New Orleans Daily Crescent.

OFFICIAL JOURNAL.

COMMON COUNCIL.

BOARD OF ALDERMEN.

TUESDAY, May 22, 1860.

The Board met this day pursuant to adjournment.

Members present: Hon. J. O. Nixon, President; Messrs. Forstall, Harrisson, Landry and Vennard—5.

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

The following communication was referred to the Committee on Streets and Landings:

MAYORALTY OF NEW ORLEANS, City Hall, May 22, 1860.

To the Honorable the Common Council:

Gentlemen—In conformity with resolution No. 5056, I have had published in the official journal, in French and English, during eight weeks, once each week, that it was the intention of the City of New Orleans to cause to be opened Moreau street, from Piety to Desire street, and from Elmira to Independence street, and no opposition has been made to said improvement.

Respectfully, GERARD STITH, Mayor.

The following communication was read:

BOARD OF ASSISTANT ALDERMEN, May 16, 1860.

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

Gentlemen—I have the honor to inform you that the following resolutions, adopted by your honorable body, were concurred in by this Board:

A resolution authorizing the Treasurer to issue to Adam [illegible] House for the year 1860.

A resolution authorizing the Street Commissioner to have a [illegible] across the bayou running through the park.

A resolution instructing the Comptroller to sell a contract, after five days notice, to make flagstone banquette in Camp street, in front of the iron railing enclosing Coliseum Place.

A resolution instructing the Comptroller to sell a contract, after five days notice, for regrading and cementing the walks in Lafayette square.

The amendment of your honorable body to the following resolution was concurred in:

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

The following resolution, adopted by your honorable body, was concurred in with an amendment:

Resolution appropriating $30,000 towards the construction of a culvert on the Melpomene Canal, from Camp street through to Claiborne street, First District, etc.

Very respectfully, etc.

JAS. A. HOPKINS, Secretary.

The following amendment, adopted by the Assistant Board, to the "Resolution appropriating $30,000 towards the construction of a culvert on the Melpomene Canal, from Camp street through to Claiborne street, First District, etc." was concurred in.

Viz: to insert the words "and that a like amount be appropriated for a culvert on the Claiborne Canal."

Yeas: Messrs. Nixon, Forstall, Harrisson, Landry and Vennard—5.

The following communication was read:

BOARD OF ASSISTANT ALDERMEN, May 16, 1860.

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

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

A resolution instructing the Central Board of Commissioners to give notice in the public papers that an election will be held on the first Monday (4th) of June for Mayor, Recorders and other city officers, and to serve for the next ensuing two years, etc.

A resolution authorizing the Comptroller to warrant on the Treasurer for the payment of sundry bills.

A resolution authorizing the Comptroller to readjudicate to the lowest bidder, after five days notice, a contract for making brick sidewalks, etc., on both sides of Galvez street, from Hospital street to Bayou Road, etc.

A resolution approving the adjudication made by the Comptroller of a contract for constructing a bridge across Canal Carondelet at Claiborne street.

A resolution approving of the adjudication of a contract by the Comptroller for ditching the streets from Felicity Road to Philip street, between Howard and Claiborne.

A resolution approving of the adjudication of a contract for attending and keeping in repair the bridge across Bayou St. John at Telemachus street, etc.

A resolution authorizing the Comptroller to readjudicate to the lowest bidder, after five days notice, a contract for paving with round stones Willow street, from Hevia street to Florida Landing, etc.

A resolution approving of the adjudication made by the Comptroller of a contract for constructing brick sidewalks, etc., on both sides of Laurel street, from St. Andrew to Jackson street, etc.

A resolution approving of the adjudication made by the Comptroller of a contract for paving with round stones Goodchildren street, from Esplanade to St. Bernard street, etc.

A resolution authorizing the Comptroller to readjudicate, after five days notice, a contract for paving with square blocks Dauphine street, from Canal to Esplanade street, etc.

A resolution authorizing the Comptroller to readjudicate, after five days notice, a contract for paving with square blocks St. Louis street, from Levee to Basin street, etc.

A resolution authorizing the Comptroller to adjudicate to the lowest bidder, after five days notice, a contract for constructing brick sidewalks, etc., on the west side of St. Avide street, from Urquhart street, etc.

A resolution authorizing the Comptroller to adjudicate to the lowest bidder six contracts, separately, for improvements to various streets in the city, etc.

A resolution authorizing the Comptroller to adjudicate to the lowest bidder, after ten days notice, a contract to pave with square blocks St. Joseph street, from New Levee to Triton Walk, down north side Triton Walk to Rampart street and down upper side of New Canal to Liberty street, etc.

A resolution requesting the Committee on Fire to frame an ordinance for the renewal of the "fire contract," about to expire, and to report to this Board at its next meeting.

A resolution authorizing the Committee on Work-house and Prisons to purchase, for the use of the Work-house, a sufficient quantity of material to make five hundred pair of pantaloons, five hundred shirts and one hundred women's dresses.

A resolution approving of the proposal of G. W. Gregor to collect for one year the licenses due by all foreign agents and itinerant sample peddlers, non-residents of the city of New Orleans, for $3500 per annum, etc.

Very respectfully, etc.

JAS. A. HOPKINS, Secretary.

The following resolutions, adopted by the Assistant Board, and mentioned in the foregoing communication, were read twice and concurred in, the rules being suspended:

A resolution authorizing the Central Board of Commissioners to give notice in the public papers that an election will be held on the first Monday (4th) of June for Mayor, Recorders and other city officers, etc., to serve for the next ensuing two years, etc.

A resolution authorizing the Comptroller to warrant on the Treasurer for the payment of sundry bills. Adopted May 15, 1860.

Yeas: Messrs. Nixon, Forstall, Harrisson, Landry and Vennard—5.

Mr. Whitney took his seat.

A resolution approving the adjudication made by the Comptroller of a contract for constructing a bridge across Canal Carondelet at Claiborne street.

Yeas: Messrs. Forstall, Harrisson, Landry, Vennard and Whitney—5.

A resolution approving the adjudication of a contract by the Comptroller for ditching the streets from Felicity road to Philip street, between Howard and Claiborne streets, etc.

Yeas: Messrs. Forstall, Harrisson, Landry, Vennard and Whitney—5.

A resolution approving of the adjudication of a contract for attending and keeping in repair the bridge across Bayou St. John at Telemachus street.

Yeas: Messrs. Forstall, Harrisson, Landry, Vennard and Whitney—5.

A resolution approving the adjudication made by the Comptroller of a contract for constructing brick sidewalks, etc., on both sides of Laurel street, from St. Andrew to Jackson street.

Yeas: Messrs. Forstall, Harrisson, Landry, Vennard and Whitney—5.

A resolution approving the adjudication made by the Comptroller of a contract for paving with round stones Goodchildren street, from Esplanade to St. Bernard street.

Yeas: Messrs. Forstall, Harrisson, Landry, Vennard and Whitney—5.

Mr. Cox took his seat.

A resolution authorizing the Comptroller to adjudicate to the lowest bidder, after five days notice, a contract for constructing brick sidewalks, etc., on the west side of St. Avide street, from Urquhart street, etc.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard and Whitney—6.

A resolution approving the proposal of George W. Gregor to collect for one year the licenses due by all foreign agents and itinerant sample peddlers non-residents of the city of New Orleans, for $3500 per annum.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard and Whitney—6.

The following resolutions, adopted by the Assistant Board, were referred to the Committee on Streets and Landings:

A resolution authorizing the Comptroller to readjudicate to the lowest bidder, after five days notice, a contract for making brick sidewalks, etc., on both sides of Galvez street, from Hospital street to Bayou Road.

A resolution authorizing the Comptroller to readjudicate to the lowest bidder, after five days notice, a contract for paving with round stones Willow street, from Hevia street to Florida Landing.

A resolution authorizing the Comptroller to readjudicate, after five days notice, a contract for paving with square blocks Dauphine street, from Canal to Esplanade street.

A resolution authorizing the Comptroller to readjudicate, after five days notice, a contract for paving with square blocks St. Louis street, from Levee to Basin street.

A resolution authorizing the Comptroller to adjudicate to the lowest bidder six contracts, separately, for improvements to various streets in the city.

A resolution authorizing the Comptroller to adjudicate to the lowest bidder, after ten days notice, a contract to pave with square blocks St. Joseph street, from New Levee to Triton Walk, down north side Triton Walk to Rampart street and down upper side of New Canal to Liberty street.

A resolution requesting the Committee on Fire to frame an ordinance for the renewal of the "fire contract," about to expire, and to report to the Common Council at the next meeting.

The following resolution, adopted by the Assistant Board, was referred to the Finance Committee:

A resolution authorizing the Committee on Work-house and Prisons to purchase for the use of the Work-house a sufficient quantity of material to make 500 pantaloons, 500 shirts and 100 women's dresses.

PETITIONS, ETC.

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

Of Messrs. V. Ehrenberg, J. A. Martinez and others, asking permission to erect a steam-engine at No. 166 Julia street.

Of property holders and residents of the Third District, praying the Common Council to cause to be purchased by the city a square of ground, bounded by Burgundy, Union, Galleme and [illegible] streets, for a public square.

Of residents in the neighborhood of a lot, No. 201 Carondelet street, protesting against the erection of a steam-engine on said lot.

An invitation to attend the annual examinations of the Public Schools of the Second District was accepted.

Mr. Wiltz took his seat.

STANDING COMMITTEES.

Mr. Whitney, on behalf of the Committee on Finance, offered the following report, which was adopted, and the resolution accompanying the same was read twice and adopted, the rules being suspended:

Yeas: Messrs. Cox, Forstall, Harrisson, Vennard, Whitney and Wiltz—6.

Nay: Mr. Landry—1.

The Finance Committee have the honor to report as follows:

Upon a petition of Henry Cassin relative to the contract adjudicated to him on the 9th of February last, for constructing brick sidewalks on the north side of St. Andrew street, and since adjudicated to Nicholson & Co. on account of his not complying with his contract, for sundry reasons mentioned in his petition, favorably. The necessary resolution is therefore presented for adoption.

N. WHITNEY, Chairman.
BENJ. S. HARRISSON.

Resolved, That the Comptroller be and he is hereby authorized to warrant on the Treasurer in favor of Henry Cassin, for one hundred dollars, the amount forfeited by him for not complying with the adjudication made to him on the 9th February, 1860, for constructing brick sidewalks on the north side of St. Andrew street.

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

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

1. Upon the matter of the Salt Warehouses at the junction of Levee and Tchoupitoulas streets, your committee have ascertained that, in accordance with the lease or grant from the city of Lafayette to Paradise, Lawrason & Co. in 1836, and subsequent extension of the same by the city of New Orleans to Jackson & McGill, which expired in March last, the parties to said lease and the city of New Orleans shall each appoint an appraiser to value said warehouses, etc.; and not agreeing, the appraisers shall call in a third person as umpire, and the said appraisers shall fix [illegible]—the city paying the amount of said appraisement; or refusing, that the parties shall have the right of removing said warehouses, holding the city for the value thereof. Your committee, therefore, with this view of the case, present a resolution as a substitute for a resolution and substitute in this Board regarding said matter, authorizing the Mayor to appoint a suitable person as appraiser in behalf of the city, and report to the Council the conclusions arrived at.

2. Upon the petition of John Bowman, asking permission to erect a steam engine on his premises, No. 168 Julia street, reported favorably upon by your committee, with a resolution granting the same, which petition and resolution were referred back to your committee, May 15th inst.; your committee having made further inquiry in said matter, have the honor to report, that the property adjacent to the premises of Mr. Bowman is of a valuable character, and the owners and residents of the same object to the erection of said steam engine; consequently, your committee are induced to report adversely to said petition, recommending the rejection of the resolution granting said privilege.

3. Concurrence is recommended in the following resolutions of the Board of Assistant Aldermen, viz.:

1st. A resolution authorizing the Surveyor to have ditched each square of ground bounded and lying between Canal, Canal Carondelet, Dupre and Broad streets, at a cost not exceeding $100.

2d. A resolution authorizing the Comptroller to adjudicate the two following contracts to the lowest bidder for each, separately, after five days notice in the official journal,

First. A contract for constructing brick sidewalks, bordered by curbstones and wooden gutters on both sides of Girod street, from Elysian Fields to Lafayette avenue.

Second. A contract for constructing brick sidewalks on both sides of Washington avenue, from Goodchildren to St. Avide street.

3d. A resolution approving the adjudication of a contract to John Coleman & Co., for constructing brick sidewalks, etc., on St. Avide street, from Elysian Fields to Arts street, and accepting their security.

4th. A resolution "approving the adjudication of a contract to Pat. Lane, for making ditches on Feliciana, Desire, Elmira, Congress, and other streets in the Third District, and accepting his security."

5th. A resolution "rejecting the adjudication of a contract to L. Surgi, for fencing the vacant space of ground at the west end of Lafayette market house, Fourth District, and authorizing the Surveyor to have said fencing done at a cost not to exceed $300."

6th. A resolution "approving the adjudication of a contract to A. Marques, for making a shell road on the Gentilly Road, from Bayou Road to the Pontchartrain Railroad, and accepting his security."

7th. A resolution "approving the adjudication of a contract to Nicholson & Co., for constructing brick sidewalks, etc., on the north side of St. Andrew street, from Magazine to Constant, and accepting his security."

8th. A resolution "requesting the Surveyor to have constructed bridges at the intersections and across the Canal street Draining Canal, from Johnson as far down as Broad street."

9th. A resolution "instructing the Street Commissioner to have filled up the ditch on Toulouse street, between the Canal Carondelet and the street, with street scrapings," etc.

H. T. VENNARD, Chairman.
L. E. FORSTALL.
E. COX.

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

Resolved, That the Mayor be and he is hereby authorized to appoint a suitable person as appraiser in behalf of the city of New Orleans, to meet an appraiser appointed by Messrs. Jackson & McGill, to ascertain the value, at the present time, of the buildings, or Salt Warehouses, at the junction of Levee and Tchoupitoulas streets—said parties, not agreeing, having the right to call in a third person as umpire in the appraisement of said warehouses—and that the Mayor report to the Common Council the result of said appraisement for its action.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

That part of the report of the Committee on Streets and Landings relative to the petition of John Bowman was, on motion, adopted.

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

A resolution authorizing the Surveyor to have ditched each square of ground bounded by and lying between Canal, Canal Carondelet, Dupre and Broad streets, at a cost not exceeding $100.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

A resolution authorizing the Comptroller to adjudicate the two following contracts to the lowest bidder, for each separately, after five days notice, to-wit:

1. A contract for constructing brick sidewalks bordered by curbstones and wooden gutters, on both sides of Girod street, from Elysian Fields to Lafayette Avenue.
2. A contract for constructing brick sidewalks, etc., on both sides of Washington Avenue, from Goodchildren to St. Avide street.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

A resolution approving the adjudication of a contract to John Coleman & Co. for constructing brick sidewalks, etc., on St. Avide street, from Elysian Fields to Arts street, and accepting their security, etc.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

A resolution approving the adjudication of a contract to Pat. Lane, for making ditches on Feliciana, Desire, Elmira, Congress and other streets, in the Third District, and accepting his security.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

A resolution rejecting the adjudication of a contract to L. Surgi for fencing the vacant space of ground at the west end of the Lafayette market-house, Fourth District, and authorizing the Surveyor to have said fencing done at a cost not exceeding $300.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

A resolution approving the adjudication of a contract to A. Marques for making a shell road on the Gentilly road, from Bayou road to the Pontchartrain Railroad, and accepting his security.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard and Whitney—6.

Nay: Mr. Wiltz—1.

A resolution approving the adjudication of a contract to Nicholson & Co. for constructing brick sidewalks, etc., on the north side of St. Andrew street, from Magazine to Chestnut, and accepting their security.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

A resolution requesting the Surveyor to have constructed bridges at the intersections and across the Canal street draining canal, from Johnson as far down as Broad street.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

A resolution instructing the Street Commissioner to have filled up the ditch on Toulouse street, between the Canal Carondelet and the street, with street scrapings.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—7.

The following ordinance, adopted by the Assistant Board, was taken up:

An ordinance amending section 1 of an ordinance No. 5012, concerning the stands for public hacks, cabs and carriages within the limits of the First District of New Orleans.

Mr. Whitney moved to strike out of the foregoing resolution all that part relative to Gravier street. Lost.

The foregoing ordinance was, on motion, concurred in, by the following vote:

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

Nay: Mr. Harrisson—1.

The following ordinance, adopted by the Assistant Board on the 30th April, 1860, was taken up:

An ordinance making it unlawful for any wagon, tumbril, or any other four-wheeled vehicle, to carry over a certain number of pounds at one load.

Mr. Harrisson moved that the foregoing ordinance be laid over. Lost.

The foregoing ordinance was, on motion, concurred in.

Yeas: Messrs. Cox, Forstall, Harrisson, Landry and Whitney—5.

Nays: Messrs. Vennard and Wiltz—2.

Mr. Whitney moved for a reconsideration of the foregoing ordinance. Carried.

Mr. Vennard moved that the said ordinance be laid over till the next sitting of the Board. Carried.

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

A resolution inviting the Board of Aldermen to meet the Assistant Board at 8 o'clock this evening to elect a Director to represent the city in the Great Western and Opelousas Railroad Company.

On motion, the Board went into secret session on executive business.

The following appointments, made by the Hon. Gerard Stith, Mayor, were approved:

Isaac P. Seymour, Edmond J. Forstall and J. B. Slawson, as Commissioners of the First Draining District, to serve till the 28th day of April, 1864.

Newton Richards, to fill the vacancy occasioned by the resignation of Geo. C. Lawrason, to serve till April 28, 1862.

After which the Board adjourned to the Chamber of the Assistant Board.

JOINT SESSION.

Members present of the Board of Aldermen: Hon. J. O. Nixon, President; Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney and Wiltz—8.

Members present of Board of Assistant Aldermen: Hon. J. T. Monroe, President; Messrs. Bakewell, Benit, Dupré, Hall, Leefe, Magioni, Moreno, Patterson and Pettingill—10.

On motion, the Common Council proceeded to the election of one Director of the New Orleans, Opelousas and Great Western Railroad Company, in place of A. Chiapella.

Messrs. Oscar Vigneaud and Edward Rawle, were nominated.

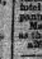
Mr. Vigneaud received the votes of Messrs. Cox, Forstall, Harrisson, Landry, Vennard, Whitney, Wiltz, Monroe, Bakewell, Benit, Dupré, Hall, Leefe, Magioni and Moreno—15.

Mr. Rawle received the votes of Messrs. Nixon, Patterson and Pettingill—3.

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

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

CHAS. CLAIBORNE, Secretary.



ONE HUNDRED DOLLARS REWARD will be paid for the apprehension and delivery of the slave JOE, if taken out of the State, and Fifty Dollars if found in the city alive. He was seen at his quarters near the Orleans Cotton Press, about 8 o'clock on the evening of the 23d of April; about one hour afterwards it was reported at the residence of the undersigned by an unknown person that he had been chased into the river by a watchman and was drowned, which is believed to be a ruse to facilitate his escape, as nothing of the kind has yet been ascertained to have occurred. Joe is about 18 years old; his color is black, but not of the deepest shade; he is about 5 feet 7 or 8 inches high; has a large mouth, thick lips and rather a flat nose; is well made, stout, active and intelligent. He had on when he left home a pair of cottonade pantaloons and a hickory shirt.

Masters of vessels are hereby warned not to harbor said slave, as the penalties of the law will be enforced against them.

a26 tf — C. D. YANCEY.

ATLANTIC DRY DOCK, ALGIERS.—The subscriber having recently constructed this Dock, under his own supervision, is now prepared to take in Ships, Steamers, and every description of Water Craft. The Dock is located at Algiers, opposite the Steamboat Landing, where, in connection with the Dock, the subscriber will continue the Shipwright and Caulking Business, which his long experience, and the facilities he possesses, together with his personal supervision of all work, he hopes to merit a share of public patronage.

JAMES MARTIN, Proprietor.

☞ Orders left at the office of the agents, WM. J. DEWEY & CO., 81 and 83 Gravier street, New Orleans, will be promptly attended to. my9 6m

CABANAS CIGARS—3000 BREVAS SUPERIOR, OR Pressed Cigars, of the above celebrated brand. For sale by BARELLI & CO. my7 tf

COMPTROLLER—OFFICIAL.

COMPTROLLER'S OFFICE, City of New Orleans, May 23, 1860.

[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 Marigny street, from Love to Goodchildren street.

[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 WEDNESDAY, 30th May, 1860, I will adjudicate at my office, at 12 o'clock M., the above contracts.

my23 7t — V. DUPLESSIS, Comptroller.

COMPTROLLER'S OFFICE, City of New Orleans, May 23, 1860.

[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: WM. SALOMON, Secretary.

Notice is hereby given that on WEDNESDAY, 30th of May, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.

my23 7t — V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACT for regrading and cementing the walks on Lafayette Square.

The contractor shall pick and grade the walks between the curbstones in accordance with the grades and curve to be given by the City Surveyor, and shall thoroughly roll the same until completely solid.

The contractor shall then place on the top of the walks a covering of four inches of concrete, composed of one-fourth of fresh hydraulic cement, one-fourth of Horn Island sand, and two-fourths of clean and round lake shells, and shall well ram the same until it forms a hard and compact body.

The contractor shall then place on the top of said covering a coating of cement mortar, which shall be well and hard finished.

All curbstones now lining the walks, and which may be found out of line and grade by the City Surveyor, shall be taken up by the contractor and relaid by him, according to the lines and grades to be given by the said City Surveyor, in good joints and in the best workmanlike manner.

The whole work shall be executed to the entire satisfaction of the City Surveyor, otherwise it shall be rejected.

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

The contractor shall 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 forty days 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 $500 shall be required to guarantee the faithful performance of the contract.

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

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

Bids to be per superficial yard of walks regraded and cemented complete, including the taking up and relaying of the curbstones.

New Orleans, May 21, 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 22, 1860.
my22 7t — HENRY DUREL, for Comptroller.

COMPTROLLER'S OFFICE, City of New Orleans, May 23, 1860.

[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. [Signed] GERARD STITH, Mayor.

Notice is hereby given that on WEDNESDAY, 30th of May, 1860, I will adjudicate, at my office, at 12 o'clock M., the above contract.

my23 7t — V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACT for the construction of a flag-stone banquette, bordered by curbstones and wooden gutters, on Camp street, in front of the iron railing enclosing Coliseum Place, from Race street to Prytania Walk.

WIDTH OF THE SIDEWALKS.—These sidewalks shall be four feet in width.

CURBSTONES.—Hewed and dressed curbstones shall line the sidewalks, of North river blue stone or other stones of equally good quality with it, bevel-dressed on the top to answer the slope of the sides, from three to six feet long, from sixteen to twenty-four 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. They shall be duly interspersed in lengths of from three to six feet throughout the work, according to the directions, lines and grades to be given by the Surveyor, 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, to prevent sinking of the flagging usually experienced from negligence in this respect; and no curbstones 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.

WOODEN GUTTERS.—The gutters shall be made of the best saw mill cypress, twelve inches wide by four inches thick, in lengths of not less than twenty feet, (except in cases where shorter lengths are necessary) halved and scarfed ten inches at the joinings, pinned there and at every intermediate space of five feet, with oak pins not less than four feet long by two inches in diameter, driven through suitable augur holes in the gutter planks, pierced slanting. The edge of the plank 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 inch above the surface of the gutter plank, and the latter shall be laid with a slope of one inch towards the curbstones.

FLAGGING.—The flags shall be of North river blue stone of the best quality, rubbed or tooled on the surface, or half dressed to a smooth surface. They shall measure four feet long by not less than two feet wide and two inches thick. They shall be well laid, and bedded in cement mortar, and close-jointed in the same mortar, and shall have rubbed joints. Said flagging shall, when completed, present an even and smooth surface, free from rugged and hollow places, and capable of supporting a straight edge; otherwise, it shall be rejected by the City Surveyor. The necessary dressed stone gutters, having the customary tool-dressed channel for the water, shall be furnished and set by the contractor whenever desired by the City Surveyor.

GENERAL CLAUSES.—The whole work shall be executed to the entire satisfaction of the City Surveyor, and in accordance with the directions, lines and grades to be given by said officer.

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 sixty days 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 on the completion of the work and acceptance of the same by the City Surveyor.

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

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

New Orleans, May 21, 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.
my23 7t

COMPTROLLER'S OFFICE, City of New Orleans, May 23, 1860.

[No. 5162.]

Whereas, the contract for furnishing to the city lumber for the construction and repairs of the wooden bridges is about to expire,

And whereas, It is in the interest of the city that both the lumber and other materials, as well as the workmanship, be given by contract; be it therefore

Resolved, That the Comptroller be and he is hereby authorized to sell to the lowest bidders, after ten days notice in the official journal, the following four contracts for the construction of all new bridges, and the repairs and keeping in repair of all the bridges of the city for one year, to-wit:

1. The contract for all the bridges of the First District.
2. The contract for all the bridges of the Second District.
3. The contract for all the bridges of the Third District.
4. The contract for all the bridges of the Fourth District.

The work to be performed in accordance with the specifications of the City Surveyor, and the adjudications 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 12, 1860. [Signed] GERARD STITH, Mayor.

Notice is hereby given that on MONDAY, 4th of June, 1860, I will adjudicate at my office, at 12 o'clock M., the above contracts.

my23 11t — V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACTS for the construction of all new bridges, and the repairs and keeping in repair of all the bridges of the city.

CONTRACTS.

First Contract—All the bridges of the First District.
Second Contract—All the bridges of the Second District.
Third Contract—All the bridges of the Third District.
Fourth Contract—All the bridges of the Fourth District.

REPAIRS.—All the bridges now in existence in the several districts of the city shall be delivered to the contractors in whatever condition they may be on the day of the signing of the contracts, and it shall be the duty of said contractors to have the said bridges put in good order and condition, within thirty days after; to always keep the same in good repair and condition during the continuance of their contracts, and at the expiration of the said contracts to return the same to the city in perfect good order and condition, and to the entire satisfaction of the Street Commissioner and of the Chairmen of the Committees on Streets and Landings of the Common Council.

Whenever any part or the whole of the bridges at the intersections of streets and over the draining canals of the city, now in existence or which may hereafter be built, shall be so rotten and decayed as to require to be built anew, the contractors shall be bound to build the same anew without extra compensation and in the manner here below explained for the construction of new bridges.

In many of the bridges now in existence, as there are no iron bars, and as the tops are not properly fastened, and as in many others where iron bars exist said bars are so decayed as to render them too weak, the contractors shall be bound whenever a new top or part of a top shall be wanted, in the first instance, to take out the old wooden bars, and substitute in their stead iron bars of the same dimensions and in the same manner as hereafter explained for the construction of new bridges; in the second instance, to take out all iron bars so decayed as to render them too weak, and substitute in their stead iron bars of the same dimensions and in the same manner as hereafter explained for the construction of new bridges; and in both instances, to secure and fasten all top planks of said bridges in the same manner as hereafter explained for the building of new bridges, so that they may not be carried away by overflows from heavy rains.

The contractors shall also be bound to keep in good repair and condition all the bridges with iron tops, making new the sides and bottoms when decayed, placing and fastening in a workmanlike manner all cast-iron bridge plates which may be displaced by any cause whatever, and furnishing and placing new plates wherever the ones now in existence may be worn out or broken.

Whenever it shall be necessary to alter the position of a bridge, or widen the same, the necessary ditch and work shall be done by the contractors, the additional width shall be paid for at the same rates as new bridges, and the contractors shall fill up at the sides so as to restore the grade of the street, and shall repair the paving whenever disturbed by them.

The contractors shall also keep in repair all the wooden crossings across the streets, and the plank crossings over the gutters, now existing, or which may hereafter be constructed at the intersections of all the streets.

At the expirations of their contracts, the contractors shall be bound to return to the city all the bridges, and crossings and crossing steps, in perfect good order and condition; otherwise the Street Commissioner shall retain the last certificate and the reserved per centage hereinafter provided for, until the same be repaired, and if not repaired within thirty days, the last certificate and the said per centage shall be forfeited for the use of the city.

NEW BRIDGES.—All new bridges shall be constructed in accordance with the directions of the Street Commissioner, and the lines and levels and of the widths to be given by the City Surveyor, and in the following manner, to wit:

All the lumber of the sides, wings, bottoms, and cross pieces to support the sides and bottoms, shall be of either cypress or yellow pine of the best quality, free from sap, splits, bad knots, and other defects calculated to impair its strength and durability; and the lumber for the tops shall be of yellow pine of the best quality, free from sap, splits, bad knots, and other defects calculated to impair its strength and durability. The iron bars shall be of the best wrought iron, four inches wide by one inch thick. The lumber for the sides shall be five inches thick, and of suitable lengths and depths to suit the widths of the streets and the depths of the gutters. The bottom plates shall be one and a half inch thick, and of suitable lengths and widths to suit the length and width of the bridges. The top planks shall be four inches thick and not less than twelve inches wide.

The wings shall be 5 inches thick, 25 feet long, 8 inches wide at one end and 21 inches at the other; and all the sides, as well as the top planks, shall be of the lengths of the bridges, except in cases where the bridges shall be more than 30 feet long—in such cases they shall be in two lengths. The cross pieces shall be 3 inches thick by 12 inches wide, shall be laid flat on the solid ground, shall extend at least 1 foot on the outside of the sides, and shall be placed at distances of 5 feet from centers, and closer if required. The sides shall rest on the cross pieces, and shall be strongly pinned, at distances of 5 feet, with oak pins of 2 inches in diameter, driven through suitable auger holes in the sides, and entering at least 3 feet into the ground. The wings shall be pinned in the same manner, and shall be well framed with the sides in the usual way and in the best workmanlike manner. The iron bars shall rest on the sides, at distances of 5 feet from centers, and shall be sunk the depth of their whole thickness into the sides. The top planks shall rest on the iron bars, and shall be fastened to the sides with 7½ inch pressed spikes and to the bars with iron cramps, the whole in the best workmanlike manner. The two center top planks shall be left loose, in order to allow the trunk of the bridges to be cleaned, but said two planks shall be fastened at the end with the two side planks by means of eye-bolts driven into the planks, and by 1 inch iron bolts passing through said eye-bolts. The said bolts shall be fastened to one of the side planks with a piece of chain of suitable length. The whole as per plan of the City Surveyor. The bottom planks shall be well nailed to the cross pieces with 4 inch cut nails. All trenches required in the construction of the bridges shall be dug by the contractors, without extra compensation, and all filling required between and on the sides of the bridges, including the whole extent of the wings, to elevate the streets to the hight of said bridges and wings, shall also be done by the contractors without extra compensation.

By "New Bridges" it must be understood all bridges to be made where there is now none in existence, as all other bridges now existing are included in the section relative to repairs, and are to be paid by the year.

CROSSINGS.—The crossings and crossing-steps shall be of yellow pine of the best quality, and shall measure twenty-four inches wide by four inches thick and of such lengths as to correspond with the width of the streets between curbstones. They shall be firmly bedded and well secured with oak pins of two inches in diameter, driven at least two feet into the ground, and shall be laid according to the levels and directions to be given by the City Surveyor, and in such places as the Street Commissioner may require.

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

The contractors shall comply immediately with all verbal or written orders from the Street Commissioner and his deputies, or from the Chairmen of the Committees on Streets and Landings relative to the work to be done by them, under a penalty of ten dollars for each neglect, and a further penalty of the amount of doing the work so neglected by the contractors, which in all cases the Street Commissioner shall be bound to do or cause to be done at whatever cost he may be able to obtain the necessary materials and labor.

The amount of the fine, the wages of the workmen and the cost of the materials shall be deducted out of any of the monthly payments to be made to said contractors.

The contractors shall be bound to call at the Street Commissioner's office once on each and every day at 12 o'clock M., to receive orders relative to the work to be done by them; and all orders written in the order book in said office shall be considered equivalent to written orders served upon the contractors in person, at the dates thereof.

The contractors shall be responsible for all damages that may be obtained against the city by parties who shall have sustained any loss through the neglect of the contractors.

All old lumber taken off the bridges when new lumber is substituted by the contractors, shall belong to and be removed and hauled away by them.

Each of the contractors shall furnish good and solvent security in the sum of five thousand dollars to guarantee the faithful performance of the contracts.

The contracts shall be adjudicated, each, for a term of one year, to begin from the date of the signing of the contracts before the City Notary.

The whole work shall be performed to the entire satisfaction of the Street Commissioner, jointly with the Chairmen of the Committees on Streets and Landings.

Payments shall be made monthly on the certificates of the Street Commissioner, and said Street Commissioner, in obedience to city ordinance No. 2083, to issue no certificates to the contractors until the same be submitted for the approval of the Committees on Streets and Landings, and the City Treasurer to retain in guarantee, until the expiration of the contracts, ten per cent. of the amount of each and every monthly certificate.

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 said contractors shall forfeit all claims they may have for any part of the work done by them up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it 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 prices at which the contractors originally contracted to perform the work and the prices at which they may be adjudicated at a resale or readjudication.

Bids to be so much per annum for repairing and keeping all the bridges and crossings; so much per foot, board measure, for new bridges complete, as well as new crossings complete.

New Orleans, May 19, 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 22, 1860.
my23 11t — HENRY DUREL, for Comptroller.

COMPTROLLER'S OFFICE, City of New Orleans, May 23, 1860.

[No. 5161.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder, after ten days notice in the official journal, a contract for constructing brick sidewalks, bordered by curbstones and wooden gutters, on both sides of First street, from Water to Apollo street; 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 12, 1860. [Signed] GERARD STITH, Mayor.

Notice is hereby given that on MONDAY, 4th of June, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.

my23 11t — V. DUPLESSIS, Comptroller.

COMPTROLLER'S OFFICE, City of New Orleans, May 23, 1860.

[No. 5168.]

Resolved, That the Comptroller be and he is hereby authorized to sell, after ten days notice in the official journal, a contract for making brick sidewalks, with curbstones and wooden gutters, around Macarty square; the work to be made according to specifications of the Surveyor.

[Signed] J. O. NIXON, President Board of Aldermen.
[Signed] JOHN T. MONROE, President Board Assistant Aldermen.
Approved May 12, 1860. [Signed] GERARD STITH, Mayor.
A true copy: WM. SALOMON, Secretary.

Notice is hereby given that on MONDAY, 4th of June, 1860, I will adjudicate at my office, at 12 o'clock M., the above contracts.

my23 11t — V. DUPLESSIS, Comptroller.

SPECIFICATIONS FOR THE CONTRACTS for the construction of brick sidewalks, bordered by curbstones and wooden gutters on both sides of First street, from Water to Apollo street, wherever sidewalks are not already made; and around Macarty square on Burgundy, St. Claude, Pauline and Jeanne streets.

CONTRACTS.

First contract—The sidewalks on both sides of First street, from Water to Apollo streets, to be ten feet in width.

Second contract—The sidewalks around Macarty square to be ten 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 twenty to thirty inches wide, and four 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 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 four inches, or shorter than three feet, and having in no case less than six inches below the upper surface of the adjoining gutter, shall be admitted in the work.

WOODEN GUTTERS.—The gutters shall be made of the best saw-mill cypress, twelve inches wide by four inches thick, in lengths of not less than twenty feet, (except in cases where shorter lengths are necessary) halved and scarfed ten inches at the joinings, pinned there, and at every intermediate space of five feet, with oak pins not less than four feet long by two inches in diameter, driven through suitable augur holes in the gutter plank, pierced slanting. The edge of the planks nearest the curbstone shall be beveled to suit; and on the other 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 this 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 inch 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 crosspieces on the top, to keep the sides from being displaced, and said gutters shall run through the whole width of the sidewalk.

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 toward 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 contractors 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 as follows, to-wit: the contractor for the first contract in the six months, and the contractor for the second contract in the four months following the approval of the adjudications, under a penalty, each, of ten dollars per day for each and every day thereafter the same is not completed.

Good and solvent security in the sum of $2000 shall be required from the contractor for the first contract; in the sum of $1000 from the contractor of the second contract.

Payments to be made on the completion of the work on each and 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 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 contractors, 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 contractors shall pay into the City Treasury, prior to receiving their certificates and bills the cost of publication of the petitions of the property-holders; it being well understood that said contractors 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 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 said contractors shall forfeit all claims they may have for any part of the work done by them up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it 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 running foot of sidewalks complete, including the turning of the corners.

New Orleans, May 19, 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.
my23 11t

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 $500 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, 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 the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default, as required by article 1905 of the Civil Code, and without applying to a court of justice to annul the same and without indemnity; and it is also well understood that in case the contractor shall at any time abandon the work or not finish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound, in solido, to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work and the price at which it may be adjudicated at a resale or readjudication.

Bids to be per running foot of new sidewalk complete, including the turning 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 6000 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 $5000 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 to 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.

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 street shall then be re-laid by the contractor or contractors, in the best workmanlike manner and to the entire satisfaction of the City Surveyor. Wherever the street is not yet paved, the lines of said tracks within the rails shall be paved with round stones, in the best workmanlike manner, and to the entire satisfaction of the City Surveyor.

The cars shall be of the same description as those used in the city of Philadelphia, and of such dimensions as will seat thirty persons. The cars shall be drawn by horses or mules, and if more than one horse or mule be used for each car, they shall be driven abreast. The cars shall be run as often, per day and night, as the contractor or contractors may deem proper, but not at greater intervals than every fifteen minutes from daylight until 10 o'clock P. M., and every thirty minutes from 10 o'clock P. M. until midnight. The speed of the cars shall not exceed six miles per hour. All cars that may be run on said railroads between sunset and daybreak shall be provided of 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 contract, 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 9, 1860.

[No. 5122.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate to the highest bidder, after twenty days notice in the official journal, a contract for the right of way of a double track railroad and the privilege of running cars thereon for twenty years, on Canal street, from Rampart street to the Metarie Ridge, thence down said Metarie 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 2[illegible] — 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-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 streets, where the same are paved, as well as the shelling of the streets 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 employé on said roads, the contractor or contractors shall be liable to a fine of ten dollars for each and every offense, besides all damages arising therefrom.

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

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

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

The contractor or contractors shall be bound to place and keep on said roads a sufficient number of passenger cars, to be drawn by horses or mules, as aforesaid, so as to make trips up and down said roads, as 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 contract, 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, July 7, 1856.

[No. 2129.]

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

[Signed] E. L. TRACY, President Board of Assistant Aldermen.
[Signed] L. H. PLACE, President Board of Aldermen.
Approved April 28, 1856. [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

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 May, 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 May, 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. Hermon—security John McVittie—at $1.25 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 May, 1860, I will adjudicate at my office, at 12 o'clock M., the above contract.

my21 7t — V. DUPLESSIS, Comptroller.

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 Annonciation entre les rues Washington et Sixième, comme épave—

Une chèvre ayant des taches 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 19 21

POLICE JAILS—OFFICIAL.

Was brought to the City Police Jail on the 11th of May, 1860, the black boy WILLIAM BARNES. 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.
HENRY DUREL, For Comptroller.
my18 15t

Was brought to the City Police Jail on the 15th 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 8¼ 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.
HENRY DUREL, For Comptroller.
my18 15t

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.
HENRY DUREL, For Comptroller.
my11 15t

Was brought to the City Police Jail on the [illegible] 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 25 years of age.

The owner will call and claim his property according to law.

ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860.
HENRY DUREL, For Comptroller.
my4 15t

Was brought to the City Police Jail on the 23d of April, 1860, the black boy JOHN. Says he belongs to Mr. Henry Lawrence, who lives on Bayou 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 22 years of age.

The owner will call and claim his property according to law.

ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860.
HENRY DUREL, For Comptroller.
my4 15t

Was brought to the City Police Jail on the 29th of April, 1860, the black boy RANDOLPH. Says he is free, and is 5 feet 7 inches high, and has a scar on the right leg, and is about 18 or 19 years of age.

The owner will call and claim his property according to law.

ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860.
HENRY DUREL, For Comptroller.
my4 15t

WHARFINGER'S OFFICE FOURTH DISTRICT, May 21, 1860.

A LOT OF HOOP-POLES have been removed from the Flatboat Landing of this District, and stored on New Levee street, between Second and Third streets, which, if not redeemed by the owner, will be sold at public auction, at the above place, on SATURDAY, June 2d, 1860, at 10 o'clock A. M.

H. D. KEEN, Ass't Wharfinger.

BUREAU DU GARDIEN DU PORT DU QUATRIEME DISTRICT, Mai 21, 1860.

UN LOT DE PERCHES a été trouvé sur le Flatboat Landing de ce District et emmagasiné rue de la Nouvelle Levée entre les rues Seconde et Troisième. Si les dites perches ne sont pas réclamées par le propriétaire, elles seront vendues à l'encan le SAMEDI, 2 de juin 1860, à 10 heures A. M.

H. D. KEEN, Député Gardien du Port
my22 10t

E. LYON. W. W. LEAKE.

LYON & LEAKE, ATTORNEYS AT LAW, AND General Collecting Agents, CAMDEN, Arkansas, will collect claims in all the Southern part of the State.

References—A. J. Tully & Co., Campbell & Strong, J. Burnside & Co., C. H. Slocomb & Co., W. A. Violett & Co., R. W. Rayne, Searing & Scott, New Orleans; Hudson, Robertson & Co., Wm. Wray & Co., New York; J. B. Lippincott & Co., Philadelphia. my20 1y*

PUNCH—120 boxes Batavia Arrac, for sale by S. WOLFF, corner Gravier and New Levee sts. a23