New Orleans Daily Crescent.

A Curious Reminiscence of the Olden Time.

While traveling recently through the South-western section of the United States, I was staying a day or two with an old Spanish gentleman in Louisiana, whose acquaintance I had recently formed, when I became possessed of the following curious history of the past. Signor B— is a descendant of an old Castilian titled family, and has in his possession, among other records of the past, preserved in his family, a rare document about the journeyings of DeSoto in this country. It is itself, by confession, a copy taken from the original manuscript, by some of the ancestors of Signor B—. It is supposed that the original was prepared by one of De Soto's followers.

This is enough of its history. I was kindly permitted to examine the MS., and copy a portion of it. I should have been most happy, had circumstances permitted, to have taken a copy of the whole manuscript. But not being able to do that, I selected the account of DeSoto's travels in the Northwestern part of Georgia and Tennessee, and have made the following free translation of a portion which refers to his encampment among the mountains of this region. I will give the translation first, and then endeavor to locate the "encampment" of which it speaks, and endeavor to demonstrate the correctness of my conclusions by a reference to the geography of upper Georgia, for I believe to Georgia is due this honor, if it can be so called.

"We had been journeying for some days among the valleys and forests and mountains, endeavoring to find an easy passage over them to the north, but owing to the rough character of the country we were unable for a long time to effect any passage. The Governor determined at last to push boldly in among these mountains in a north-easterly direction, with the hope that we might get over them before the severity of the winter should render it impossible to do so. The weather was now getting very cold, and every day we met a great many Indians, suffering from it, although they were more accustomed to it than ourselves. There was also, we found, much to our trouble, a great scarcity of provisions, so that the Indians had now ceased to bring us provender for our horses, which they had done in the south. So we helped ourselves whenever we could find it.

We journeyed for three days as well as we could in a north-easterly direction, and then came to a large creek, where we found immense herds of deer, and killed some of them. The Governor thought that we could not do better than to follow the creek, in hopes of getting along better. We had been following it up but a short time when the weather checked our further progress by the heavy snows which began to fall. So the Governor determined to halt and form an encampment, so that we might rest our horses, that had suffered very severely for several days, as well as to protect ourselves against the severity of the weather, until spring should afford us a good opportunity for prosecuting our journey. The Governor selected for our encampment a nearly level spot of land on the east bank of the creek, among the mountains, containing a few acres. And which we at once set to work to fortify, by throwing up a breastwork of dirt and gravel, for the Indians were not so well disposed to us in this region as they were further South.

After we had thus fortified our encampment, we made the Indians build us huts like their own inside the breastworks, and gathered all the food in there that we could find. The Cacique of the Indians lives in an Indian town some miles down the creek from our encampment, but not so far if we could have crossed the mountains. We could not get there except just where the creek passed through, which seems to have been an opening left expressly for the use of the creek, the mountains coming so near each other on each side. It looked like the mountain had been cut in two here, and a [illegible] taken out. The Cacique never visited us but once, though many other Indians came. And the Governor then demanded of him one hundred baskets of maize, and twenty Indian men to do our work for us. The Cacique being afraid of us, sent us all the maize he could get, but was unable to send the Indians, which shows to my mind, that the Indian Caciques do not have much power over their subjects. But we made the Indians who visited us do whatever we wanted done.

We killed a great many deer, which swarmed around our encampment, and so we had a good time. And we learned from the Indians a great deal about the country. One thing they told us, and which we could not believe until we went ourselves to see it. It was of a large flat rock, which had a great many eagles' heads and shells, and a great many other curious things sticking out of it. We went to see it and found that it was so. It was not far from our encampment. The Indians said that their Great Spirit lived under the rock, and could sometimes be heard in the ground on the opposite side of the little stream, which runs by the rock. And that the eagles' heads, etc., were real eagles and shells, but that the Great Spirit had got angry with them, and turned them into stones and put them there. We remained in our encampment seventy-five days, when the weather became milder, and we were enabled to pursue our journey. So we broke up our encampment, and being all well refreshed by our long rest, and our horses well rested and fat, we pursued our journey to the North-East."

The manuscript from which I have translated the above, goes on to relate the various adventures of DeSoto and his followers in their wild journey to the North. Of these I shall say nothing more at present, but will endeavor to locate the above "encampment." Since I first saw this, I have thought much of it, and as may be supposed, I was very anxious to know the locality in which the occurrences narrated above took place. And I consider myself very fortunate in having obtained some months since, a clue to the real truth. I need not state how I obtained it, if I demonstrate my position, that is sufficient.

Any one who may have ever visited the Catoosa Springs in Northwestern Georgia, may perhaps recollect some of the following circumstances of their trip to that most beautiful watering place. The Western and Atlantic R. R. runs within three miles of these Springs, and the depot for the Springs is situated between two bridges on the Chickamauga creek, about five hundred yards apart. I believe this to be the creek upon which DeSoto's encampment was located. And I have good and substantial reasons for my opinion. After leaving the depot by the omnibus line in going to the springs, at about half-way you will again cross this creek, and immediately mount a slight eminence, upon which is still seen the remains of an old fort or breastworks, of which no account was ever given.

The Cherokee Indians knew nothing of its origin. And I believe that no one at this time can account for it otherwise than as I do, by believing it to be the very identical "encampment" of DeSoto and his followers. I examined the locality some time since for my own satisfaction, and am able to give the following facts in connection with it. There are at this spot, remarkable remains of some ancient breastworks, whether they were made by DeSoto or not. And below these remains, not very far distant from the creek, is a large flat stone or rock, which it is said was formerly covered by projecting rocks, very curiously shaped, some like an eagle's head, and all possessed strange resemblances. But the most of these, if not all indeed, have been broken off and carried away by visitors to the springs. When I was there and examined this rock, I found many shells partly embedded in it. It seems to be a limestone rock. If this is not the rock mentioned by the writer above, it nevertheless, possessed a very singular coincidental resemblance.

In regard to the Indian legend about hearing the "Great Spirit" "on the opposite side of the little stream," under ground, I will say that it is a small item, but a very important one in this connection, and I will relate after a little, a very curious incident which occurred at this place some years ago, somewhat by way of confirming the correctness of the writer of the above old manuscript. I will for the present, however, call the readers' attention to the account as given above of the locality where the creek passes through the mountain gorge. I believe that I am warranted, from my individual observations at the place, in saying that the opening in Taylor's Ridge near Ringold, and through which passes the W. & A. R. R., was the spot described by the old chronicler as the "opening left expressly for the use of the creek."

I promised above to narrate an incident which occurred some years ago at the rock on which were found the eagles' heads, etc. I must premise, however, with the statement, that about the time the Cherokees were moved to the West, there was a house built near this rock, and almost upon it, which was kept for some years as a hotel by an Indian, just at the foot of this rock, and on the opposite side of the little stream which washes its base, there was discovered a small branch or stream of water running from under the ground between some rocks emptying into the former. And upon prizing up a good sized stone, there was opened up a fine bold spring, the mouth of the underground stream. And whoever has drank of its waters, must pronounce them to be inferior to none anywhere for coolness and excellence of taste. And on examination, this underground stream was discovered by the resonance of the ground over it, to run far up into a field or orchard on its own side of the above little stream.

Now I will relate the incident which is said to have occurred here. I do not vouch for its truth, but only give it as it was told to me. The gentleman who told it to me said that he was working in the abovementioned field or orchard early on a certain morning some years since, and on going to his breakfast passed by this spring, in which he found one or two ducks playing in the water. On his return from breakfast he says the ducks were no longer in the spring. And passing on to his work, he was not a little surprised to hear the quacking of a duck under the ground, some distance up in the field. He accounted for it by supposing that one or both ducks had dived down in the spring, and came up on the wrong side, finding themselves under ground.

The reader may take the story with any degree of allowance that suits him; I only repeat it as I heard it. All that I can say is, that there is the spring, and an underground stream, and that there are in the spring fish of considerable size, and that they can disappear underground whenever alarmed. The duck story may or may not be true; I do not wish to impugn the veracity of the gentleman who told it to me, and shall therefore leave its credibility with the reader.

J. B. J.

MAYORALTY—OFFICIAL.

Proclamation.

MAYORALTY OF NEW ORLEANS, City Hall, May 26, 1860.

Agreeably to the provisions of the City Charter, an election will be held on Monday, 4th June, for a Mayor, a Recorder for each the First, Second, Third and Fourth Districts, a Street Commissioner, Aldermen and Assistant Aldermen for the city of New Orleans, to-wit:

Mayor of the city of New Orleans.
One Recorder for each, the First, Second, Third and Fourth Districts of the city.
Street Commissioner of city of New Orleans.
And Aldermen and Assistant Aldermen, to-wit:

ALDERMEN.

One Alderman for the First District of the city, in place of J. O. Nixon, whose term has expired.
One Alderman for the First District, in place of Amadeo Landry.
One Alderman for the Second District, in place L. E. Forstall.
One Alderman for the Third District, in place of G. S. Wiltz.
One Alderman for the Fourth District, in place of H. T. Vennard.

ASSISTANT ALDERMEN.

One Assistant Alderman for the First Ward, in place of S. A. Kingsland.
One Assistant Alderman for the Second Ward, in place of J. T. Monroe.
One Assistant Alderman for the Third Ward, in place of H. Beebe.
One Assistant Alderman for the Fourth Ward, in place of J. Bauit.
One Assistant Alderman for the Fourth Ward, in place of L. G. DeL'Isle, resigned.
One Assistant Alderman for the Fifth Ward, in place of F. Moreno, Jr.
One Assistant Alderman for the Seventh Ward, in place of J. J. E. Massicot.
One Assistant Alderman for the Eighth Ward, in place of J. B. Leefe.
One Assistant Alderman for the Eleventh Ward, in place of R. Huyghe.

Said election to be held at places designated by the "Central Board of Commissioners," and under the direction of inspectors by them appointed.

my26 1a GERARD STITH, Mayor.

MAYORALTY OF NEW ORLEANS, City Hall, May 25, 1860.
Common Council of the City of New Orleans.

No. 5180.]

Be it Resolved, That the Central Board of Commissioners of the city of New Orleans be and they are hereby instructed, in conformity with the provisions of the City Charter, entitled an act to amend an act entitled an act to consolidate the city of New Orleans, and to provide for the government of the city of New Orleans, and the administration of the affairs thereof, approved March 20th, 1856, to give notice in the public papers that an election will be held on the first Monday (the 4th) of June, for the following named officers, to serve for the next ensuing two years from the time they shall enter upon the discharge of the duties of their respective offices, on the third Monday of June next, to-wit:

Mayor of the city of New Orleans.
One Recorder for each, the First, Second, Third and Fourth Districts of the city.
Street Commissioner of the city of New Orleans.
One Alderman for the First District of the city, in the place of J. O. Nixon.
One Alderman for the First District in the place of Amadeo Landry.
One Alderman for the Second District in the place of L. E. Forstall.
One Alderman for the Third District in place of P. S. Wiltz.
One Alderman for the Fourth District in place of H. T. Vennard.
One Assistant Alderman for the First Ward in place of S. A. Kingsland.
One Assistant Alderman for the Second Ward in place of J. T. Monroe.
One Assistant Alderman for the Third Ward in place of H. Beebe.
One Assistant Alderman for the Fourth Ward in place of J. Bauit.
One Assistant Alderman for the Fourth Ward, in place of L. G. DeL'Isle, resigned.
One Assistant Alderman for the Fifth Ward, in place of F. Moreno, Jr.
One Assistant Alderman for the Seventh Ward, in place of J. J. E. Massicot.
One Assistant Alderman for the Eighth Ward, in place of J. B. Leefe.
One Assistant Alderman for the Eleventh Ward, in place of R. Huyghe.

Be it further Resolved, That the Mayor be and he is hereby directed to give the proper notice, in accordance with the foregoing resolutions, to the Central Board of Commissioners, in conformity to law.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
my26 [Signed] GERARD STITH, Mayor.

[No. 5181.]

Resolved, The Comptroller warrant on the Treasurer for the payment of the following bills, viz.:

P. Palanco, repairing keys and locks of Parish Prison	$10 00
C. L. Nobles, brooms and tin cups for First District Police Station	4 16
John P. Barnett, sundries for Court Houses	34 72
S. R. Phillips, horse brushes and curry combs for city horses	7 00
J. P. Conlon, repairing supply pipe of the urinal basin, First District Lock-up	1 25
Luxemberg Hospital, treatment of Wm. Danford, an indigent small pox patient, from March 27 to May 7, 1860	120 00
N. O. Commercial Bulletin, 12 months' subscription for Board of Assistant Aldermen, to May, 1861	12 00
John Stack, half-dozen corn brooms, for First District Station	3 00
Catholic Standard, two years' subscription for Mayor's office, ending August, 1860	6 00
Catholic Standard, publishing Sheriff's notice of election for Senator in January, 1860	4 00
Chas. S. Morin, 979 feet lumber furnished Street Commissioner's Department under resolution No. 5088	17 62
Chas. S. Morin, 57,118 feet of yellow pine lumber, furnished Street Commissioner for repairs to bridges, at $18 per 1000	1,028 12

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
my26 [Signed] GERARD STITH, Mayor.

[No. 5182.]

Resolved, That the adjudication by the Comptroller, agreeably to Resolution 5091, of a contract for repairing and keeping in repair shell roads of the First and Fourth Districts of the city, to Henry McGuinn—security John C. Stewart—at $7,100, for one year for the whole work complete, be and the same is hereby approved, the security accepted, and the Mayor authorized to enter into contract with the parties per notarial act for the performance of said work.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
my26 [Signed] GERARD STITH, Mayor.

[No. 5183.]

Resolved, 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 (offered for sale by the Comptroller as per resolution No. 5108, and no bids received) for constructing brick sidewalks, bordered by curbstones and wooden gutters, on the west side of St. Avide street, from Urquhart street; said work to be done in accordance with specifications on file in the Surveyor's office, and the adjudication to be subject to the approval or rejection of the Common Council.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
my26 [Signed] GERARD STITH, Mayor.

[No. 5185.]

Resolved, That the Surveyor be and he is hereby authorized to have ditched each square of ground bounded by and lying between Canal, Canal Carondelet, Dupre and Broad streets, at a cost not exceeding one hundred dollars for the work complete.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
my26 [Signed] GERARD STITH, Mayor.

[No. 5186.]

Resolved, That the adjudication by the Comptroller of a contract, per resolution No. 5079, for paving with roundstones Goodchildren street, from Esplanade to St. Bernard street, and St. Bernard street, from Goodchildren to Claiborne street, to E. D. White—security, Thos. Bart—at $1 55 per superficial yard of paving, and 50 cents per superficial foot of curbstones and gutter stones, be and the same is hereby approved, the security accepted, and the Mayor authorized to enter into contract with the parties, per notarial act, for the performance of the work.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
my26 [Signed] GERARD STITH, Mayor.

[No. 5187.]

Resolved, That the adjudication by the Comptroller of a contract for attending and keeping in repair the bridge across Bayou St. John at Telemachus street, to P. H. Laugheo—security, N. Revira—for $130 per annum, be and the same is hereby approved, the security accepted, and the Mayor authorized to enter into contract with the parties per notarial act for the performance of said work.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
my26 [Signed] GERARD STITH, Mayor.

[No. 5188.]

Resolved, That the proposal of George W. Gregor—security John M. Gould—to collect for one year the licenses due by all foreign agents and itinerant sample peddlers now residents of the city of New Orleans, for $6500 per annum, be and the same is hereby approved, the security accepted, and the Mayor authorized to sign the contract.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 1860.
[Signed] GERARD STITH, Mayor.
A true copy:
my26 WM. SALOMON, Secretary.

COMPTROLLER—OFFICIAL.

COMPTROLLER'S OFFICE, City of New Orleans, May 25, 1860.

[No. 5184.]

Resolved, That the Comptroller be and he is hereby authorized to adjudicate the two following contracts, to the lowest bidder, for each separately, after five days notice in the official journal; said works to be done in accordance with specifications of the Surveyor, and the adjudications to be subject to the approval or rejection of the Common Council:

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

2. A contract for constructing brick sidewalks, bordered by curbstones and wooden gutters, on both sides of Washington avenue, from Goodchildren to St. Avide street.

[Signed] JOHN T. MONROE, President Board of Assistant Aldermen.
[Signed] J. O. NIXON, President Board of Aldermen.
Approved May 25, 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.

my28 7t V. DUPLESSIS, Comptroller.

FOR GONORRHEA, GLEET, WEAKNESS, PAINS in the Back, and all Urinary Affections,
THE GREAT ENGLISH REMEDY, SPECIFIC SOLUTION.—This world-renowned preparation cures all affections of the generative organs, whether recent or chronic. Physicians of England, of France, and of America, acknowledge its efficacy. Thousands of sufferers have been relieved by it. Purely vegetable in composition, it is as harmless as it is efficacious. The system becomes invigorated, and the debilitated body and depressed mind are restored to energy.
B. ABRAMS, Sole agent for the United States,
my17 1y Apothecary, 36 Camp street, New Orleans.

PLANTATION AND GENERAL BROKERAGE.—The partnership of LEGENDRE & WOODLIEF expires this day by limitation.
F. W. WOODLIEF continues the business at the old stand, under the St. Charles Hotel, and offers his services to his friends and the public generally as a Real Estate Broker. my2 3m

KELLER, J. H., SOAP MANUFACTURER, corner of St. Ann and Howard streets, New Orleans. Orders left at Post-Office, Box K, No. 23, will be promptly filled. my16 1y

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 reladd 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 13, 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 flagstone 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 stone 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 tooldressed 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 to 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 all 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 anew 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 planks 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 24 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 in 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 planed, 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. 2683, 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 [illegible] 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 contract.

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. Claud, 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 auger holes in the gutter plank, 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 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 because 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 on 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 or complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, the contractor and his securities shall be held and bound, in solido, to pay unto the city all loss or difference between the price at which the contractor originally contracted to perform the work and the price at which it may be adjudicated at a resale or readjudication.

Bids to be per running foot of new sidewalk complete, including the 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 $5 00 shall be required to guarantee the faithful performance of the contract.

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

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

It is well understood that in case of failure by the contractor to begin or finish the work or any part thereof within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default, as required by article 1905 of the Civil Code, and without applying to a court of justice to annul the same and without indemnity; and it is also well understood that in case the contractor shall at any time abandon the work, or not finish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood that in case the contract be resold, 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 gauge. The rails shall be of the same pattern as those in use in the city of Philadelphia, a sample of which can be seen in the Surveyor's office. The materials for the construction of the roads shall be of the best quality, and shall have the following dimensions, to-wit: The cross-ties shall be either of cypress or yellow pine six by eight inches, and eight feet long, and the string pieces either of cypress or yellow pine five by eight inches.

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

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

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

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

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

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

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

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

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

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

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

It is well understood that in case of failure by the contractor to begin or finish the work, or any part thereof, within the period fixed, or in case the Council be dissatisfied with the manner in which the work is being executed, the Council shall have the right to annul the contract without putting the contractor in default, as required by article 1905 of the Civil Code, and without applying to a court of justice to annul the same, and without indemnity; and it is also well understood, that in case the contractor shall at any time abandon the work, or not finish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of the abandonment, and that the city shall be thereby discharged from any and all liability therefor; and it is also well understood, that in case of such annulment of the contract or of such abandonment of the 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?t 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 curb-stones 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 gauge. The rails shall be of the same pattern as those in use in the city of Philadelphia, a sample of which can be seen in the Surveyor's office.

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

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

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

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

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

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

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

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

The contractor or contractors shall be bound to place and keep on said roads a sufficient number of passenger cars, to be drawn by horses or mules, as aforesaid, so as to make trips up and down said roads, as 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 22

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

[No. 2129.]

RESOLVED, That the Comptroller be and he is hereby authorized and required to give notice, by a standing advertisement in the official journal, that in accordance with the ninth section of ordinance No. 1443, approved March 20, 1854, the Council will not pay any bill against the city unless contracted under authority of an order from the Comptroller, in accordance with the ordinance referred to.

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

The attention of the officers of the city and of the public is respectfully called to the foregoing resolution.

V. DUPLESSIS,
jy16 tf Comptroller City of New Orleans.

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 Berry 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. 5061, for cleaning the Melpomene Canal, from Dryades to Claiborne streets, to Pat. Herron—security [illegible]—at $125 per running acre, be and the same is hereby rejected by the Common Council of the city of New Orleans.

Resolved further, That the Comptroller be and he is hereby authorized to adjudicate to the lowest bidder, after five days notice in the official journal, a contract for cleaning the Melpomene Canal, from Dryades street to Claiborne street, and the Claiborne Canal, from its upper limit to the New Canal, the work to be done in accordance with specifications of the Surveyor, and the adjudication to be subject to the approval or rejection of the Common Council of the city of New Orleans.

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

Notice is hereby given that on MONDAY, 28th of 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 Annunciation 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 14th 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 21 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,
my18 15t For Comptroller.

Was brought to the City Police Jail on the 16th of May, 1860, the black boy SAM. Says he belongs to Mr Mayronne, who lives in the parish of St. Charles. He is 5 feet 6½ 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,
my19 15t For Comptroller.

Was brought to the City Police Jail on the 9th of May, 1860, the black boy LEWIS GIBSEY. Says he belongs to Widow Bachelor, who lives about 14 miles above Vicksburg. He is 6 feet high, has a cut on the left arm, near the joint, stutters in his speech, and is about 36 years old.

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

Was brought to the City Police Jail on the 11th of April, 1860, the griff boy WILLIAM. Says he belongs to Mr. C. Swanson, who lives in Lagrange, Georgia; he is 5 feet 3½ inches high, and has a large scar on the forehead and on the side of the left eye, and is about 22 or 23 years of age.

The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860.
HENRY DUREL,
my4 15t For Comptroller.

Was brought to the City Police Jail on the 23d of April, 1860, the black boy JOHN. Says he belongs to Mr. Henry Lawrence, who lives on Bayou Bœuf, Parish of St. Mary, La.; he is 5 feet 4 inches high, and has a scar on the forehead and one on the left hand, and is about 28 years of age.

The owner will call and claim his property according to law.
ED. PLANCHARD, Keeper of City Police Jail.
Registered May 3, 1860.
HENRY DUREL,
my4 15t For Comptroller.

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,
my4 15t For Comptroller.

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,
my22 10t Député Gardien du Port.

B. 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. Tally & 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