bales Hops, now landing ex ship Ophelia, and for sale by A. F. COCHRAN & HALL,
je10 15 New Levee and 11 Fulton st.

OSNABURGS—50 bales [illegible] osnaburgs, just received and for sale at factory prices, by J. B. VALENTINE & CO.,
je21 51 Common street.

STEAMBOAT DEPARTURES.

OHIO RIVER.

Leaves on WEDNESDAY, 14th inst., at 5 P. M.
FOR CINCINNATI, MADISON, AND Louisville—The regular, elegant passenger packet steamer Monarch, John A. Williamson, master, Alfred Armstrong, clerk, will leave for Cincinnati and all intermediate landings as above. For freight or passage, apply on board.
jy14 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. Faucett, master, will leave for Louisville and all intermediate landings throughout the season, as follows:
Leaves New Orleans WEDNESDAY, July 21, 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.

Leaves on THURSDAY, July 22, at 5 P. M.
FOR LOUISVILLE.—THE SPLENDID passenger steamer Chancellor, Capt. G. W. Stewart, M. C. Foster, clerk, will leave for the above and all intermediate landings. For freight or passage, apply on board.
jy10 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 THURSDAY, July 22, at 5 P. M.
Passengers can rely on the punctuality of this steamer.
a10 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 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 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 FRIDAY, July 30, at 5 o'clock P. M.
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 WEDNESDAY, 14th July, at 4 P. M.
FOR ST. LOUIS, CAIRO, HICKMAN, New Madrid, Memphis, Napoleon and all intermediate landings—The new, light draught, swift running and elegant passenger packet steamer Flying Cloud, J. Robinson, master, Robt. Phillips, clerk, will leave as above. For freight or passage apply on board.
jy10 J. S. PAGAUD, Advertising Agent.

Leaves on THURSDAY, 15th inst., 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 steamer Aleck Scott, H. Switzer, 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 Line and the Illinois Central Railroad, 22 Poydras street.
jy14 J. S. PAGAUD, Advertising Agent.

Leaves on SATURDAY, July 17, at 5 P. M.
REGULAR CAIRO AND ST. LOUIS passenger packet. The regular passenger packet L. M. Kennett, Capt. Russell, will leave for the above and all intermediate landings. For freight or passage apply on board or to
BELL, BUCHANAN & CO., Agents,
jy15 37 Poydras street.

Leaves on SATURDAY, 17th inst., at 5 P. M.
REGULAR ST. LOUIS PACKET.—The fine, regular passenger packet R. J. Lackland, Capt. Wm. H. Miller, will leave as above for St. Louis and all intermediate landings.
BELL, BUCHANAN & CO., Agents,
jy14 37 Poydras street.

FOR RED RIVER

Leaves on WEDNESDAY, July 14, at 5 P. M.
Independent People's Line.
FOR HURRICANE AND CAROLINA Bluffs, Shreveport, Grand Bayou, St. Maurice, Campte, Grand Ecore, Natchitoches, Alexandria, Norman's and Gorton's Landings, and all intermediate landings—The splendid and swift running, freight and passenger regular packet steamer Lecomte, C. J. Johnson, master, will leave as above. For freight or passage, apply on board.
jy10 J. S. PAGAUD, Advertising Agent.

Leaves on THURSDAY, 15th inst., at 5 P. M.
FOR JEFFERSON, SMITHLAND, Benton, Port Caddo, Swanson's Landing, Albany, Shreveport, Grand Bayou, Campte, Grand Ecore, Alexandria, Norman's Landing, Gorton's Landing, and all intermediate landings—The fine light draught passenger steamer bloomer, Jas. Timmins, master, W. H. Marshall, clerk, will leave as above. For freight or passage apply on board.
jy13 J. S. PAGAUD, Advertising Agent.

Leaves on THURSDAY, 15th inst., at 5 P. M.
FOR JEFFERSON, SMITHLAND, Port Caddo, [illegible] and Swanson's Landings, Albany, Shreveport, Grand Bayou, Grand Ecore and Alexandria—The fine, substantial and light draught steamer Lotus, Capt. M. Durall, master. For freight or passage, enquire on board, or at 12 Canal street.
jy14 P. H. BRINTON.

Leaves on SATURDAY, 17th inst., at 5 P. M.
REGULAR TEN-DAY PACKET.
For Camden direct—The elegant and swift passenger packet steamer Red Chief, Len. Moore, master, C. P. [illegible], clerk, will leave as above for Camden, Champagnolle, [illegible], Pigeon Hill, Marie Saline, Alabama Landing, Ouachita City, Mouth D'Arbonne, Trenton, Monroe, Columbia, Harrisonburg, Trinity, and all landings on the Ouachita and Black rivers.
jy14 J. S. PAGAUD, Advertising Agent.

Leaves on SATURDAY, July 17, at 5 o'clock P. M.
Regular Ten Day Packet.
REGULAR GRAND ECORE AND Natchitoches Packet—The new fast running magnificent passenger packet steamer D. R. Carroll, William Kimball, master, will leave as above, positively for Grand Ecore, Natchitoches, Alexandria, Cotile, Norman's, Gorton's, and Tarbin's Landings and all intermediate landings on Red river, via Cane and Little rivers. For freight or passage apply on board.
The boat will not be responsible for any contracts or purchases, unless made, or ordered by the captain.
jy13 J. S. PAGAUD, Advertising Agent.

BLACK RIVER.

Leaves on THURSDAY, 15th inst., at 5 P. M.
FOR BLACK RIVER, TRINITY, Harrisonburg, Tensas, Bayou Macon and Bluff Rivers—The new and light draught steamer Dick Nash, Edward Jones, master, will positively leave, as above. For freight or passage, apply on board, or to
j 14 J. S. PAGAUD, Advertising Agent.
The Dick Nash is now receiving freight at the foot of Customhouse street.

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.
ty2 tf HOLMES & GLAUSS, 14 Tchoupitoulas st.

BOOTS, SHOES AND HATS.

BOOTS, SHOES AND HATS—WE CALL the attention of planters to our new stock of RUSSET BROGANS, MUD BOOTS, and Grain Planters' BOOTS. Also, CAMPEACHY HATS and ALABAMA WOOL HATS—the best article ever offered in this market; all of which will be sold at a very low price.
mi5 tf J. B. VALENTINE & CO., 51 Common st.

JUST RECEIVED, BY SHIPS DELHI, EXCEL[SIOR] and Vandalia, an assortment of—
OAK TANNED RUSSETS,
MUD BOOTS,
WOOL HATS,
selected expressly for Plantation use, and for sale by J. B. VALENTINE & CO.,
fe18 tf 51 Common street.

FOR GONORRHEA, GLEET, WEAKNESS, PAINS in the Back, and all Urinary Affections.
THE GREAT ENGLISH REMEDY, SPECIFIC SOLUTION.—This world-renowned preparation cures all affections of the generative organs, whether recent or chronic. Physicians of England, of France, and of America, acknowledge its efficacy. Thousands of sufferers have been relieved by it. Purely vegetable in composition, it is as harmless as it is efficacious. The system becomes invigorated, and the debilitated body and depressed mind are restored to energy.
V. ABRAMS, Sole agent for the United States,
my17 ly Apothecary, 26 Camp street, New Orleans.

BILLIARD TABLES CONSTANTLY on hand and for sale from the manufactory of Messrs. J. M. BRUNSWICK & BRO., Cincinnati.
Superior Rosewood Billiard Tables, Brunswick's patent Cushions; also, Cloths, Balls, Cues, and all other trimmings belonging to this line.
All orders thankfully received and promptly attended to.
A. W. MERRIAM,
a17 ly St. Charles Billiard Room, N. O.

CULLUM SPRINGS, CHOCTAW COUNTY, ALA., Eighty-six miles above Mobile, twenty five miles east of Mobile and Ohio Railroad, and five miles west of the Tombigbee river.

The undersigned takes pleasure in announcing to his friends and the public generally, that his establishment is now opened for the reception of visitors. During the past winter many improvements and additions have been made, with a single view to increased comfort and convenience, not only to the invalid, but to others seeking recreation and pleasure. These improvements consist of the erection of several new cottages, a commodious billiard-room, etc.; and the whole establishment has been repainted and renovated. The bath-houses for ladies, and the circular spring house fitted up expressly for their accommodation, have been particularly attended to; as also has the bar-keeper's shop and its furnishing.

An experience in the management of a public house of more than twenty five years, and a determination to keep his on the list of "first class hotels," will, he trusts, continue to secure to him a liberal share of patronage. A [illegible] band of music has been engaged for the season. Ten pin alleys and other places for amusement are provided on the premises. The cottages are all separate, and are neat, clean and airy.

Commodious light draught boats will ply regularly twice a week to the landing on the Tombigbee river, while those who prefer traveling by the Mobile and Ohio Railroad can do so, connecting at the State Line with a good stage road to the Springs. By this last route passengers can leave the Springs at 5 o'clock in the morning, and arrive in Mobile in the afternoon same day. This line will commence making daily trips to and from the Springs about the 15th or 20th of June.

As to the curative virtues of the waters, they have not only surpassed the most sanguine expectation of the proprietor, but he believes he can say with perfect propriety that there are no Springs in the United States (for the short time they have been made known to the public) that have effected so many cures of obstinate chronic diseases; none certainly present so great a variety of rare and valuable chemical or medical combinations.

The Springs are of all the three most valuable kinds of waters found in the country, viz: The celebrated Vichy, the Chalybeate and the sulphur. Such advantages as these afford are not to be found upon any single place in the whole South—a fact which invalids cannot too well note.

Arrangements are being made so as to have an Express from New Orleans to Mobile to these Springs, in order to prevent the usual delay of letters and papers caused by the mails, which, however, are under contract to be carried regularly three times a week.

—Rates of Board—

Per Month	$40
Per Week	12
Per Day	2

Carriages are in waiting at the landing upon the arrival of the boats, to convey passengers immediately to the Springs.

An analysis of the water can be had by applying to J. WATERMAN & BRO., corner of Magazine and Common streets, [illegible] my agents in New Orleans.

CHARLES CULLUM, Proprietor.
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