New Orleans Daily Crescent.

New Nursery Ballads for Good Little Democrats.

[From the Missouri Democrat.]

I.

Sing a song of Charleston!
Bottle full of rye;
All the Douglas delegates
Knocked into pi!
For when the vote was opened
The South began to sing,
"Your little Squatter Sovereign
Shan't be our King!"

II.

Hi diddle, diddle! the Dred Scott riddle!
The delegates scatter like loons!
The Little Dog swears to see the sport,
And the Southerners count their spoons.

III.

There was a little Senator,
Who wasn't very wise,
He jumped into Convention
And scratched out both his eyes.
And when he found his eyes were out
With all his might and main,
He bolted off to Baltimore
To scratch them in again.

THE WAY IT WAS DONE.

A STORY MORE THAN PARTLY TRUE.

[From the Daily Wisconsin.]

According to the time-tables which stared me in the face, whichever way I turned in that vast structure called the N. & Y. R. R. Depot, the train was to leave at 12.05. I clutched my belt and it was there, and the solid substance therein chinked all right. In that leather strap was $4000 in gold, which I had obtained at "Winter's Bank" for paper currency which that institution redeemed. I looked about for a comfortable place to lie down. Disappointed, I took the first seat I came to, and endeavored to rest, as even duty and care had succumbed to the demands of the somnolent Morpheus. 'Twas pretty tough riding, as the road was not remarkable for its smoothness, and an occasional bump of my intellectual organs was just sufficient to keep me from snoring soundly, or forgetting myself in the pleasures of sleep.

"Will you take my shawl?" said a gentleman behind me, whom I recognized as my depot acquaintance.

"If you can spare it," said I, and as I was chilly it was almost welcome. He placed it under my head and shoulders, and was putting it around my body, when I objected, as it was unnecessary. Releasing my arms, and assuming an easier position, I fell precipitously into the valley of dreams.

* * * * *

"Fare, sir," said a rough but honest looking man. I felt for my pocket book. It was gone! I put my hand around my waist. The belt, too, was gone. I jumped from the seat, exclaiming:

"I've been robbed!" The conductor looked at me incredulously.

"This is the N. & Y. R. R., and I shall make it responsible for this outrageous theft." I warmly spoke, not considering the legal points in the case.

"You are mistaken, sir, this is the I. O. & G. R. railway. You came aboard several stations back; thinking you were sick, I did not disturb you, and would not now were it not the end of my route."

All this he vouchsafed to explain in a conciliatory manner, not knowing but I was a bank president, being somewhat airy in my speech.

"All I have to say is, that I have not a cent to pay my fare, and must trust to luck to get back to the village where I got into this car, to see if something cannot be done to recover my four thousand dollars!"

"The train back to Burke will leave in about 15 minutes, and as this was my route, I shall take you back with me, so that in case you get the money you say you have lost, I may get my fare. And I shall stay over at Burke part of to-morrow afternoon, I may aid you in finding a clue to your funds." The conductor impressed with my earnest manner, entered into the subject with more interest than I had anticipated.

I was now thoroughly alarmed, and feared it impossible to obtain any information about my cash. I knew that I went to sleep on the N. and Y. R. R.; that a gentleman gave me a shawl to rest my weary head upon; that since that time I remembered nothing but my reveries and nightmares. I also knew that between the two R. R. lines there was about a mile of staging, and I must have come to this train by that route. The more I thought, the more I wondered, and being somewhat superstitious, I half suspected that I had been spiritually converted.

How long I slept I do not remember, but I woke without an effort. We arrived at Burke, and the sun was shining brightly upon the snow-capped houses and hills, and sleigh-bells jingled in the street. I had a presentiment that if the individual that I had become acquainted with in the depot, was he who robbed me, I should find him at a certain private house in Burke, which he had mentioned in conversation to an apparent stranger who sat facing him. With the conductor as my cicerone, I found a magistrate, laid my case before him, and gave my opinion of the whereabouts of the thief or thieves. Two constables were instructed to visit the houses.

In company with the officers, walking the street with the shawl I had received on the N. and Y. Line wrapped about my face, I noticed it had a peculiar odor which affected me to dizziness. I took it off and carried it on my arm, and had proceeded but a short distance when I saw two men on the opposite side of the way pointing towards me. Instinct said, "They are the robbers." Chase was given, and after a long race, a knock-down and some blood drawn, the men were secured and taken to the courthouse for examination. The greater portion of the $4000 was found upon them, only $75 having been spent by them. I was in high spirits and perfectly happy, with one exception, and that was the desire to know how I had been robbed. I supposed that I had been relieved of my gold while asleep, but did not believe it possible that it could be plundered of a belt sewed around my waist while merely dozing. The curiosity to know the facts in the case increased momentarily, and I finally stated that I would withdraw the complaint, if the thieves would tell how they accomplished the deed.

They willingly agreed to the proposition, and all gathered around to hear the story:

"Last Thursday morning," said my depot acquaintance, "you left Olney with a carpetbag full of bills to be redeemed at Old Winter's Bank up Deer Creek to Richmond. I happened to hear you speak of the matter to a friend while passing down street, and thinking I might turn a penny by watching you, I did so with my chum here. You got aboard of the boat and rode all day without leaving your box. Tom here went with you, and I went by rail. We got to Richmond at 4 P. M. You went to the bank and were closeted four hours with the cashier, received the specie on your bills, had it placed in a hollow belt and sewed to your pants and vest. Tom here kept his eye on you till 10 o'clock, when we went to the depot, expecting you to return on the 12 o'clock train. You came into the depot about 11½, sober, careful and wide awake. 'I'm afraid the game's up,' said I to Tom. 'Guess not,' says he, showing me a little bottle with a white mixture in it. 'All right,' says I, 'I'll play up to him a little bit.'

"I went across the room and sat down long side of you. We talked and made good friends. At last the train came. We got aboard. Somehow I lost track of you when we got aboard, but found you in a few minutes. You was tired and sleepy. I gave you this shawl," (and he took hold of the one I had on my arm.)

"You went to sleep in a second. The shawl was saturated with chloroform and some other stuff, on the very spot you laid your head. I took my razor and slit your belt clear around. The gold rolled out on the shawl. You was insensible; I held your head in my lap, and smoothed your face. I understood mesmerism, and I held you in my power; but the chloroform was strong enough, and I was afraid then it was too strong, and might kill you. After we had been aboard about two hours the train stopped at a station. We got off, having paid your fare pretending that you were a sick brother. We carried you off the cars to a carriage, and by the way hitched you pretty hard several times. We hardly knew what to do with you, but concluded to send you out on the I. O. & M. G. train, so as to get you as far from us as possible."

[As the thief narrated these facts, I followed him in the story by remembering my dreams, which corresponded to the various scenes I had passed through.]

"We got you off nicely indeed, not supposing you would ever see this part of the country again. And that was the way it was done."

Returning home that night with $3900, I met with a hearty welcome, as my safety had been in question for some time. That night we had a "good time" in the sitting room of the banking office. President, cashier, two directors, and all the assistants listened to my story as I have told it above, and thought that I had a narrow escape from losing not only the money, but my position. I thought so too. W. M. G.

NEW FASHIONABLE CLOTHING.—Messrs. Norris, Maull & Co., fashionable clothiers, corner of Camp and Common streets, under City Hotel, are daily on hand with a refreshing and elegant assortment of fashionable spring styles of clothing for boys and men, being alike novel and excellent in cut, make and fabric. Among the novelties, we may mention the "Breakfast-suits," which is something as neat and appropriate [illegible], they will "go like hot cakes" with those who combine a proper amount of taste in selecting their attire. The assortment of fine shirts, manufactured by themselves, offered by these dealers, is of the most superior description, as all who may examine will be convinced. Indeed, if one wants to be fashionably and neatly attired, from top to toe, all that he has to do is to call at this store, and confidingly place himself in the hands of Mr. Maull, the popular resident partner, or of our genial and tasteful young friend, B. F. Watkins, lately also added to the house, and he may rest satisfied that he will walk out of that store one of the best dressed men in New Orleans, both as to appearance and comfort. They know what is good for him, even if he don't know himself, and he may trust to them. See advertisement.

COMPTROLLER—OFFICIAL.

COMPTROLLER'S OFFICE, City of New Orleans, May 21, 1860.

[No. 5169.]

Whereas, No final action was taken by the Common Council upon an adjudication by the Comptroller of a contract for cleaning the Canal street Canal, from Claiborne street to Hagan Avenue, to Pat Lane, within the sixty days required by law.

Resolved, That the Comptroller be and he is hereby authorized to resell said contract for cleaning the Canal street Canal from Claiborne street to Hagan Avenue, to the lowest bidder, after five days notice in the official journal, the work to be done in accordance with specification of the Surveyor, 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 May 18, 1860.
[Signed] GERARD STITH, Mayor.

Notice is hereby given that on MONDAY, the 28th of June, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my21 7t V. DUPLESSIS, Comptroller.

COMPTROLLER'S OFFICE, City of New Orleans, May 21, 1860.

[No. 5170.]

Resolved, That the Comptroller be and he is hereby authorized to resell the contract for attending and keeping in repair the bridge across the Bayou St. John at Telemachus street, for one year, to the lowest bidder after five days notice in the official journal—Mr. John Bietry having declined to sign the contract as purchased by him, agreeably to resolution No. 4933. 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.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 18, 1860.
[Signed] GERARD STITH, Mayor.

Notice is hereby given that on MONDAY, 28th of June, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my21 7t V. DUPLESSIS, Comptroller.

COMPTROLLER'S OFFICE, City of New Orleans, May 21, 1860.

[No. 5171.]

Resolved, That the adjudication of a contract, per resolution No. 5081, "for cleaning the Melpomene Canal, *from Dryades to Claiborne streets*, to Pat. Herson—security John McVittie—at $125 per running acre," be and the same is hereby rejected by the Common Council of the city of New Orleans.

Resolved further, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder, after five days notice in the official journal, a contract for cleaning the Melpomene Canal, from Dryades street to Claiborne street, and the Claiborne Canal, from its upper limit to the New Canal, 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 of the city of New Orleans.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 18, 1860.
[Signed] GERARD STITH, Mayor.

Notice is hereby given that on MONDAY, 28th of June, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my21 7t V. DUPLESSIS, Comptroller.

MAYORALTY—OFFICIAL.

MAYORALTY OF NEW ORLEANS, City Hall, May 18, 1860, Common Council of the City of New Orleans.

[No. 5172.]

Whereas, It is important that the city of New Orleans should acquire the reserved strip of land belonging to the estate of Gormly, along to the upper line of St. Andrew street, from Prytania to *Dryades*; and, whereas, Mr. P. Irwin, to whom the greater portion of said reserve was lately adjudicated, at public auction, is willing to transfer the same to the city at the price bid by him. Therefore, be it

Resolved, That the Mayor be and he is hereby authorized and empowered to accept for, and in the name of the city, a transfer from said Irwin of the adjudications of those portions of said reserve, made to him as aforesaid, and to accept title for the same from the vendors thereof, according to law.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 18, 1860.
my19 [Signed] GERARD STITH, Mayor.

[No. 5173.]

Resolved, That the City Surveyor be and he is hereby requested to make a thorough examination of all the streets of the city, and report to this Board, as early as practicable, whether or not the streets are in the condition required by the specifications of the different contracts filed in his office for the cleaning and repairing of the paved and unpaved streets.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 18, 1860.
my19 [Signed] GERARD STITH, Mayor.

[No. 5174.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder for each, separately, after five days notice in the official journal, four contracts for the following described public improvements, according to the specifications of the Surveyor; said adjudications to be subject to the approval or rejection of the Common Council, viz:

1st. For constructing brick sidewalks, bordered by curbstones and wooden gutters, on both sides of Ursulines street, from Claiborne to Roman street, and from Miro to Broad street.

2d. For constructing brick sidewalks, bordered by curbstones and wooden gutters, on St. Ferdinand street, from Goodchildren to John the Baptist street.

3d. For constructing brick sidewalks, bordered by curbstones and wooden gutters, on both sides of Port street, from Goodchildren to St. Avide street.

4th. For constructing brick sidewalks, bordered by curbstones and wooden gutters, on both sides of Magazine street, from Levee to Goodchildren street.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 18, 1860.
my19 [Signed] GERARD STITH, Mayor.

[No. 5175.]

Resolved, That the Street Commissioner be authorized to have a bridge constructed across the bayou running through the Park, not to cost over one hundred dollars.

[Signed] J. O. NIXON, President Board of Aldermen.
[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
Approved May 18, 1860.
my19 [Signed] GERARD STITH, Mayor.

[No. 5176.]

Resolved, That the Treasurer be and he is hereby authorized to issue to Adam Smith, residing in the Fourth District, a coffeehouse license for the year 1860, deducting from the charge of said license one-fourth—said Adam Smith having been deprived of the use of over three months of his last year's license by fire, in said Fourth District.

[Signed] J. O. NIXON, President Board of Aldermen.
[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
Approved May 18, 1860.
my19 [Signed] GERARD STITH, Mayor.

[No. 5177.]

Resolved, That the Comptroller be and he is hereby instructed to sell a contract, after five days notice in the official journal, to make a flagstone banquette, bordered with curbstones and wooden gutters on Camp street, in front of the iron railing enclosing Coliseum Place; the work to be done in accordance with specifications in the Surveyor's office.

[Signed] J. O. NIXON, President Board of Aldermen.
[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
Approved May 18, 1860.
my19 [Signed] GERARD STITH, Mayor.

[No. 5178.]

Resolved, That the Comptroller be and he is hereby instructed to sell a contract, after five days notice in the official paper, for regrading and cementing the walks in the Lafayette Square; the work to be done in accordance with the specifications of the City Surveyor.

[Signed] J. O. NIXON, President Board of Aldermen.
[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
Approved May 18, 1860.
[Signed] GERARD STITH, Mayor.
A true copy:
my19 WM. SALOMON, Secretary.

STREET COMM'R—OFFICIAL.

FOURTH DISTRICT POUND—Was brought to the Fourth District Pound, on Annunciation, between Washington and Sixth streets, as estrays—

One he-goat, with white spots on the right side.

Which if not claimed within three days and the expenses thereon paid, will be sold at public auction, at said Depot, on MONDAY, May 21, 1860, at 10 o'clock A. M.

New Orleans, May 17, 1860. C. O. FLECHIER, Street Commissioner.
Registered May 17, 1860.

EPAVE DU QUATRIEME DISTRICT.—Il a été conduit au dépôt des épaves du Quatrième District, rue Annunciation entre les rues Washington et Sixième, comme épave—

Une chèvre ayant des tâches blanches sur le côté droit.

Si le dit animal n'est pas réclamé dans trois jours et les frais payés, il sera vendu à l'enchère publique, au dit dépôt, le LUNDI, 21 de mai, 1860, à 10 heures A. M.

C. O. FLECHIER, Commissaire des rues.
Nouvelle-Orléans, 17 mai, 1860. my18 10 21

POLICE JAILS—OFFICIAL.

Was brought to the City Police Jail on the 14th of May, 1860, the black boy WILLIAM B-RNES. Says he belongs to Mr. Charles Robin Delogny, who lives in the parish of St. James. He is about 19 or 20 years of age; smooth face.

The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 17, 1860.
my18 15t HENRY DUREL, For Comptroller.

Was brought to the City Police Jail on the 16th of May, 1860, the black boy SAM. Says he belongs to Mr. Mayronne, who lives in the parish of St. Charles. He is 5 feet 8½ inches high, and has one of his front teeth missing, and a scar on the right side of the neck.

The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 17, 1860.
my18 15t HENRY DUREL, For Comptroller.

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 36 years old.

The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 10, 1860.
my11 15t HENRY DUREL, For Comptroller.

Was brought to the City Police Jail on the 11th of April, 1860, the griff boy WILLIAM. Says he belongs to Mr. C. 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.
my4 15t HENRY DUREL, For Comptroller.

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 Boeuf, 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.
my4 15t HENRY DUREL, For Comptroller.

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.
my4 15t HENRY DUREL, For Comptroller.

KELLER, J. H., SOAP MANUFACTURER, corner of St. Andrew and Howard streets, New Orleans. Orders left at Post-Office, Box S, No. 25, will be promptly filled. my19 1y

COMPTROLLER—OFFICIAL.

COMPTROLLER'S OFFICE, City of New Orleans, May 19, 1860.

[No. 5145.]

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 the construction of brick sidewalks, bordered by curbstones and wooden gutters, on the northwest side of Prieur street, from Ursulines street to the Bayou Road; 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 May 7, 1860.
[Signed] GERARD STITH, Mayor.

Notice is hereby given that on FRIDAY, 1st of June, 1860, I will adjudicate at my office at 12 o'clock M., the above contract.
my19 12t V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACT for the construction of brick sidewalks, bordered by curbstones and wooden gutters, on the northwest side of Prieur street, from Ursuline street to the Bayou Road.

WIDTH OF THE SIDEWALKS.—The sidewalks shall be twelve feet in width.

CURBSTONES.—Hewed and dressed curbstones shall line the sidewalks, of North river blue stones or other stones of equally good quality with them, beveled, 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 3½ 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 required 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 will 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 auger 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, 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 inch 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 gutters 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 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 two 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 to an amount of $600 shall be required from the contractor to guarantee the faithful performance of his 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, and 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 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 or complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound, in solido, to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work and the price at which it may be adjudicated at a resale or readjudication.

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

New Orleans, May 10, 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.
Registered May 18, 1860.
my19 12t HENRY DUREL, for Comptroller.

COMPTROLLER'S OFFICE, City of New Orleans, May 19, 1860.

[No. 5147.]

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 taking up and relaying diagonally the square block pavement of Magazine street, from Felicity Road to Washington street; said 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.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 7, 1860.
[Signed] GERARD STITH, Mayor.

Notice is hereby given that on FRIDAY, 1st of June, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.
my19 12t V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACT for taking up and relaying diagonally the square block paving of Magazine street, from Felicity Road to Washington street.

The square block paving now existing on said Magazine street from Felicity Road to Washington street, shall be taken up by the contractor, and whatever old blocks which may be found good by the City Surveyor, shall be dressed by the contractor so as to make tight joints, and present an even and smooth surface when laid, and shall be relaid by the contractor in the following manner, to wit: The contractor shall pick and grade the roadway of the street in accordance with the grade and curve to be given by the City 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 curves to be given by the City Surveyor, and shall place on the top of the same a soiling of not less than 4 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 blocks shall then be relaid. In laying the paving the contractor shall lay the blocks diagonally, or at an angle of 45 degrees from 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. The contractor will use all care to lay the blocks so as they touch and make close joints as all joints over half an inch in width will most positively be rejected by the City Surveyor. When the blocks are laid, the joints shall accurately be filled with fine gravel, and the paving shall be rolled with a 6000 pound roller as often as may be necessary, and the paving shall then receive a covering of four inches of fine gravel and sharp sand mixed, and the street shall be opened for travel. All new square blocks which may be required to complete the paving, shall be of good hard granite, not in any respect inferior in quality to the granite obtained from Boston, of the usual dimensions and sizes, shall be furnished by the contractor, and laid in the same manner as explained for the old blocks, and that without extra compensation.

The old curb and gutter stones, and the curbstones for the wings of the bridges, which may be found displaced, shall be taken up and relaid by the contractor in their primitive line and level, and without extra compensation, and said contractor shall also without extra compensation, reinstate in their primitive line and grade, the bricking and flagging of the sidewalks which may be disturbed by him.

The old wooden bridges now existing on said street shall be taken away by the contractor, and new bridges built in their stead. The sides and bottoms of the said bridges shall be of hewed and dressed North river curbstones of the best quality, and of the usual sizes and dimensions, and shall be laid in the best workmanlike manner. The tops shall be covered with cast iron plates of the best quality, similar in pattern, length and thickness, to those on Magazine street, in the First District, but varying in width. The widths shall be furnished by the City Surveyor.

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 and the old square blocks which may be rejected by the City Surveyor, as well as the earth picked from the street, shall be the property of the contractor, and shall be removed and hauled away by him.

All the materials required for the performance of the work 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 to an amount of $2500 shall be required to guarantee the faithful performance of the contract.

Payments on the completion of the work on each and every square and acceptance of the same by the City Surveyor, in cash, the Treasurer retaining in guarantee one-tenth of the amount of each settlement until the completion of the whole work.

The contractor shall be bound to keep the paving in good order and condition for and during one year after its completion.

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 resale or readjudication.

Bids to be per superficial yard of square block paving taken up and relaid, including all new materials which may be furnished; per superficial foot of curbstones furnished and laid complete, and per cast iron bridge-top furnished and laid complete.

New Orleans, May 10, 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 18, 1860.
my19 12t HENRY DUREL, for Comptroller.

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, Sparing & Scott, New Orleans; Hudson, Robertson & Co., Wm. Wray & Co., New York; J. B. Lippincott & Co., Philadelphia. my20 1y

PUNCH—120 boxes Batavia Arrac, for sale by S. WOLFF, corner Gravier and New Levee sts. ap1

CAROLINA COW PEAS—JUST RECEIVED from Charleston, COW PEAS. For sale by BARELLI & CO., 61 Common street. my5 tf

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 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, 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, beveled 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 relaid, 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 6000 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 they touch and make close joints. 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 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, and 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 said 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 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 guage. 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 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 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.

COMPTROLLER'S OFFICE, City of New Orleans, May 2, 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 Bridge, 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.
[Signed] 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 22t 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 guage. 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 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, 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 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 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 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, 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 3½ 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 auger 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 joined 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 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.

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

[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 20, 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, 1858.
[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

PLANTERS' PATENTED CORD WOOD CUTTER.
The subscriber is now prepared to furnish the PLANTERS' PATENTED CORD WOOD CUTTER, and invites all parties interested in planting to call and see the performance of the same, which will be working every day, between the hours of 12 and 2 P. M., at the store No. 1 Canal street. This simple Machine will do, with two hands, as much as fifteen negroes.
ja31 tf F. W. C. COOK, 1 Canal street.

BUSINESS DIRECTORY.

AITKENS, J. S., IMPORTER AND DEALER IN Hardware, Cutlery, Stoves, Fire Grates, Paints, Oils, at No. 296 Tchoupitoulas street. oc5 tf

BOWLES & JUDSON, CHINA, CROCKERY AND House Furnishing Goods, No. 17 Camp street.

BULLITT & WHALEY, WHOLESALE GROcers, Commission and Produce Merchants, 30 and 32 New Levee. jel8

BLOCKER, JAMES Y., ATTORNEY-AT-LAW, New Orleans. Office—No. 26 Commercial Place. jy27 1y

BAXTER, LOVELL & CO., SHIPPING MERchants, corner of Carondelet and Common streets.

BENTHUYSEN, LEWIS & CO., DEALERS IN Fancy and Staple Dry Goods, No. 116 Canal street.

CLARK, J. J., COOPER, 89 LAFAYETTE STREET, Between Camp and Magazine streets. my20 1y New Orleans, La.

THOS. W. CONVERSE. WM. F. CONVERSE, JR.
CONVERSE & CO., IMPORTERS AND DEALERS IN LIQUORS, TOBACCO AND CIGARS, No. 72 Gravier street, New Orleans. jy2 1y

COLEMAN, BRITTON & WITHERS, COTton Factors and Commission Merchants, 57 Carondelet street. jy16 1y

DAMERON & CO., J. D., DEALERS IN CARpetings, Oil Cloths, etc., No. 124 Canal street.

DR. JAMES BURNS, OFFICE 38 ST. CHARLES street, opposite the St. Charles Hotel; residence, 116 Howard street, between Perdido and Gravier streets, near the Charity Hospital. fe8 1y

FOLGER & SON, N. C., DEALERS IN ALL KINDS of Clothing and Furnishing Goods, corner Magazine and Gravier streets.

FABRE & CO., FRANCIS, FINE READY MADE Clothing and Gentlemen's Furnishing Goods, corner of St. Charles and Common streets, under St. Charles Hotel.

FROST & CO., DEALERS IN BOOTS, SHOES, BROgans, Hats, Caps, etc., No. 10 Magazine street.

FAIRBANKS & CO., PROPRIETORS OF FAIRbanks' Scales and Agents of Lillie's Patent Wrought and Chilled Iron Safes, No. 93 Camp street. d28 1y

GAINES, C. C. & CO., IMPORTERS AND DEALers in Hardware, Cutlery, etc., Nos. 26 Magazine and 40 Gravier streets.

GIQUEL & JAMISON, STAPLE AND FANCY Dry Goods of direct importation, Nos. 16 and 18 Chartres street.

GUINNESS' EXTRA STOUT—GRAY BROTHERS, Agents, No. 111 Old Levee street, near St. Louis street. ml

GORDON & FOSTER, DEALERS IN FLOUR, corner Poydras and New Levee streets. my12 1y

GRATIAA, S. D. & CO., COMMISSION MERchants and Importers of Wine, No. 20 Customhouse street.

E. DI GREGORIO. L. S. ROWLAND. J. J. KOPF.
GREGORIO, HOWLAND & CO., IMPORTERS, Wholesale and Retail Dealers in Dry and Green Fruits, Nuts, etc., etc., Nos. 38 Fulton and 37 Front streets, New Orleans. o12 6m

HART, E. J. & CO., DEALERS IN GROCERIES DRUGS, CHEMICALS, PAPER, etc., 77 and 79 Tchoupitoulas street.

HENDERSON & GAINES, DEALERS IN CHINA, Glass, Earthenware, etc., 190 Canal street.

HYDE & GOODRICH, JEWELERS, corner of Canal and Royal streets.

HYNSON, GEO. W. & CO., SHIPPING AGENTS and Commission Merchants, 82 Camp street.

JONES, S. & CO., SHIPPING AGENTS AND COMmission Merchants, No. 21 Gravier street, New Orleans.

KOUNS, O. L. & BROS., COMMISSION AND FORwarding Merchants, No. 2 Front street, opposite the Canal street ferry. Particular attention given to the purchase and sale of all kinds of Western Produce. my21 1y

KEARNY, BLOIS & CO., COMMISSION MERCHANTS, Dealer in Lime, Paints, Window Glass, Cement, English Pittsburg and Pensacola Fire Bricks, etc., etc., No. 72 Magazine street.

LEVOIS & CO., J., DEALERS IN STAPLE AND Fancy Dry Goods, corner Canal and Bourbon streets.

LEIGHTON, CHAS., CLOTHIER, corner of Canal and St. Charles streets.

LEVERICH, WM. E. & CO., COTTON FACTORS and Commission Merchants, No. 24 Old Levee.

LYONS, L. W., MEN'S, BOYS' & YOUTH'S CLOTHing, corner St. Charles and Common streets.

MOORE & CO., SAMUEL E., DEALERS IN China, Glass and Crockery Ware, and House Furnishing Goods, No. 49 Camp street.

MALARD & CO., F., DEALERS IN CLOTHING and Furnishing Goods, Nos. 58 and 60 Canal street, corner of Old Levee.

LION & PINSARD, IMPORTERS OF FRENCH Fancy Goods, Nos. 66 and 68 Royal, corner of Bienville.

MEYER, M. H., 100 Camp street, WATCHMAKER and dealer in Jewelry, Gold Pens, Fancy Articles and Watches. All jewelry articles repaired at moderate prices. ml3 tf

MUNROE, A. & CO., MEN'S AND BOYS' CLOTHing, of all sizes and qualities, wholesale and retail, corner of Gravier and Magazine streets.

MOODY, S. N., SHIRTS GENTLEMEN'S FURNISHing Goods and Fancy Articles, corner Canal and Royal streets.

MORISON, G. N. & CO., WHOLESALE DRUGgists, Oils, Paints, Perfumery, etc., No. 12 Magazine street.

MORGAN & CO., J. C., BOOKS AND STATIONERY, Exchange Place, adjoining the Post-Office, and No 10 Commercial Place.

NORRIS, MAULL & CO., FASHIONABLE CLOthing and Furnishing Goods, corner of Camp and Common streets, under City Hotel.

PIFFET, B., GENERAL VARIETY Store, No. 122 Canal street.

PIERSON, HARRISON & CO., DEALERS IN Clothing, No. 1 Magazine, corner Canal street.

PUTNAM, JAMES M., LATE OF THE FIRM OF Hall, Rodd & Putnam, Cotton and Sugar Factor, Commission and Forwarding Merchant, No. 58 Carondelet street. an1 1y

PITKIN, R. & CO., DEALERS IN CLOTHING AND Furnishing Goods, No. 13 Camp street. a27 1y

RAILEY & CO., C. R., DEALERS IN STAPLE and Fancy Groceries, No. 41 Tchoupitoulas street.

REYNOLDS & CO., H. W., TRUNKS AND INdia Rubber Goods, No. 5 Magazine street.

REILLY & CO., E., DEALERS IN SILKS AND Fancy Dry Goods, No. 126 Canal street.

SLARK, STAUFFER & CO., HARDWARE, IRON, etc., No. 54 Canal street, Agents for Page's Saw Mills. s9 1y

STRINGER, F., & CO., FASHIONABLE CLOTHing, Furnishing Goods, Trunks, Carpet Bags, etc., No. 33 Camp street.

TAYLOR, SEWELL T., IMPORTER and DEALER in Fine Wines and Liquors, No. 17 Royal street.

THOMPSON & BARNES, GROCERS, No. 23 and 25 Common street.

TODD, JNO., DEALER IN MILLINERY and FINE Fancy Dry Goods, Nos. 12 and 14 Chartres street.

TODD, SAMUEL M., WHOLESALE AND RETAIL Dealer in White Lead and Zinc, Paints, Oils, Window Glass, Gold Leaf, Bronze and Artists' Fine Colors, Tools, etc., 50 Magazine street—new number 76. au2

WATERMAN, J., & BRO., IMPORTERS AND Dealers in Hardware, Cutlery, etc., corner Magazine and Common streets.

WATKINS & HOMAN, DEALERS IN CARPETings, Mattings, and Upholstery Goods generally, No. 30 Camp street.

WRIGHT & CO., J., DEALERS IN PATENT MEDicines, Drugs, Perfumery, etc., etc., Nos. 21 and 151 Chartres street.

WRIGHT, ALLEN & CO., COTTON FACTORS and Commission Merchants, No. 120 Gravier street, New Orleans. je24 1y

WHITE, THOS. L., BOOKSELLER AND STAtioner, No. 105 Canal street.

LEVI WILSON, Parish Rapides, La. E. R. POMROY, New Orleans.
WILSON, POMROY & CO., COTTON FACTORS and Commission Merchants, 45 Carondelet street, New Orleans. a20 1y

CLARET, BRANDIES, etc.
—Landing ex ship Ann Washburn—
478 cases Klepper's Margaux Claret.
100 .. .. .. pints.
678 .. .. St. Julien ..
100 .. .. .. pints.
400 .. .. St. Estephe ..
100 .. .. .. pints.
50 .. .. Chat. du. Tertre Claret.
30 .. .. Chat. Co.'s
17 .. .. Chat. Margaux, 1848 Claret.
25 .. .. Chat. Y'quem Sauterne.
10 .. .. pints.
50 .. .. superior Olive Oil.
—Landing ex ship Falmouth—
10 ½ pipes Poultney Brandy.
15 ¼ .. ..
20 ⅛ .. ..
—Landing ex brig Victoria—
10 ½ pipes Marett Brandy.
20 ¼ .. ..
20 ⅛ .. ..
—To arrive per ship Ashland—
225 casks Marzetti's Pale Ale.
For sale by S. WOLFF, corner Gravier and New Levee sts. a3

TO THE LADIES OF NEW ORLEANS
OUR OPENING DAY!
G. W. Roper,
Corner of Poydras and Carondelet streets,
Has received a new and large assortment of Fancy Goods and Paris Millinery, comprising in part—
RICH VELVET,
STRAW, LEGHORN,
SILK, ITALIAN,
CHENILLE AND
FELT BONNETS,
All beautifully trimmed in the latest styles, from Paris.
—Also—
Rich Head Dresses, Bridal Wreaths, Kid Gloves, Parasols, Corsets and Embroideries.
Commission Merchants and Planters will find it to their advantage to give us a call before purchasing elsewhere.
All orders from the city or country promptly attended to.
G. W. ROPER,
a28 6m corner of Poydras and Carondelet streets

EYE AND EAR DISEASES—
DR. VON MOSCHZISKER,
Occulist and Aurist,
OFFICE No. 124 CANAL STREET,
Over the Union Bank.
ARTIFICIAL EYES inserted. a10 1m

VARIETIES STABLES,
No. 164 GRAVIER ST.,
Next the Varieties Theater.
The undersigned respectfully gives notice that, having purchased the above well-known Stables, he will be prepared at all times to furnish HORSES and BUGGIES for HIRE, at the usual rates.
He also has now on hand, and will continue to receive, and offer FOR SALE, a stock of SINGLE and MATCH HORSES, comprising the best selections of the Northern market. He respectfully solicits a share of the public patronage, and invites all who fancy fine stock, to call and inspect the animals now on hand.
fe15 tf J. M. FRENCH.

SHERRY—40 quarter casks Harmony Nephews, for sale by S. WOLFF, corner Gravier and New Levee sts. my11