New Orleans Daily Crescent.
OFFICIAL JOURNAL.

COMMON COUNCIL.

BOARD OF ALDERMEN.

Tuesday, May 8, 1860.

The Board met this day pursuant to adjournment.

Members present: Hon. J. O. Nixon, President; Messrs. Harrison, Landry, Vennard and Whitney.

The reading of the minutes was, on motion, dispensed with.

The following communication was referred to the Finance Committee:

Citizens' Bank of Louisiana, New Orleans, April 30, 1860.

To the President of the Board of Aldermen of the city of New Orleans:

Sir—I have the honor to submit herewith the monthly statement of this Bank, of [illegible] in the city of New Orleans.

Very respectfully, EUG. ROUSSEAU, Cashier.

Citizens' Bank of Louisiana, New Orleans, April 30, 1860.

[illegible]

Consolidated loan tax [illegible]		$23,455 [illegible]
[illegible]		71,850 03
		$95,306 05
[illegible]	$7,129 20	
[illegible]	128 00	7,257 20
[illegible]	13,470	19,797 20
Balance on hand April 30, 1860		$75,471 45
Railroad coupons [illegible] March 31, 1860		$38,625 41
Received from April 1 to April 30, 1860		22,787 78
		$61,411 19
Eight per cent coupons on bonds issued to railroad companies		17,259 00
Balance on hand April 30, 1860		$44,151 19

All of which is respectfully submitted. EUG. ROUSSEAU, Cashier.

The following communication was laid on the table subject to call:

Comptroller's Office, New Orleans, May 8, 1860.

To the Honorable the Board of Aldermen of the Common Council:

Gentlemen—I beg leave to call your attention to a resolution [illegible] of the honorable Board of Assistant [illegible] which will probably come before your honorable [illegible] at your sitting of this evening. It reads [illegible]: "Resolved, That the Comptroller be and he is hereby authorized [illegible] Treasurer in favor of Jules Benit, Assistant [illegible] for 120 days services [illegible] Recorder Wiltz. Also in favor of J. T. [illegible] Recorder of the First [illegible] Recorder Summers; and H. T. [illegible] of the Fourth District, for 36 days [illegible] at the rate of $1800 per year."

[illegible] that the above resolution violates section 29 of the City Charter, which is in the following words: [illegible]

Very respectfully, your obedient servant, V. DUPLESSIS, Comptroller.

The following communication was read:

Board of Assistant Aldermen, May 3, 1860.

To the Honorable the President and Members of the Board of Aldermen:

Gentlemen—The following resolutions adopted by your honorable body were concurred in by the Board of Assistant Aldermen:

[illegible] "authorizing the Street Commissioner to have [illegible] the City Park." [illegible] "authorizing the Surveyor to have bridges [illegible] between St. Ann and [illegible] Philip street to Upper Line Avenue, Fourth District." [illegible] of the Assistant Board "authorizing the Comptroller to adjudicate to the lowest bidder [illegible] a contract for the construction of a bridge [illegible] Esplanade street, First District." [illegible] Committee on Streets and [illegible] to report [illegible] to accommodate the [illegible] public schools." [illegible] leave of absence to Emile Wiltz, Recorder of the Second District, for the balance of his term of [illegible]

Very respectfully, your obedient servant, [illegible], Secretary, pro tem.

The following communication was read:

Board of Assistant Aldermen, New Orleans, May 8, 1860.

To the Honorable the President and Members of the Board of Aldermen:

Gentlemen—You are respectfully invited to concur in the following resolution, adopted by the Board of Assistant Aldermen:

[illegible] authorizing the Comptroller to warrant on the Treasurer in favor of Jules Benit, for one hundred and twenty days' services as Assistant Recorder, Second District; J. T. Monroe [illegible] and H. T. Vennard (thirty-six days) at the rate of $1800 per year.

The following substitute, adopted by your honorable body, was rejected by the Board of Assistant Aldermen—the original [illegible] referred to the Committee on Streets and Landings appointed [illegible]. A substitute for a resolution of the Assistant Board, "approving the adjudication of a contract to J. B. Fitch, for taking up and relaying diagonally the square block paving on Front Levee street, from Canal to Esplanade street, and accepting his security."

Respectfully, your obedient servant, H. G. PEARSON, Secretary, pro tem.

Mr. Wiltz took his seat.

The following resolution, adopted by the Assistant Board, was read:

A resolution authorizing the Comptroller to warrant on the Treasurer in favor of Jules Benit for 120 days services as Assistant Recorder, J. T. Monroe for 140 days and H. T. Vennard for [illegible] at the rate of $1800 per year.

Mr. Landry moved that the foregoing resolution be laid on the table indefinitely. Carried.

Yeas: Messrs. Landry, Whitney and Wiltz—3.

Nays: Mr. Harrison—1.

Mr. Forstall took his seat.

The Committee on Streets and Landings was appointed a Committee of Conference on the following substitute resolution rejected by the Assistant Board of Aldermen:

A substitute for a resolution of the Assistant Board, approving the adjudication of a contract to J. B. Fitch, for taking up and relaying diagonally the square block paving on New Levee street, from Canal to Esplanade street, and accepting his security.

The following communication was read:

Board of Assistant Aldermen, May 2, 1860.

To the Honorable the President and Members of the Board of Aldermen:

Gentlemen—You are respectfully invited to concur in the following resolution, adopted by this Board:

A preamble and resolution authorizing the Comptroller to [illegible] to the lowest bidder, after ten days notice, four contracts for the construction of all new bridges and repairing and keeping in repair the bridges in the city for one year.

Very respectfully, etc., H. G. PEARSON, Secretary, pro tem.

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

A preamble and resolution authorizing the Comptroller to sell, after ten days notice, four contracts for the construction of all new bridges, and repairing and keeping in repair the bridges of the city [illegible] for one year.

Yeas: Messrs. Forstall, Harrison, Landry, Vennard, Whitney and Wiltz—6.

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

A resolution inviting the Board of Aldermen to meet the Board of Assistant Aldermen, Tuesday, 8th instant, at 7 o'clock, P. M., to elect three directors each to the New Orleans, Jackson and Great Northern Railroad and the New Orleans, Opelousas and Great Western Railroad.

PETITIONS, ETC.

The following petitions were referred to the Committee on Streets and Landings:

Of [illegible] and Jean Brousse, relative to the lease of the [illegible] street market.

Of [illegible] calling the attention of the Common Council to the [illegible] condition of the gutters on the North side of Union street.

An invitation to the Board of Aldermen to attend a May party to be given by the pupils of the [illegible] Girls' School was accepted.

STANDING COMMITTEES.

Mr. Vennard, on behalf of the Committee on Streets and Landings, offered the following report, which was taken up seriatim:

The Committee of Streets and Landings have the honor to report upon the following subjects referred to them, viz:

1. Your committee report favorably upon the petition of J. J. [illegible] asking permission to exhibit R. Fee's cotton [illegible] machine, with a small steam engine attached, on a vacant lot on Tchoupitoulas street, near the corner of Lafayette, [illegible] a resolution for adoption granting said permission during the pleasure of the Common Council.

2. [illegible] petition of W. Lanier, asking permission to [illegible] until they may be required for public [illegible] Council cannot authorize the [illegible] of the streets of the city.

3. [illegible] resolution (referred back to them) of the Assistant Aldermen, "authorizing the Comptroller to adjudicate to the lowest bidder, for each, separately, after ten days notice in the official journal, four contracts for construction of brick sidewalks, etc., on various streets of the Second and Third Districts," etc., amending said resolution by inserting the words [illegible] "of Ursulines street," and after the words [illegible] street, the words "and from Miro to Broad street."

4. Your committee recommend [illegible] the three following resolutions, one with a preamble, of the Board of Assistant Aldermen, viz:

"1st. A resolution instructing the Street Commissioner to notify the owners and occupants of sheds in the vicinity of Magazine street Market to discontinue selling in said sheds, and in case of refusal to remove said sheds at their expense."

"2d. A preamble and resolution authorizing the Mayor to take the necessary legal steps for the purpose of constructing a new levee and road on the banks of the river in the Third District."

"3d. A resolution authorizing the Comptroller to adjudicate to the lowest bidder, after ten days notice in the official journal, a contract for constructing brick sidewalks, bordered by curbstones and wooden gutters, on both sides of First street, from Water to Apollo street."

5. Your committee recommend the adoption of a resolution of this Board, "authorizing the Comptroller to adjudicate a contract for constructing brick sidewalks on the unpaved side of St. Andrew street, from Rousseau to Constance street."

6. The adoption is also recommended of the resolution of this Board requesting the Surveyor to have bridges made at the following places, viz: one at the corner of Annette and Josephine, and one at the corner of Annette and Celestine streets.

A. T. VENNARD, Chairman.
L. E. FORSTALL.
F. S. WILTZ.

The following resolution accompanying the first part of the foregoing report was read twice and adopted, the rules being suspended:

Resolved, That permission be and is hereby granted to J. J. McNeal, [illegible] to exhibit R. Fee's cotton [illegible] machine with a small engine attached, on a vacant lot on Tchoupitoulas street, near the corner of Lafayette street, the same to be allowed [illegible] during the pleasure of the Common Council.

The second part of the foregoing report, relative to the petition of Mr. Lanier, was referred back to the Committee on Streets and Landings by the following vote:

Yeas: Messrs. Nixon, Harrison, Landry and Whitney—4.

Nays: Messrs. Forstall, Vennard and Wiltz—3.

The following resolution, adopted by the Assistant Board, was concurred in, after having been amended as recommended in the foregoing report:

A resolution authorizing the Comptroller to sell to the lowest bidder, for each separately, after five days notice, four contracts for construction of brick sidewalks, etc., on various streets of the Second and Third Districts, etc.

Yeas: Messrs. Forstall, Landry, Vennard, Whitney, Wiltz and Nixon—6.

The following resolutions, adopted by the Assistant Board, were concurred in, as recommended in the foregoing report:

A resolution instructing the Street Commissioner to notify the owners and occupants of sheds in the vicinity of Magazine street Market to discontinue selling in said sheds, and in case of refusal to remove said sheds at their expense.

Yeas: Messrs. Nixon, Forstall, Landry, Vennard, Whitney and Wiltz—6.

A preamble and resolution authorizing the Mayor to take the necessary legal steps for the purpose of constructing a new levee and road on the banks of the river in the Third District.

Yeas: Messrs. Nixon, Forstall, Landry, Vennard, Whitney and Wiltz—6.

A resolution authorizing the Comptroller to adjudicate a contract to the lowest bidder, after ten days notice, for making brick sidewalks, etc., on both sides of First Street, from Water to Apollo street.

Yeas: Messrs. Nixon, Forstall, Landry, Vennard, Whitney and Wiltz—6.

The following resolutions of this Board were adopted, as recommended in the foregoing report:

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder, after ten days notice in the official journal, a contract for constructing brick sidewalks, bordered by curbstones and wooden gutters, on the unpaved side of St. Andrew street, from Rousseau to Constance street, Fourth District; the work to be done in accordance with specifications of the Surveyor, and the adjudication to be subject to the approval or rejection of the Common Council.

Yeas: Messrs. Nixon, Forstall, Landry, Vennard, Whitney and Wiltz—6.

Resolved, That the Surveyor be and he is hereby requested to have bridges made at the following places, viz: One at the corner of Annette and Josephine, and one at the corner of Annette and Celestine streets.

Yeas: Messrs. Nixon, Forstall, Landry, Vennard, Whitney and Wiltz—6.

On motion, the Board adjourned to the Chamber of the Assistant Board.

JOINT SESSION.

Members present of Board of Aldermen: Hon. J. O. Nixon, President; Messrs. Forstall, Harrison, Landry, Vennard, Whitney and Wiltz—7.

Members present of Board of Assistants: Hon. J. T. Monroe, President; Messrs. Bakewell, Beebe, Benit, Dupré, Hall, Huyghé, Leefe, Magioni, Massicot, Moreno, Pettingill and Kingsland—13.

On motion, the Common Council proceeded to the election of three Directors for the New Orleans, Jackson and Great Northern Railroad company.

Messrs. E. Salomon, N. E. Jennings, T. L. McGill, Jas. P. Freret, L. H. Place, Richard Swain, Wm. M. Perkins, C. T. Buddecke, Thomas Murray and H. H. Stanley were nominated.

Mr. McGill received the votes of Messrs. Forstall, Harrisson, Landry, Vennard, Wiltz, Bakewell, Huyghé, Leefe, Moreno, Pettingill and Kingsland—11.

Mr. Salomon received the votes of Messrs. Nixon, Landry, Whitney, Monroe, Bakewell, Beebe, Leefe, Magioni, Massicot and Kingsland—10.

Mr. Freret received the votes of Messrs. Forstall, Harrisson, Wiltz, Benit, Dupré, Hall, Leefe, Magioni, Massicot and Moreno—10.

Mr. Jennings received the votes of Messrs. Nixon, Forstall, Harrison, Landry, Wiltz, Beebe, Benit, Massicot and Moreno—9.

Mr. Place received the votes of Messrs. Whitney, Bakewell Beebe, Dupré, Hall, Magioni and Pettingill—7.

Mr. Swain received the votes of Messrs. Nixon, Vennard, Monroe, Dupré, Hall and Huyghé—6.

Mr. Stanley received the votes of Messrs. Whitney, Pettingill and Kingsland—3.

Mr. Perkins received the votes of Messrs. Vennard and Benit—2.

Mr. Buddecke received the vote of Mr. Huyghé—1.

Mr. Murray received the vote of Mr. Monroe—1.

Mr. McGill having received the legal majority, was declared duly elected.

On motion, the Common Council proceeded to a second ballot.

Mr. Salomon received the votes of Messrs. Nixon, Harrisson, Landry, Whitney, Monroe, Bakewell, Beebe, Benit, Hall, Leefe, Massicot, Pettingill and Kingsland—13.

Mr. Jennings received the votes of Messrs. Forstall, Harrisson, Landry, Wiltz, Beebe, Dupré, Magioni, Massicot and Moreno—9.

Mr. Freret received the votes of Messrs. Nixon, Forstall, Wiltz, Benit, Dupré, Magioni and Moreno—7.

Mr. Swain received the votes of Messrs. Vennard, Monroe, Bakewell, Hall and Huyghé—5.

Mr. Stanley received the votes of Messrs. Whitney, Leefe, Pettingill and Kingsland—4.

Mr. Buddecke received the votes of Messrs. Vennard and Huyghé—2.

Mr. Salomon having received the requisite majority, was declared duly elected.

On motion the Board proceeded to a third ballot.

Mr. Jennings received the votes of Messrs. Forstall, Harrison, Landry, Wiltz, Beebe, Benit, Dupré, Hall, Magioni, Massicot and Moreno—11.

Mr. Swain received the votes of Messrs. Nixon, Vennard, Monroe, Huyghé, Leefe and Pettingill—6.

Mr. Stanley received the votes of Messrs. Whitney and Kingsland—2.

Mr. Place received the vote of Mr. Bakewell—1.

Mr. Jennings having received the requisite majority, was declared duly elected.

On motion the Board proceeded to the election of three Directors for the New Orleans, Opelousas and Great Western Railroad company.

Messrs. Gabriel DeFeriet, George W. Squires and Achilles Chiapella were nominated, and there being no other nominations, on motion, they were declared unanimously elected.

The Common Council having terminated the election, on motion, the Board of Aldermen retired, and adjourned to Tuesday next, at 6 o'clock P. M.

CHAS. CLAIBORNE, Sec'y.

MAYORALTY—OFFICIAL.

Mayoralty of New Orleans, City Hall, May 10, 1860.
Common Council of the City of New Orleans.

[No. 5154.]

Resolved, That the adjudication by the Comptroller of a contract for cleaning out Hagan Avenue Canal, from Canal Carondelet to the New Canal, to Jesse Cowand—security, R. Morres—at $300 per running acre of 208 feet, be and the same is hereby approved, the security accepted, and the Mayor authorized to enter into contract with the parties, per notarial act, for the performance of said work.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 10, 1860. [Signed] GERARD STITH, Mayor. my11

[No. 5155.]

Resolved, That the adjudication by the Comptroller of a contract for repairing the ballast roads of the First District for one year to P. Cummings—security, Thos. McDonnell—at $2295, be and the same is hereby approved, the security accepted and the Mayor authorized to enter into contract with the parties, per notarial act, for the performance of said work complete.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 10, 1860. [Signed] GERARD STITH, Mayor. my11

[No. 5156.]

Resolved, That a further extension of 60 days be and the same is hereby granted to Patrick Lane, for the completion of his contract with the city for making brick sidewalks on Philip street, between St. Charles and Magazine streets, Fourth District.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 10, 1860. [Signed] GERARD STITH, Mayor. my11

[No. 5157.]

Resolved, That the Comptroller warrant on the Treasurer in favor of Mr. Louis Surgi for $150, for extra work done on the bridge across canal Carondelet, at Broad street.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
Signed J. O. NIXON, President Board of Aldermen.
Approved May 10, 1860. [Signed] GERARD STITH, Mayor. my11

[No. 5158.]

Resolved, That the adjudication by the Comptroller of a contract for ditching and grading Frankfort street, from Frenchmen to Jonesville street, to L. Surgi—security, J. F. Vase—at $138 60 per running acre of 208 feet, be and the same is hereby approved, the security accepted, and the Mayor authorized to enter into contract, per notarial act, with the parties for the performance of the said work.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 10, 1860. my11 [Signed] GERARD STITH, Mayor.

[No. 5159.]

Resolved, That the adjudication by the Comptroller of a contract for paving Orleans street, from Claude to Marais street, and from Robertson to Claiborne street, to John Coleman and Co.—security, Denis Cronan—at $1 50 per superficial yard for the round stone paving, 87½ cents per superficial foot of curbstones, and $360 per iron bridge top, be and the same is hereby approved, the security accepted, and the Mayor authorized to enter into contract with the parties, per notarial act, for the performance of said work.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 10, 1860. my11 [Signed] GERARD STITH, Mayor.

[No. 5160.]

Resolved, That the Street Commissioner be and he is hereby authorized to give to persons wishing to make wooden pathways in front of their premises, such of the old plank taken up from the roads as may not be required, or useless for repairing the plank roads of the Fourth District.

[Signed] J. O. NIXON, President Board of Aldermen.
[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
Approved May 10, 1860. [Signed] GERARD STITH, Mayor.
A true copy: WM. SALOMON, Secretary. my11

COMPTROLLER—OFFICIAL.

Comptroller's Office, City Hall, New Orleans, May 10, 1860.

[No. 5133.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder, after ten days notice in the official journal, a contract for paving with square blocks Exchange Place, from Canal to Customhouse street, said work to be done in accordance with specifications on file in the Surveyor's office, and the adjudication to be subject to the approval or rejection of the Common Council.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved April 28, 1860. [Signed] GERARD STITH, Mayor.

Notice is hereby given that on WEDNESDAY, 23d of May, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my11 11t V. DUPLESSIS, Comptroller.

PUNCH—120 boxes Batavia Arrac, for sale by S. WOLFF, corner Gravier and New Levee sts. a30

COMPTROLLER—OFFICIAL.

Comptroller's Office, City of New Orleans, May 10, 1860.

[No. 5132.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder, after 10 days notice in the official journal, a contract for paving with square blocks North and South Market streets, from Tchoupitoulas to New Levee, said work to be done in accordance with specifications on file in the Surveyor's office and the adjudication to be subject to the approval or rejection of the Common Council.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved April 28, 1860. [Signed] GERARD STITH, Mayor.

Notice is hereby given that on WEDNESDAY, May 23, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my10 12t V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACTS for paving with square blocks North and South Market streets, from Tchoupitoulas to New Levee street, and Exchange Place, from Canal to Customhouse street.

CONTRACTS: First Contract—The paving with square blocks of North and South Market streets, from Tchoupitoulas to New Levee street.

Second Contract—The paving with square blocks of Exchange Place, from Canal to Customhouse street.

QUALITY AND DIMENSIONS OF THE MATERIALS.—The square block shall be of good hard granite, not in any respect inferior in quality to the granite obtained from Boston. They shall be oblong in shape, not less than twelve nor more than sixteen inches in width, and not less than twelve nor more than twenty-four inches long, and not less than nine inches in thickness. They shall be well quarried, having parallel or square sides and ends, so as to make tight joints, and the tops shall be dressed square, flat and free from lumps. The square blocks adjoining the gutter stones shall be cut at an angle of forty-five degrees with the sides, so as to be laid diagonally from the curbstones bordering the sidewalks.

The gutter stones shall be of good hard granite obtained from Boston. They shall be from twenty to thirty inches long, twelve inches wide, and not less than eight inches thick. They shall be well quarried, having parallel or square sides and ends, so as to make tight joints, and the tops shall be perfectly well hewed and dressed, otherwise they shall be rejected.

The curbstones shall be of North river blue stones, perfectly well hewed and dressed, bevel dressed on the top to answer the slope of the sides, from three to six feet long, from eighteen to thirty inches wide, and in no case less than four inches in thickness.

The crossing stones shall be of North river blue stones of the best quality, perfectly well hewed and dressed, not less than four feet long, two feet wide, and not less than six inches thick, with the ends cut at an angle of forty-five degrees with the sides, so that the joints will be on a diagonal with the street.

The flagstones for the sidewalks shall be of North river blue stones of the best quality, rubbed or tooled on the surface, or half dressed to a smooth surface, and having rubbed joints. No flagstone shall measure less than three feet square by two and a half inches thick.

The gravel shall be the best London gravel, not over one and a half inch in diameter.

The sand shall be clear, sharp sand, of large grain.

The plates for the tops of the bridges at the intersections of the street shall be of the best cast iron, (tough) similar in pattern, length and thickness to those now on Royal and Chartres street, but varying in width. The widths shall be furnished by the City Surveyor.

The crossing steps over the gutters shall be of the best cast iron, (tough) measuring each six feet long by one inch thick, and of such widths and pattern as shall be furnished by the City Surveyor.

MANNER IN WHICH THE WORK SHALL BE EXECUTED.—The old curbstones shall be taken up by the contractor and reset, if found good by the City Surveyor, and if not, new curbstones shall be substituted in their stead. The new and old curbstones shall be set according to the lines and grades to be given by the Surveyor, in good joints and in a workmanlike manner. They shall be duly interspersed in lengths of from three to six feet throughout the work, and each curbstone shall have a slope of three inches for every foot of its hight towards the adjoining sidewalk, and shall also be solidly fixed and backed in the most approved manner. Apertures for draining lots shall be nicely cut through the same by the contractor whenever required by the Surveyor.

The crossing-stones shall be laid according to the lines and grades to be given by the Surveyor, in good joints and in the best workmanlike manner, on a bed of London gravel and sharp sand mixed, of at least six inches in thickness, said bed to be well rammed and hardened with the head of the crowbar.

The sides, bottoms and wings of the bridges shall be of curbstones, and shall be laid in good joints and in the best workmanlike manner, in accordance with the directions to be given by the City Surveyor. The cast iron plates for the tops of the bridges shall rest upon the sides, and shall be all joined.

The gutter stones shall join in their length the curbstones, and shall be laid with an inclination or slope towards the same of one inch, on a bottoming of four inches of London gravel and sharp sand mixed; said bottoming to be strongly hardened with the head of the crowbar until solid. The stones shall be well jointed, the joints not to be over half an inch wide, otherwise they shall be rejected, and to be filled up with fine gravel and sharp sand mixed.

The contractors shall take up the round stone paving, and after the same shall be hauled away by them, shall pick and grade the surface of the street in accordance with the grades to be given by the Surveyor, to a depth of fourteen inches below the superior face of the square blocks when laid. The contractor shall dress the road-bed of the street to the curve to be given by the Surveyor, and shall place on the top of the same a soiling of not less than four inches of London gravel and sharp sand mixed, and shall thoroughly roll the same with a 6,000 pound roller until it forms an even and hard foundation. The square block paving shall then be laid. In laying the paving, the contractors shall lay the blocks diagonally, or at an angle of forty-five degrees with the street line, breaking joints with every tier, carefully bedding the blocks and hardening the materials under the same, in order that each block may rest on a solid foundation. They shall use all care to lay the blocks so that they touch and make close joints, as all joints over half an inch in width shall most positively be rejected by the Surveyor. When the blocks are laid the joints shall be accurately filled with fine gravel and sharp sand mixed, and the paving shall be conveniently rolled with a 6000 pound roller as often as may be necessary, and a covering of three inches of fine gravel and sharp sand mixed shall be placed upon the paving, and the same shall be opened for travel.

The sides, bottoms and wings of the bridges shall be of curbstones, and shall be laid in good joints and in the best workmanlike manner, in accordance with the directions to be given by the City Surveyor. The cast iron plates for the top of the bridges shall rest upon the sides, and shall be all joined.

The cast-iron plates for the crossing steps over the gutters shall rest upon the curbstones bordering the sidewalks and the curbstones of the wings of the bridges, and shall be sunk one inch into the said curbstones.

The old bricking of the sidewalks shall be taken up and hauled away by the contractors; the sidewalks shall be filled by the contractors; the said filling shall be well rammed, and the flagging shall then be laid. The flags shall be laid and well bedded in cement, and close jointed in the same mortar, and shall be laid in regular courses. The flagging shall, when completed, present an even surface, free of all rugged or hollow places, and capable of supporting a straight edge; otherwise it shall be rejected.

The old flagging of the sidewalks shall be taken up by the contractors whenever ordered so to do by the City Surveyor; the sidewalks shall be filled so as to correspond with the new grades to be given by the City Surveyor, and the flagging shall be relaid in the best workmanlike manner, and to the entire satisfaction of the City Surveyor.

All new flags which may be required to replace the old, broken and missing flags, shall be furnished by the contractors without extra compensation.

The gutters for draining across the sidewalks shall be of the best cast iron, similar to the pattern in the Surveyor's office, and shall run through the whole width of the sidewalks.

GENERAL CLAUSES.—The whole work shall be executed to the entire satisfaction of the City Surveyor, who will be the sole judge of the quality of the work.

The old curbstones, the old gutterstones, the old round stone paving, the old flagging of the sidewalks, which may be rejected by the Surveyor, the old bricking of the sidewalks and the earth picked from the street, shall be the property of the contractors, and shall be removed and hauled away by them.

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

Each of the contractors shall be bound to begin the work in the two months following the approval of the adjudications by the Common Council, and to continue without interruption and complete the same within three months after, under a penalty of ten dollars per day for each and every day thereafter the same is not completed.

Good and solvent security in the sum of $2,500 shall be required to guarantee the faithful performance of the contracts.

Payments to be made on the completion of the work included in each contract, and acceptance of the same by the City Surveyor, as follows, to-wit: 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 129 of the new 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. The proportion to be paid by the city in cash.

Each of the contractors shall pay into the City Treasury, prior to receiving his certificates, the cost of publication of the petitions of the property-holders, it being well understood that said contractor shall have the right of demanding of said petitioners the reimbursement of said cost of publication.

The contractors shall be bound to keep the paving in repair for and during one year after its completion.

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

Bids to be per superficial yard of square block paving furnished and laid complete, including the gutter stones; per superficial foot of curbstones furnished and laid; per running foot of curbstones taken up and relaid; per superficial foot of crossing stones furnished and laid; per running foot of flagging of the sidewalks furnished and laid; per running foot of flagging of the sidewalks taken up and relaid; including in both cases the cast iron gutters for draining lots; and per cast iron bridge top furnished and laid complete, including the cast iron plates for the crossing steps over the gutters.

New Orleans, May 5, 1860. [Signed] LOUIS H. PILIÉ, City Surveyor.

Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, ROBT. HUYGHE, Chairmen.
Registered May 9, 1860. my10 12t HENRY DUREL, for Comptroller.

Comptroller's Office, City of New Orleans, May 10, 1860.

[No. 5119.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the highest bidder, after twenty days notice in the official journal, a contract for the privilege and right of way, for twenty years, for running cars on a double-track railroad, in the center of Esplanade street, from Rampart street to the Bayou St. John bridge, in accordance with specifications of the Surveyor for the construction of said double-track railroad, style of cars, rates of fare, speed, etc., and the said adjudication to be subject to the approval or rejection of the Common Council.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved April 28, 1860. [Signed] GERARD STITH, Mayor.

Notice is hereby given that on SATURDAY, June 2, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my10 22t V. DUPLESSIS, Comptroller.

SPECIFICATIONS concerning the right of way, for twenty years, for running cars on a double-track Railroad in the center of Esplanade street, from Rampart to the Bayou Bridge.

The contractor or contractors shall be bound to construct through the above named street, within the time hereinafter fixed, double-track railroads. The tracks shall be of five feet two and five-eighths inches gauge. The rails shall be of the same pattern as those in use in the city of Philadelphia, a sample of which can be seen in the Surveyor's office. The materials for the construction of the roads shall be of the best quality, and shall have the following dimensions, to-wit: The cross-ties shall be either of cypress or yellow pine six by eight inches, and eight feet long, and the string pieces either of cypress or yellow pine five by eight inches.

The paving of the street where the same is paved, as well as the shelling of the street where the same is shelled, shall be taken up, the streets shall be graded to a proper grade, to be established by the City Surveyor, and shall receive a layer of four inches of London gravel, which shall be perfectly well rammed until it forms a hard foundation; the cross-ties shall then be laid at distances of two feet apart; on the top of said cross-ties the string pieces shall be placed, and on the top of said string pieces the iron rails shall be placed. The rails shall not weigh less than 45 lbs. to the yard. The paving of the street shall then be re-laid by the contractor or contractors, in the best workmanlike manner and to the entire satisfaction of the City Surveyor. Wherever the street is not yet paved, the lines of said tracks within the rails shall be paved with round stones, in the best workmanlike manner, and to the entire satisfaction of the City Surveyor.

The cars shall be of the same description as those used in the city of Philadelphia, and of such dimensions as will seat thirty persons. The cars shall be drawn by horses or mules, and if more than one horse or mule be used for each car, they shall be driven abreast. The cars shall be run as often, per day and night, as the contractor or contractors may deem proper, but not at greater intervals than every fifteen minutes from daylight until 10 o'clock P. M., and every thirty minutes from 10 o'clock P. M. until midnight. The speed of the cars shall not exceed six miles per hour. All cars that may be run on said railroads between sunset and daybreak shall be provided with a good and ample head and rear light, placed in a conspicuous position on the outside of the cars, and for a violation of this clause or of any ordinance now existing, or that may hereafter be enacted, on the part of any officer or employee on said road, the contractor or contractors shall be liable to a fine of ten dollars for each and every offense, besides all damages arising therefrom.

The contractor or contractors shall be bound to keep in good repair and condition, during the continuance of the privilege, the paved and unpaved street through which the said tracks pass, as well as all the bridges on said street; and should the contractor or contractors refuse or neglect to keep said street and bridges in good order and condition, the city shall have the right to cause said street and bridges to be repaired at the expense of said contractor or contractors; and in the event of their refusal to pay for the same, the amount shall be recoverable before any court of competent jurisdiction, for the benefit of the city.

The northeastern track shall be used exclusively for cars running from the city to the Bayou Bridge, and the southwestern track for cars running from the Bayou Bridge to the city.

The tracks shall be commenced simultaneously at Rampart street, working down towards a completion of the whole work—the contractor or contractors binding himself or themselves to commence the work within four months from the approval of the adjudication by the Common Council, and to complete the same within one year after.

The contractor or contractors shall be bound to place and keep on said roads a sufficient number of passenger cars, to be drawn by horses or mules, as aforesaid, so as to make trips up and down said roads, as hereinbefore required, and shall also provide for all materials and labor required for the construction and maintenance of said road.

The city of New Orleans shall not be liable for any work or materials furnished for these roads, and every outlay and expense thereon, either for the construction, repairs or any other expense of whatever kind, shall be borne by the contractor or contractors.

The contractor or contractors shall furnish good and solvent security, satisfactory to the Common Council, in the sum of ten thousand dollars, to guarantee the faithful performance of the contract.

The fare between Rampart street and Bayou Bridge, or for any distance between these points, shall not exceed —— cents per passenger, either way.

The contractor or contractors shall annually pay into the City Treasury, upon the assessed value of said roads and fixtures, the annual tax levied upon real estate, and the value of said road and fixtures shall be assessed by the usual mode of assessment.

The road shall be constructed under the supervision of the City Surveyor, and in accordance with the lines and grades to be given by said officer.

It is well understood that in case of failure by the contractor to begin or finish the work, or any part thereof, within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default, as required by article 1905 of the Civil Code, and without applying to a court of justice to annul the same, and without indemnity; and it is also well understood, that in case the contractor shall at any time abandon the work, or not finish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood, that in case of such annulment of the contract or of such abandonment of the contractor, the city of New Orleans shall have the right to resell the contract at the risk and peril of the contractor and his securities, in solido.

The right of way shall be awarded to the party or parties offering the largest bonus for the privilege, said bonus to be paid as follows, to-wit: one-fifth in cash, on signing the contract before the City Notary, and the balance at one, two, three, and four years, in notes of the purchaser or purchasers, endorsed to the satisfaction of the Finance Committee, with interest at the rate of 6 per cent. per annum.

The said railroad, cars, fixtures, and other appurtenances, shall revert to the city at the expiration of the said twenty years privilege, on a valuation to be ascertained by two disinterested persons, one to be appointed by the contractor or contractors, and the other by the city, and in the event of a disagreement as to said valuation between said persons thus appointed, a third party or umpire shall be appointed by one of the District Courts, the decision thereby had to be final.

New Orleans, May 5, 1860. (Signed) LOUIS H. PILIÉ, City Surveyor.

Approved by the Committees on Streets and Landings of both Boards of the Common Council.
(Signed) H. T. VENNARD, (Signed) ROBT. HUYGHE, Chairmen.
Registered May 8, 1860. my10 22t HENRY DUREL, For Comptroller.

[No. 5134.]

Resolved, That the Comptroller be and he is hereby authorized to sell, after five days notice in the official journal, the contract for the filling up of Water street, from Calliope to Julia street, the work to be performed according to specifications and plans of the City Surveyor, and the sales subject to the approval or rejection of the Common Council.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved April 28, 1860. [Signed] GERARD STITH, Mayor.

Notice is hereby given that on THURSDAY, 17th May, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my10 7t V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACT for filling Water street, from Calliope to Julia streets.

Water street, from Calliope to Julia street, shall be filled up with river sand, to be taken from such place on the batture as may be designated by the City Surveyor, in conformity with the lines and grades to be given by the City Surveyor. The top of the filling, when sufficiently settled, shall be dressed to the curve to be given by the City Surveyor, and smoothed and graded so as to present an even surface. The whole to the entire satisfaction of the City Surveyor.

All the filling required shall be furnished by the contractor, as well as the labor.

The contractor shall bind himself to begin the work in the order of the City Surveyor, as soon as the river will be low enough to allow the taking of sand from the batture, and to complete the same three months after, under a penalty of ten dollars per day for each and every day thereafter the same is not completed.

Security to the amount of $2000 shall be required to guarantee the faithful performance of the contract.

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

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

Bids to be per cubic yard of filling for the whole work complete, the number of yards to be first ascertained by the City Surveyor.

New Orleans, May 7, 1860. [Signed] LOUIS H. PILIÉ, City Surveyor.

Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, ROBERT HUYGHE, Chairmen.
Registered May 9, 1860. my10 7t HENRY DUREL, for Comptroller.

Comptroller's Office, City of New Orleans, May 9, 1860.

[No. 5122.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the highest bidder, after twenty days notice in the official journal, a contract for the right of way of a double track railroad, and the privilege of running cars thereon for twenty years, on Canal street, from Rampart street to the Metairie Ridge, thence down said Metairie Ridge to the Bayou St. John, all of said construction of tracks, style of cars, rates of fare, speed, etc., to be in accordance with the specifications of the Surveyor, and said adjudication to be subject to the approval or rejection of the Common Council.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved April 28, 1860. GERARD STITH, Mayor.

Notice is hereby given that on SATURDAY, 2d of June 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my10 23t V. DUPLESSIS, Comptroller.

SPECIFICATIONS concerning the right of way of twenty years of a double-track Railroad on Canal street from Rampart street to the Metairie Road, thence down said Metairie Road to the Bayou St. John Bridge.

One of the tracks shall be constructed on the northeast side of Canal street, at ten feet from the curbstones bordering the neutral ground, commencing at Rampart street and running down in straight line to Metairie Road, from thence at four feet from the center of said Metairie Road down to the Bayou St. John Bridge, and the other on the southwest side of said Canal street at ten feet from the curbstones bordering the neutral ground, commencing at Rampart street, and running down in straight line to Metairie Road, from thence at four feet from the center of said Metairie Road down to the Bayou Bridge.

The contractor or contractors shall be bound to construct through the above named streets, within the time hereinafter fixed, double track railroads. The tracks shall be of five feet two and five-eighth inches gauge. The rails shall be of the same pattern as those in use in the city of Philadelphia, a sample of which can be seen in the Surveyor's office.

The materials for the construction of the roads shall be of the best quality, and shall have the following dimensions, to-wit: The cross-ties shall be either of cypress or yellow pine, six by eight inches, and eight feet long, and the string pieces either of cypress or yellow pine, five by eight inches.

The paving of the streets, where the same are paved, as well as the shelling of the street where the same is shelled, shall be taken up; the street shall be graded to a proper grade to be established by the City Surveyor, and shall receive a layer of four inches of London gravel, which shall be perfectly well rammed until it forms a hard foundation; the cross-ties shall then be laid at distances of two feet apart; on the top of said cross ties the string-pieces shall be placed; and on the top of said string-pieces the iron rails shall be placed. The rails shall not weigh less than 45 lbs. to the yard. The paving of the streets shall then be relaid by the contractor or contractors, in the best workmanlike manner, and to the entire satisfaction of the City Surveyor.

Wherever the streets are not yet paved, the lines of said tracks within the rails shall be paved with round stones, in the best workmanlike manner, and to the entire satisfaction of the City Surveyor.

The cars shall be of the same description as those used in the city of Philadelphia, and of such dimensions as will seat thirty persons.

The cars shall be drawn by horses or mules, and if more than one horse or mule be used for each car, they shall be driven abreast. The cars shall be run as often per day and night as the contractor or contractors may deem proper, but not at greater intervals than every fifteen minutes from daylight until 10 o'clock P. M., and every thirty minutes from 10 o'clock P. M. until midnight. The speed of the cars shall not exceed six miles per hour. All cars that may be run on said railroads, between sunset and daybreak, shall be provided with a good and ample head and rear light, placed in a conspicuous position, on the outside of the cars, and for the violation of this clause, or of any ordinance now existing, or that may hereafter be enacted, on the part of any officer or employee on said roads, the contractor or contractors shall be liable to a fine of ten dollars for each and every offense, besides all damages arising therefrom.

The contractor or contractors shall be bound to keep in good repair and condition, during the continuance of their privilege, the paved and unpaved streets through which the said tracks pass, as well as all the bridges on said streets; and should the contractor or contractors refuse or neglect to keep said streets and bridges in good order and condition, the city shall have the right to cause said streets and bridges to be repaired at the expense of said contractor or contractors; and in the event of their refusal to pay for the same, the amount shall be recoverable before any court of competent jurisdiction, for the benefit of the city.

The northeastern track shall be used exclusively for cars running from the city to the Bayou Bridge, and the southwestern track for cars running from the Bayou Bridge to the city.

The tracks shall be commenced simultaneously at Rampart street, running down towards a completion of the whole work—the contractor or contractors binding himself or themselves to commence the work within four months from the approval of the adjudication by the Common Council, and to complete the same within one year after.

The contractor or contractors shall be bound to place and keep on said roads a sufficient number of passenger cars, to be drawn by horses or mules, as aforesaid, so as to make trips up and down said roads, as heretofore required, and shall also provide for all materials and labor required for the construction and maintenance of said road.

The City of New Orleans shall not be liable for any work or materials furnished for these roads, and every outlay and expense thereon, either for the construction, repairs or any other expense of whatever kind, shall be borne by the contractor or contractors.

The contractor or contractors shall furnish good and solvent security, satisfactory to the Common Council, in the sum of ten thousand dollars, to guarantee the faithful performance of the contract.

The fare between Rampart street and the Bayou Bridge, or for any distance between these points, shall not exceed ten cents per passenger, either way.

The contractor or contractors shall annually pay into the City Treasury, upon the assessed value of said roads and fixtures, the annual tax levied upon real estate, and the value of said roads and fixtures shall be assessed by the usual mode of assessment.

The road shall be constructed under the supervision of the City Surveyor, and in accordance with the lines and grades to be given by said officer.

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 of such annulment of the contract, or of such abandonment of the contractor, the city of New Orleans shall have the right to resell the contract at the risk and peril of the contractor and his securities in solido.

The right of way shall be awarded to the party or parties offering the largest bonus for the privilege, said bonus to be paid as follows, to-wit: One-fifth in cash on signing the contract before the City Notary, and the balance at one, two, three and four years, in notes of the purchaser or purchasers, endorsed to the satisfaction of the Finance Committees, with interest at the rate of 6 per cent. per annum.

The said railroad, cars, fixtures and other appurtenances, shall revert to the city at the expiration of the said twenty years privilege on a valuation to be ascertained by two disinterested persons, one to be appointed by the contractor or contractors, and the other by the city, and in the event of a disagreement as to said valuation between said persons thus appointed, a third party or umpire shall be appointed by one of the District Courts, the decision thereby had to be final.

New Orleans, 7th May, 1860. [Signed] LOUIS H. PILIÉ, 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. my10 22t

Comptroller's Office, City of New Orleans, May 10, 1860.

[No. 5126.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder, for each separately, after ten days notice in the official journal, two contracts for the following described improvements, the same to be done in accordance with specifications on file in the Surveyor's office; and the adjudication therefor to be subject to the approval or rejection of the Common Council, viz:

1st. A contract for the construction of brick sidewalks, bordered by curbstones and wooden gutters, on both sides of Johnson street, from Ursulines to Esplanade street.

2d. A contract for paving with round stones Carondelet Walk from Basin to Claiborne street.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved April 28, 1860. [Signed] GERARD STITH, Mayor.

Notice is hereby given, that on WEDNESDAY, May 23, 1860, I will adjudicate at my office, at 12 o'clock M., the above contracts.
my10 12t V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACT for the construction of brick sidewalks, bordered by curbstones and wooden gutters, on both sides of Johnson street, from Ursulines to Esplanade street—said sidewalks to be twelve feet wide.

CURBSTONES.—Hewed and dressed curbstones shall line the sidewalks, of North river blue stones or other stones of equally good quality with them, bevelled, dressed on the top to answer the slope of the sides, from three to six feet long, from sixteen to thirty inches wide, and not less than 5½ inches thick. They shall be well set in good joints and in a workmanlike manner, and shall end with apertures nicely cut through the same, where desired for draining lots. They shall be duly interspersed in lengths of from three to six feet throughout the work, according to the directions and levels which shall be given by the Surveyor, and each curbstone shall have a slope of three inches for every foot of its hight towards the line of the adjoining houses; shall also be solidly fixed and backed in the most approved manner, to prevent crevice wash and sinking of bricks, usually experienced from negligence in this respect; and no curbstones less than 3½ inches, or shorter than three feet, and having in no case less than six inches below the upper surface of the adjoining gutter, shall be admitted in the work.

WOODEN GUTTERS.—The gutters shall be made of the best saw mill cypress, twelve inches wide by four inches thick, in lengths of not less than twenty feet, (except in cases where shorter lengths are necessary) halved and scarfed ten inches at the joinings, pinned there and at every intermediate space of five feet, with oak pins not less than four feet long by two inches in diameter, driven through suitable augur holes in the gutter planks, pierced slanting. The edge of the planks nearest the curbstones shall be beveled to suit, and on the other or outside edge it is to have notches of eight inches long by two inches deep, cut out at every eight feet thereof, and in these cypress braces of not less than four feet long by eight inches wide and two inches thick, pointed at the end which enters the ground, will be firmly driven down and spiked with said gutter plank, with at least three of five inch cut spikes to each brace; and over these there will be a verge or facia of cypress sunk of ten inches wide by two and a half inches thick, well nailed to the gutter plank aforesaid with six inch cut spikes. The gutter bottoming shall be of dry river sand, four inches thick and solidly bedded before the pins are driven. The top edge of the facing board shall project one and a half inches above the surface of the gutter plank, and the latter shall be laid with a slope of one inch towards the curbstones. Wooden boxed gutters for draining lots shall be built by the contractor. They shall be four inches wide by eight inches deep, and shall be made of one and a half inch cypress plank for the sides and bottom, with two by four inches cross pieces on the top, to keep the sides from being displaced, and said gutter shall run through the whole width of the sidewalks.

BRICK PAVEMENT.—The walk pavement shall be laid with lake bricks of the best quality, in herring-bone, on a bed of lake sand or other sand of equally good quality with it, or on gas ashes, generally called "blue billy." The joints between the bricks shall be well filled with sharp sand, and a coating of it half an inch thick spread over the whole surface of the bricking. Prior to laying the bricks, the earth or ground shall be cut up, broken and well rammed, and made level and graded smoothly, with a declivity or slope towards the outline of one-half an inch per foot. The ground where too low shall be filled up by the contractor at his own expense, and well rammed until completely solid. There shall be a bedding of one-half of an inch of sharp sand or "blue billy" under the bricks, and said bricks shall be properly bedded therein in herring-bone, regularly laid in close joints, without any rugged or hollow places, so that the pavement will bear a straight edge, otherwise it shall be rejected.

GENERAL CLAUSES.—The whole work shall be executed to the entire satisfaction of the City Surveyor, who will be the sole judge of the quality of the work.

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

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

Good and solvent security in the sum of $500 shall be required to guarantee the faithful performance of the contract.

Payments to be made as follows, to-wit: the proportion to be paid by the city in cash, 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 119 of the new 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.

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

Bids to be per running foot of sidewalk complete, including the turning of the corners.

New Orleans, May 3, 1860. [Signed] LOUIS H. PILIÉ, City Surveyor.

Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, ROBERT HUYGHE, Chairmen.
Registered May 9, 1860. my10 12t HENRY DUREL, for Comptroller.

SPECIFICATIONS FOR THE CONTRACT for paving with round stones the west side of Carondelet Walk, commencing at Basin street, and running around the Old Basin and along Canal Carondelet to Claiborne street—the said paving to be but twenty-four feet wide from the banquette on the houses' side.

The curbstones which may be necessary for the lining of the sidewalks, the wings, sides of the bridges and the crossings, shall be of North river blue stones or other stones of equally good quality with them, hewed and dressed on the face and bevel-dressed on the top to answer the slope of the sides, measuring from three to six feet long, from sixteen to thirty inches wide, and not less than three and a half inches thick.

They shall be well set in good joints and in a workmanlike manner, and shall end with apertures nicely cut through the same, wherever desired for draining lots. They shall be duly interspersed in lengths of from three to six feet throughout the work, and each curbstone shall have a slope of three inches for every foot of its hight towards the adjoining sidewalk; shall also be solidly fixed and backed in the most approved manner and to the entire satisfaction of the City Surveyor.

No curbstone less than three and a half inches, or shorter than three feet, and having in no case less than six inches below the upper surface of the adjoining gutter, shall be admitted in the work.

The curbstones for the wings of the bridges shall be well jointed and laid in accordance with directions to be given by the City Surveyor, and those for the crossings shall be well jointed and laid on a bed of London gravel and sharp sand four inches thick.

The contractor shall be bound, without extra compensation, to take up and relay, according to the lines and grades to be given by the City Surveyor, all old curbstones of the sidewalks which may be found out of place, and also to repair the bricking of the sidewalks which may be disturbed or damaged by him.

The gutter stones shall be of North river blue stones of the best quality, hewed and dressed, measuring from three to six feet long, twelve inches wide and not less than four inches thick. They shall join in their length the curbstones, shall be well jointed in the best workmanlike manner, and shall be laid on a bed of London gravel and sharp sand not less than four inches thick, with a slope of one inch towards the curbstones.

The contractor shall be bound to take up and relay, according to the grades to be given by the City Surveyor, all old gutter stones which may be found out of place.

The round stones shall be either sea shore or bank stones of the best quality, measuring not less than six inches long. They shall be laid on a bed of river sand not less than four inches thick, in the best workmanlike manner, and so as to touch each other and make close and broken joints, and all stones shall be laid on their points, as all those laid on the flat shall be rejected.

Prior to laying the round stone paving, the roadway shall be picked and graded by the contractor, in accordance with the grade and rounding to be given by the City Surveyor, and shall receive a coating of river sand four inches thick. The round stone paving shall then be laid.

The joints shall be filled up with dry river sand, and after the rain has settled the same down, the paving shall be well rammed twice and the joints shall be filled with lake shells or London gravel and sharp sand mixed, and the paving shall be well compressed with a 6000 pound roller and covered with a coating of three inches of lake shells and sharp sand mixed, or London gravel and sharp sand mixed, and the street shall then be opened for travel.

The earth picked out of the street shall be the property of the contractor, and shall be removed and hauled away by him.

The contractor shall be bound to keep the paving in perfect good repair and condition for and during one year after its completion, and to guarantee the faithful performance of this condition, the Treasurer will retain one-tenth of the amount of the whole work: which tenth shall be paid to the contractor at the expiration of said year, should the paving be then found in good order and condition, otherwise it shall be forfeited for the use of the city.

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

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

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

The whole work shall be executed to the entire satisfaction of the City Surveyor, who will be the sole judge of the quality of the work.

Payments to be made on the completion of the work on every three or more squares, and acceptance of the same by the City Surveyor as follows, to-wit:

The proportion to be paid by the property-holders in bills against the said property-holders to be made by the City Surveyor, in conformity with section 119 of the new 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 the whole of said bills; and the city not to be held liable or responsible for any of said bills, should the same be not paid; and the proportion to be paid by the city in cash.

The contractor shall pay into the City Treasury, prior to receiving his certificates, the cost of publication of the petitions 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 contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound in solido to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work, and the price at which it may be adjudicated at a resale or readjudication.

Bids to be per superficial yard of round stone paving furnished and laid complete, and per superficial foot of curb and gutter stones furnished and laid complete.

New Orleans, May 4, 1860. (Signed) LOUIS H. PILIÉ, City Surveyor.

Approved by the Committees on Streets and Landings of both Boards of the Common Council.
[Signed] H. T. VENNARD, [Signed] ROBT. HUYGHE, Chairmen.
Registered May 9, 1860. my10 12t HENRY DUREL, for Comptroller.

Comptroller's Office, City of New Orleans, July 7, 1855.

[No. 2129.]

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

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

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

STREET COMM'R—OFFICIAL.

THIRD DISTRICT POUND.—Was brought to the Third District Pound, at the corner of Clouet and Goodchildren streets, as estray—

One red and white-spotted cow, right ear marked swallow fork and underbit, the left ear cropped and two splits, crooked horns, and branded C. W. on the right side of the backbone.

Which if not claimed within five days and the expenses thereon paid, will be sold at public auction, at said place, on WEDNESDAY, May 16, 1860, at 10 o'clock A. M.

New Orleans, May 10, 1860. C. O. FLECHIER, Street Commissioner.
Registered May 10, 1860. HENRY DUREL, For Comptroller.

EPAVE DU TROISIEME DISTRICT.—Il a été conduit au dépôt des épaves du Troisième District, encoignure Clouet et Bons-Enfants, comme épave—

Une vache tachée de rouge et de blanc, l'oreille droite fendue et sous-coupée, l'oreille gauche coupée et ayant deux fentes, les cornes coupées et marquée C. W. sur le côté droit des reins.

Si le dit animal n'est pas réclamé dans cinq jours et les frais payés, il sera vendu à l'enchère publique, au dit dépôt, le MERCREDI, 16 de mai, 1860, à 10 heures A. M.

C. O. FLECHIER, Commissaire des Rues.
Nouvelle-Orléans, 16 de mai, 1860. my11 11 14 15 16

POLICE JAILS—OFFICIAL.

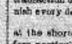
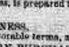
Was brought to the City Police Jail on the 9th of May, 1860, the black boy LEWIS GIBSEY. Says he belongs to Widow Bachelor, who lives about 14 miles above Vicksburg. He is 6 feet high, has a cut on the left arm, near the joint, stutters in his speech, and is about 35 years old. The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 10, 1860. HENRY DUREL, For Comptroller. my11 15t

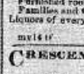
Was brought to the City Police Jail on the 11th of April, 1860, the griff boy WILLIAM. Says he belongs to Mr. G. Swanson, who lives in Lagrange, Georgia; he is 5 feet 3½ inches high, and has a large scar on the forehead and on the side of the left eye, and is about 22 or 23 years of age. The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860. HENRY DUREL, For Comptroller. my4 15t

Was brought to the City Police Jail on the 23d of April, 1860, the black boy JOHN. Says he belongs to Mr. Henry Lawrence, who lives on Bayou Bœuf, Parish of St. Mary, La.; he is 5 feet 4 inches high, and has a scar on the forehead and one on the left hand, and is about 28 years of age. The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860. HENRY DUREL, For Comptroller. my4 15t

Was brought to the City Police Jail on the 28th of April, 1860, the black boy RANDOLPH. Says he is free, and is 5 feet 7 inches high, and has a scar on the right leg, and is about 18 or 19 years of age. The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860. HENRY DUREL, For Comptroller. my4 15t

FORSHEE & HOWARD, At their Old Stand, Nos. 1 and 3 St. Mary's Market,
Inform their friends and the public, that they continue to cut up the CHOICEST BEEVES that the Western country can furnish; they also furnish, as ever, the best VEAL, MUTTON and PORK that come to this market.
☞ Supplies to order for anything from a small family to a hotel or a steamship, and rates as liberal as ever. Remember the Stalls, Nos. 1 and 3, at the head of St. Mary's Market, on Tchoupitoulas street. s9 1m



SOUTHERN CARRIAGE REPOSITORY.
Wm. L. McDonald,
412 BROADWAY, NEW YORK.
The subscriber having made numerous additions to his already large establishment, and acquired additional facilities for the transaction of his rapidly increasing business, is prepared to furnish every description of CARRIAGES AND HARNESS, at the shortest notice and on the most favorable terms, and offers particular inducements to SOUTHERN PURCHASERS, equal, if not superior, to those of any other manufactory of the kind in the country.
jy14 1y WM. L. McDONALD.


McDONNELL'S RESTAURANT, No. 147 Common street, between Baronne and Carondelet streets, New Orleans.
This establishment will remain open during the summer, where everything the market affords can be found and prices moderate. The well ventilated rooms make it more desirable than any other similar place in the city during warm weather.
Furnished rooms for transient Boarders.
Families and Commission Merchants supplied with Wines and Liquors of every description at wholesale prices.
McDONNELL & McGRAW, Proprietors. my14 tf

CRESCENT MUTUAL INSURANCE CO. OF NEW ORLEANS.

Pursuant with the requirements of their Charter, the CRESCENT MUTUAL INSURANCE COMPANY make the following statement:

Amount of Premiums received for the year ending 30th of June, 1859		$875,212 41
Amounts of Premiums unterminated 1st July, 1858		122,080 00
		$997,292 41
Premiums on Fire Risks	$404,278 89	
Marine	266,455 71	
River	326,210 81	
Life	306 60	
		$997,292 41
Less Premiums on Risks not terminated 30th June, '59	$125,698 00	
Less Return Premiums	14,920 23	
		$140,618 23
Net Earned Premiums for year ending as above		856,674 18
Losses paid during same period—		
On Fire Risks	$189,934 40	
On Marine Risks	92,687 61	
On River Risks	213,655 46	
	$496,277 47	
Deduct for Interest and Discount, Profit and Loss, Savings, etc.	$151,179 47	
Less General Expenses and Reinsurances, etc.	$102,530 45—$48,640 02—$447,628 45	
Net Profit		$409,046 73

The Company have the following Assets—

Bills Receivable, Loans on Bond and Mortgage	$231,860 00	
Loans on Pledge of Bank and Public Stocks	628,224 17	
Premium Notes	185,574 81	
		$1,045,335 98
Due for Premiums and claims in course of collection		85,019 65
Real Estate		80,000 00
1500 shares Bank Stock		176,500 00
800 .. Gas Light Company Stock		115,206 00
$49,000 Consolidated City six per cent. Bonds		44,100 00
$50,000 City six per cent. Bonds issued to Railroad Companies		40,000 00
Cash		93,402 54
		$1,680,581 17

The Board of Trustees have resolved to pay an interest of six per cent. in cash on all the outstanding certificates of Profits to the holders thereof, or to their legal representatives, on and after the SECOND MONDAY in August proximo.

Also, to declare a dividend of FORTY PER CENT. (40 per cent.) on the Net Earned Premiums of the Company for the year ending the 30th June, 1859, for which certificates will be issued on and after the first day of October next.

And resolved further, that after reserving One Million of Dollars of Profits, all the outstanding certificates of Profits of the issue of the year 1856, be redeemed on and after the Second Monday in August proximo, as well as to pay FORTY PER CENT. of the certificates of Profits of the issue of 1857, on and after the 10th of September next—interest thereon to cease from 30th June ult.

THOMAS A. ADAMS, President.
GEORGE JONAS, Vice-President.
CHARLES J. MANSONI, Secretary.

TRUSTEES.

Samuel Bell,	J. W. Carroll,	W. T. Bartley,
John Watt,	M. Avendano,	Lionel C. Levy,
M. O. H. Norton,	Samuel Smith,	Geo. McGregor,
C. T. Buddecke,	John D. Bein,	L. H. Newman,
R. B. Sumner,	R. W. Estlin,	R. W. Adams,
H. M. Wright,	P. Sieuns,	W. B. Tullis,
G. S. Hawkins,	P. N. Strong,	J. J. Noble,
W. F. Vredenburgh	Thos. Henderson,	John C. Barelli,
H. Frellsen,	E. B. Smedes,	Alex. Duthil,
S. H. Kennedy,	J. J. Person,	John F. Caldwell,
	W. G. Robinson.	jy25 1y.

R. LYON. W. W. LEAKE.
LYON & LEAKE, ATTORNEYS AT LAW, AND General Collecting Agents, CAMDEN, Arkansas, will collect claims in all the Southern part of the State.
References.—A. J. Tully & Co., Campbell & Strong, J. Burnside & Co., C. H. Slocomb & Co., W. A. Violett & Co., R. W. Rayne, Searing & Scott, New Orleans; Hudson, Robertson & Co., Wm. Wray & Co., New York; J. B. Lippincott & Co., Philadelphia. my20 1y*

DYEING..........DYEING..........DYEING
J. BONTEMPS, DYER AND SCOURER.
No. 69 Bourbon street,
Has the honor to inform the public that he has just assumed the business of the Dyeing Establishment No. 73 Royal street, and that he will continue, as heretofore, with the careful attention for which he is celebrated.
The manner in which, for the last twelve years, he has satisfied the numerous customers of his establishment on Bourbon street, is a guarantee for those who may honor him with their patronage. o7-y

VALUABLE REMEDIES.

HAIR RESTORATIVE!
THE ONLY DISCOVERY
WORTHY OF ANY CONFIDENCE FOR RESTORING
The Bald and Gray!

Many, since the great discovery of Prof. Wood, have attempted not only to imitate his Restorative, but profess to have discovered something that would produce results identical; but they have all come and gone, being carried away by the wonderful results of Prof. Wood's preparation, and have been forced to leave the field to its resistless sway. Read the following:

Bath, Maine, April 18, 1859.

Prof. O. J. Wood & Co.—Gents: The letter I wrote you in 1856 concerning your valuable Hair Restorative, and which you have published in this vicinity and elsewhere, has given rise to numerous inquiries touching the facts in the case.

The inquiries are—first, is it a fact of my habitation and name, as stated in the communication; second, is it true of all therein contained; third, does my hair still continue to be in good order, and of a natural color? To all I can and do answer invariably yes. My hair is even better than in any stage of my life for forty years past, more soft, thrifty, and better colored; the same is true of my whiskers, and the only cause why it is not generally true, is, that the substance is washed off by frequent ablution of the face, when if care were used by wiping the face in close connection with the whiskers, the same result will follow as the hair. I have been in the receipt of a great number of letters from all parts of New England, asking me if my hair still continued to be good; as there is so much fraud in the manufacture and sale of various compounds as well as this, it has, no doubt, been basely imitated and been used, not to any effect, but to absolute injury. I have not used any of your Restorative of any account for some months, and yet my hair is as good as ever, and hundreds have examined it with surprise, as I am now 61 years old, and not a gray hair in my head or on my face; and to prove this fact I send you a lock of my hair taken off the past week. I received your favor of two quart bottles last summer, for which I am very grateful;

I gave it to my friends, and thereby induced them to try it; many were skeptical until after trial, and then purchased and used it with universal success. I will ask as a favor that you send me a test by which I can discover fraud in the Restorative, sold by many, I fear, without authority from you. A pure article will insure success, and I believe where good effects do not follow, the failure is caused by the impure article, which curses the inventor of the good. I deem it my duty, as heretofore, to keep you apprised of the continued effect on my hair, as I assure all who inquire of me of my unshaken opinion of its valuable results. I remain, dear sir, yours, A. C. RAYMOND.

Aaron's Run, Ky., Nov. 20, 1858.

Prof. O. J. Wood—Dear Sir: I would certainly be doing you a great injustice not to make known to all the world the wonderful, as well as the unexpected, result I have experienced from using ONE bottle of your Hair Restorative. After using every kind of restorative extant, but without success, and finding my head nearly destitute of hair, I was finally induced to try a bottle of your Hair Restorative. Now, candor and justice compel me to announce to whoever may read this, that I now possess a new and beautiful growth of hair, which I pronounce richer and handsomer than the original was. I will, therefore, take occasion to recommend this invaluable remedy to ALL who may feel the necessity for it. Respectfully yours, REV. S. ALLEN BROCK.

P. S. This testimonial of my approbation for your valuable medicine (as you are aware of) is unsolicited; but if you think it worthy a place among the rest, insert it, if you wish. If not, destroy it, and say nothing. Yours, etc., REV. S. A. B.

The Restorative is put up in bottles of three sizes, viz: Large, medium and small. The small holds half a pint, and retails for one dollar per bottle. The medium bottle holds at least twenty per cent. more in proportion than the small, and retails for two dollars per bottle. The large holds a quart, forty per cent. more in proportion, and retails for three dollars a bottle. O. J. WOOD & CO., Proprietors, 444 Broadway, New York, and 11 Market street, St. Louis, Mo.; and sold by all good druggists and fancy goods dealers.

J. WRIGHT & CO., Agents, 21 and 151 Chartres street.

Dr. Hoofland's
GERMAN BITTERS,
—And—
Dr. Hoofland's
BALSAMIC CORDIAL,

The great standard medicines of the present age have acquired their great popularity only through years of trial. Unbounded satisfaction is rendered by them in all cases, and the people have pronounced them worthy.

LIVER COMPLAINT, DYSPEPSIA, JAUNDICE, DEBILITY OF THE NERVOUS SYSTEM, DISEASES OF THE KIDNEYS, and all diseases arising from a disordered liver or weakness of the stomach and digestive organs, are speedily and permanently cured by the GERMAN BITTERS.

The BALSAMIC CORDIAL has acquired a reputation surpassing that of any similar preparation extant. It will cure, without fail, the most severe and long-standing COUGH, COLD OR HOARSENESS, BRONCHITIS, INFLUENZA, CROUP, PNEUMONIA, INCIPIENT CONSUMPTION, and has performed the most astonishing cures ever known of

CONFIRMED CONSUMPTION!

A few doses will also at once check and cure the most severe DIARRHEA proceeding from Cold in the Bowels.

These medicines are prepared by Dr. C. M. JACKSON & Co., No. 418 Arch street, Philadelphia, Pa., and are sold by druggists and dealers in medicines everywhere, at 75 cents per bottle. The signature of C. M. Jackson will be on the outside wrapper of each bottle.

In the Almanac published annually by the proprietors, called EVERYBODY'S ALMANAC you will find testimony and commendatory notices from all parts of the country. These Almanacs are given away by all our agents.

J. WRIGHT & CO., Agents, 21 and 151 Chartres street.

Mothers.

Thousands are daily speaking in the praise of DR. EATON'S INFANTILE CORDIAL, and why? because it never fails to afford instantaneous relief when given in time. It acts as if by magic, and one trial alone will convince you that what we say is true. It contains

NO PAREGORIC OR OPIATE

of any kind, and therefore relieves by removing the sufferings of your child, instead of by deadening its sensibilities. For this reason it commends itself as the only reliable preparation now known for Children Teething, Diarrhea, Dysentery, Griping in the Bowels, Acidity of the Stomach, Wind-Cold in the Head and Croup, also for Softening the Gums, Reducing Inflammation, Regulating the Bowels, and Relieving Pain, it has no equal—being an anti spasmodic it is used with unfailing success in all cases of Convulsion or other Fits. As you value the life and health of your children, and wish to save them from those sad blighting consequences which are certain to result from the use of narcotics of which all other remedies for Infantile Complaints are composed, take none but Dr. Eaton's Infantile Cordial, this you can rely upon. It is perfectly harmless, and cannot injure the most delicate infant. Price, 25 cents. Full directions accompany each bottle. Prepared only by CHURCH & DUPONT, No. 409 Broadway, New York.

Blood Food.

Healthy Human Blood upon being ANALYZED, always presents us with the same essential elements, and gives, of course, the True Standard. Analyze the Blood of a person suffering from Consumption, Liver Complaint, Dyspepsia, Scrofula, etc., and we find in every instance certain deficiencies in the red globules of Blood. Supply these deficiencies and you are made well. The Blood Food is founded upon this Theory—hence its astonishing success. There are

FIVE PREPARATIONS

adapted to the deficiencies of the Blood in different diseases. For Coughs, Colds, Bronchitis, or any affection whatever of the Throat or Lungs inducing Consumption, use No. 1, which is also the No. for Depression of Spirits, Loss of Appetite, and for all Chronic Complaints arising from Over-Use, General Debility, and Nervous Prostration. No. 2, for Liver Complaints. No. 3, for Dyspepsia. Being already prepared for absorption it is taken by drops, and carried immediately into the circulation, so that what you gain you retain. The No. 4 is for Female Irregularities, Hysteria, Weaknesses, etc. See special directions for this. For Salt Rheum, Eruptions, Scrofulous, Kidney and Bladder Complaints, take No. 5. In all cases the directions must be strictly followed. Price of the Blood Food $1 per bottle.

Sold by CHURCH & DUPONT, No. 406 Broadway, New York; J. WRIGHT & CO., No. 21 & 151 Chartres street; O. J. WOOD & CO., St. Louis, Mo., and by all respectable Druggists throughout the country.

SANFORD'S
LIVER INVIGORATOR
Never Debilitates.

It is compounded entirely from Gums, and has become an established fact, a Standard Medicine, known and approved by all that have used it, and is now resorted to with confidence in all the diseases for which it is recommended.

It has cured thousands within the last two years who had given up all hopes of relief, as the numerous unsolicited certificates in my possession show.

The dose must be adapted to the temperament of the individual taking it, and used in such quantities as to act gently on the Bowels.

Let the dictates of your judgment guide you in the use of the Liver Invigorator, and it will cure Liver Complaints, Billious Attacks, Dyspepsia, Chronic Diarrhea, Summer Complaints, Dysentery, Dropsy, Sour Stomach, Habitual Costiveness, Cholic, Cholera, Cholera Morbus, Cholera Infantum, Flatulence, Jaundice, Female Weaknesses, and may be used successfully as an Ordinary Family Medicine. It will cure Sick Headache, (as thousands can testify) in twenty minutes, if two or three teaspoonsful are taken at commencement of attack. All who use it are giving their testimony in its favor.

Mix water in the mouth with the Invigorator, and swallow both together.

Price, $1 per bottle.

—Also—

Sandford's Family Cathartic Pills,

Compounded from pure Vegetable Extracts, and put up in Glass Cases, air tight, and will keep in any climate.

The Family Cathartic Pill is a gentle and active Cathartic, which the proprietor has used in his practice more than twenty years. The constantly increasing demand from those who have long used the Pills, and the satisfaction which all express in regard to their use, has induced me to place them within the reach of all. The Profession well know that different Cathartics act on different portions of the bowels.

The Family Cathartic Pill has, with due reference to this well established fact, been compounded from a variety of the purest Vegetable Extracts, which act alike on every part of the alimentary canal, and are good and safe in all cases where a Cathartic is needed, such as Derangement of the Stomach, Sleepiness, Pains in the Back and Loins, Costiveness, Pain and Soreness over the whole body, from sudden cold, which frequently, if neglected, end in a course of Fever, Loss of Appetite, a Creeping Sensation of Cold over the body, Restlessness, Headache, or Weight in the Head, all Inflammatory Diseases, Worms in Children or Adults, Rheumatism, a great Purifier of the Blood, and many diseases to which flesh is heir to, too numerous to mention in this advertisement. Dose, 1 to 3. Price, 3 Dimes.

The Liver Invigorator and Family Cathartic Pills are retailed by Druggists generally, and sold by the trade in all the large towns.

S. T. W. SANFORD, M. D., Manufacturer and Proprietor, 335 Broadway, N. Y.

J. WRIGHT & CO., Wholesale Agents, And sold by every Druggist. m27