New Orleans Daily Crescent.

OFFICIAL JOURNAL
—OF—
THE STATE OF LOUISIANA.

J. O. NIXON, Editor and Proprietor.

OFFICE, No. 98 CAMP STREET.

THE DAILY CRESCENT

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Rates of Advertising:

Squares.	1 month.	2 mos.	3 mos.	6 mos.	12 mos.
One	$12 net.	$18 net.	$21 net.	$30 net.	$75 net.
Two	20	30	40	60	125
Three	30	45	60	90	175
Four	40	60	80	120	225
Five	50	75	100	150	275
Six	60	90	120	180	325
Seven	70	105	140	210	375
Eight	80	120	160	240	420
Nine	90	135	180	270	475
Ten	100	150	200	300	500
Twelve	120	180	240	360	600
Fifteen	150	225	300	450	750
Twenty	175	260	350	500	850
Twenty-five	200	300	400	600	1000
Thirty	225	340	450	700	1200

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THE WEEKLY CRESCENT

is published every Saturday morning. Subscription, $5 per annum, in advance; half-yearly and quarterly, same rates; single copies, 10 cents.

Rates of Advertising:

Squares.	1 month.	2 months.	3 months.	6 months.	12 months.
One	$5 net.	$8 net.	$12 net.	$20 net.	$30 net.
Two	8	12	20	35	50
Three	12	20	28	50	70
Four	15	27	35	65	90
Five	20	35	45	80	110
Six	25	45	55	100	130
Seven	30	55	70	120	150
Eight	40	70	100	150	180
Nine	50	75	110	180	200
Thirty	100	150	200	350	500

FRIDAY MORNING, MARCH 30, 1866.

Southern Company for Insurance Against Accident.

From the Richmond (Va.) Enquirer.

Insurance against accidents has become a large business, both in England and the Northern States. It offers some very important advantages to the public, and in consequence of its popularity, has been found profitable to the insurers.

Insurances in these companies may be taken either against disability, or loss of life, or both, as the result of accident; and for any period from a day to a year, and for any sum from a very small to a very large one. It differs from ordinary Life Insurance, in confining itself to deaths from accident; and from ordinary beneficiary societies in allowing weekly benefits only to disabilities from the same causes. Its rates are correspondingly lower, in both instances. In ordinary Life Insurance Companies, a strict medical examination of the applicant is made, and in many cases insurance is refused because of hereditary or other diseases.

In insurance against accidents, no such examination is had, and no such discrimination made. Hence, a class of persons may insure in these companies, at fair and moderate rates, against a certain portion of the risks of mortality, who can find no insurance whatever anywhere else. The extreme flexibility of the system is another great advantage. It is particularly adapted to the cases of those who are assuming, for a few days, the risks of travelling. For a few cents a day, a person whose personal skill or labor is the sole resource of the family he leaves behind him, may travel with the satisfaction of knowing, that if death or disabling accident befall him, those dependent upon him would be comfortably provided for. Even the most penniless traveler can well retrench from his usual indulgences, the means necessary for this; and he could scarcely claim to care for his family if he refused.

The system of insurance against accidents, has, as we have remarked, been extensively introduced into Europe and the Northern States of this Union. Gradually it has been working its way among us of the South, since the war. On some of our trains, a passenger scarcely has taken his seat before he is waited on by an insurance agent. A great obstacle to the success of these agents, has been the fact that they represent companies very remotely located, and of whose resources, officers and general management, our people know nothing. Hence we have not the necessary confidence in them. In the great race between Eclipse and Sir Henry, John Randolph's butter for a bet of ten thousand dollars on Sir Henry, was accepted by some stranger, who further proposed that "Squire Thompson shall hold the stakes." "I'm the man who will hold Squire Thompson" replied Randolph. In like manner, when unknown names from Chicago offer to insure a traveler in Virginia, from the perils of the rail or steamer, the inquiry suggests itself, "who will insure the Chicago men?" It is evident that this want of confidence—which is nothing more than the promptings of ordinary prudence—must make the sales of policies few in number, although the scheme of insurance is, in itself, very popular.

A company has been organized and is now in operation in this State and the South, which will secure to our people the advantages of insurance against accidents, and at the same time be free from the objections to the general adoption, to which we have referred. It was chartered by the legislature at its last session, with an ample capital, under the name of the Southern Accident Insurance Company. Its principal office is in Lynchburg, Virginia. From its advertisement, which the reader will find in another column, it will be seen that it is officered by gentlemen in whom the whole country has the highest confidence. The list is eloquent one, and its best praise is to publish it. Of the directors, the names of General John B. Gordon, alike eminent as soldier, gentleman and citizen, and the gallant and worthy Admiral Hays, both of the Federal South, will command confidence not only there, but confirm it here. We do not see, then, that a single element of success is wanting to this pioneer enterprise of its kind among us. We think it ought to succeed most handsomely, and we doubt not that it will; and it will be a national pleasure, we are sure, to our readers and ourselves, when we shall be able to chronicle it as an accomplished triumph.

THE MADAWASKA AND THE IDAHO.—The new steam frigate Madawaska, and the steam sloop-of-war Idaho, are now nearly ready for service. The iron-clad, smaller than the Idaho, between the Winooski and Alonquin, has been ordered, nor is it likely that there ever will be. The vessels have nothing whatever to do with each other, and will proceed upon their respective trial trips separately and in different directions. A cruise of three or four hundred miles along the coast will better decide the merits of the engines, and will prove much more satisfactory than a dozen dock trials, which latter always result in a useless waste and expenditure of cost and time.

The engines of the Madawaska are of gigantic proportions, and were constructed purposely by Mr. Stephens, the Delaware, to compete with the engines specially adopted by the Navy Department, and are calculated to propel the vessel at the rate of fifteen knots per hour. The engines and boilers are placed three feet below the water line, out of reach of shot, and the vessels of this class will consequently be able to take full advantage of their great speed and heavy battery.

The engines of the Idaho were built by Mr. S. Forbes, on the Dickerson plan, and the terms of their contract call for a speed of fifteen knots per hour. This contract, however, the officers of these affairs have been in a position to proceed with the trial for several weeks past, but, from fear of alleged to avoid the action of Mr. Forbes. The sea trial of officers were sometime since ordered to report for duty, and the coal and other necessaries for the trip were placed on board, and it has been a mere joke for Mr. Forbes to say when he would take place.

LEVEES AT LAGUNA, ARK.—The enterprising planters in the vicinity of Laguna, one of the garden spots of Arkansas, have just had completed private levees, thirteen miles in extent, joining the State levees and protecting 15,000 acres of the best and most productive cotton land in the United States. It was built by the citizens giving a lien on the present cotton crop to pay for it; and the work was undertaken and finished by one clever and enterprising fellow-citizens, A. C. Hopper and T. Kelsey Fisher. There never was a levee laid down, and also built in a short time, and the people protected by it are mighty pleased with the work. It was commenced 20th November last, and completed 1st February.

[Natchez Courier.

Robbery at La Grange.

THE MONEY RECOVERED THROUGH MEANS OF A VISION.

Last Friday night, in the little city of La Grange, the store-house of a Mr. Baum was entered by burglars, the safe blown open with powder, and twenty-six hundred dollars in gold, taken, with about three hundred dollars of the abstracted money belonged to Mr. Baum, and the remainder to Capt. Reeves, commanding a negro company at that place, the greater portion of which he held in trust for the sable members of his gallant troop. Immediately on discovery of the burglary, Captain Reeves came to Memphis for a detective to visit La Grange to investigate the affair. He reached here on Saturday, and, on application to Captain Benjamin Garrett, secured the services of Charlie Smith, one of the shrewdest detectives in the city. Captain R. then telegraphed back to his friends at La Grange that he and Mr. Smith would be up on Sunday.

Quiet and deep sleep then settled upon the scene of the robbery, but in the middle watches of the night, when the spirits of revelation are supposed to dance through the slumbering brains of the innocent children of earth, impressing upon the tablets of the mind the pictures of earthly occurrences which never would otherwise come to human knowledge, an old citizen of La Grange, named Roseine, dreamed him a dream which led him to the discovery of the hidden receptacle of the purloined "greenerys" and the abode of the ravished "shekels of gold." The vision appeared unto him, allegorically, as of a favorite cow rent from his folds by the ruthless hands of beefless vandals. The grief for this loss, which would only have continued to "puff up" the sensitive frame of honest Jack Falstaff, without any other effect, led Mr. Roseine to somnambulic investigation of the route the vandals had taken with his "cow with the crumpled horn."

Earth, which has never been untrue to humanity, whose bodies are formed of her particles, failed not the dreamer even in the sightless couriers of slumber. She developed to the sightless couriers of his brain, the hoof-tracks of his cow, wending in the direction of the cemetery of his little village, where the gleaming slabs of white marble mark the resting places of its silent dead. In dreaming fancy he followed, and on entering the enclosure, lo! the vision changed; he beheld the fragments of an iron safe and empty, mutilated papers scattered about. There he discovered the footprints of sinful man turn from the place where the wreck was strewn. He still pursued, and came upon a spot which disclosed clods of newly turned soil, when all hallucination of the lost "crumply" disappeared, and the fantastic sprite of dreamland informed him the lost treasures of the house of Baum lay motionless beneath.

No more was "thusly" revealed, but early next morning, while the dew yet glistened on the grass, he rose from his revered couch, apparelled himself in the garb of his tailor's make, and bied him away on the visionary path of his lost cow. The greyeared came before him, the foot prints of men were there—he found the freshly turned earth, and beneath it a tin bucket containing the "greeny's" and "shekels of gold" which had been taken from Baum's safe. An hour or so after Capt. Reeves and Detective Smith, reached LaGrange, to hear of this Daniel-like vision. The detective, however, examined the room where the robbery had been committed, discovered that it had been done from the inside, arrested Mr. Baum's clerk, named Rollins, complimented Mr. Roseine on the simplicity of his accurate dream, and told him if it had only been revealed to him the name of the party who had buried the money, it would have been the most perfect affair in the annals of sharp policeing. So saying, he returned to Memphis, and told us the tale we have given above.

[Memphis Avalanche.

The following, headings and all, from the Washington correspondent of the Chicago Tribune, (radical,) will be read with interest:

THE SHRIEK HISTORY OF THE REBELLION—THE REBEL MILITARY STRENGTH, FEBRUARY 4, 1865—GREELEY BEFORE THE REBEL SENATE—CONVERSATION BETWEEN JEFF. DAVIS AND SENATOR H. V. JOHNSON ON THE HAMPTON ROADS PEACE COMMISSION—NAMES OF PROMINENT REBELS IN FAVOR OF RECONSTRUCTION AT THAT TIME.

[Correspondence of Chicago Tribune.]

WASHINGTON, March 19.—The newspaper readers of both the new and old world have been regaled from time to time, during and since the close of the rebellion, through the agency of the State department, with various more or less curious and interesting documents, throwing, or purporting to throw considerable light upon the hidden history of the great pro-slavery rebellion.

Some of these documentary revelations, as the missive bogus report attributed to Mallory, the rebel Secretary of the Navy, and the famous list of English holders of the bonds of the Confederate cotton loan, unfortunately were not as authentic as they should have been to establish the reliability of our Minister of Foreign Affairs as a discoverer of truth and disseminator of the secret annals of the Davis government. Nevertheless it would be unjust to question the fact, that some very valuable contributions have been made under the auspices of Mr. Seward to the history of the civil war.

The public, both United States and trans-atlantic, will be gratified to learn that the extent of these contributions is not yet fully known, and that more surprises are in store for it. I am enabled to lay before your readers a batch of very curious papers, never before published, coming from the same source. The disclosures made by them are so important and interesting from an historical point of view that the first thought likely to suggest itself to your readers upon their perusal will be as to their authority. For that I have the direct warrant of the Secretary of State. These identical documents were sent by him, under date of March 13, 1865, to all the leading diplomatic representatives of the United States, accompanied by a circular letter, in which he vouched for their historical accuracy. These papers comprise:

1. A statement showing the entire military strength of the Confederacy in February, 1865.

2. An account of a statement of General Lee in regard to the situation of rebel affairs, before a committee of the rebel Senate in Richmond, on January, 24th, 1865.

3. A conversation between Jefferson Davis and rebel Senator Johnson, of Georgia, in regard to the unsuccessful peace commission of Alexander H. Stevens, R. M. T. Hunter and J. A. Campbell, on February 5th, 1865, after the return of the commission to Richmond.

4. A list of rebel Senators, Members of Congress, and leading public men throughout the South in favor, at the stated time, of the reconstruction of the government on the basis of the Union.

They are transcribed *verbatim, et literatim* from the records of the State Department:

ENTIRE MILITARY STRENGTH OF THE CONFEDERACY FROM OFFICIAL REPORTS IN THE WAR DEPARTMENT.

The entire available force of the Confederacy February 4th, 1865, was 152,000 men, distributed as follows:

Under Lee in Virginia	64,000
Commanded by Hardee and Hoke, North Carolina	9,000
Commanded by Beauregard and Hardee, South Carolina, Georgia and Florida, including the late army of Hood, and the troops which evacuated Savannah, now at Branch ville, S. C.	22,000
Commanded by Dick Taylor, D. H. Hill, and Howell Cobb, in Georgia, Alabama and Mississippi	7,000
Entire force west of the Mississippi, under Kirby Smith, Magruder and Price	50,000
Total	152,000
Good work done Tennessee with	17,000
He leaves us with a loss of but	17,000
Showing a net loss of	34,000
There are now in West Virginia and East Tennessee, 4,000	4,000
This force will be moved to Lynchburg after March 1st.	

GEN. LEE BEFORE THE SENATE COMMITTEE—JANUARY 24TH, 1865.

Interrogated by Senator Hunter:

Q. What do you think of evacuating Virginia and going to North Carolina?

A. It would be a bad movement in my opinion; the Virginia troops would go home.

Q. Do you think we have troops sufficient for the next campaign?

A. I do not; we cannot last till mid-summer.

Q. What do you think of the policy of arming 200,000 negroes?

A. If we intend to carry on the war, that is the least of evils. But in such an event it should be understood that the slaves have their liberty.

Q. Do you think we could succeed by putting the negroes into the field?

A. That would depend on circumstances. We could at least carry on the war for another year.

Interrogated by Senator Hill:

Q. What is the sentiment of the army in relation to peace?

A. It is almost unanimous for peace. The men will fight longer if necessary, but they believe that we cannot continue the war through another campaign.

By Senator Graham:

Q. What is your individual opinion upon the subject of peace?

A. I think the best policy to pursue is to make peace upon the plan proposed by Mr. Stephens. The people and the country ought to be saved further sacrifices.

By Senator Walker:

Q. Provided peace be not made before spring, will you consent to take command of all the armies of the Confederacy, to act with unlimited powers?

A. I will take any position the country assigns to me, and do the best I can. But I do not think that I can save the cause now—that no human power can save it. Had this offer been made me one year ago, I think I could have made our condition better than it is now.

By Senator Orr:

Q. You think, then, general, that the best solution of our difficulties is to make peace on the State rights platform?

A. Yes; that is the best policy now. I think the army and the people ought to be saved, if all else is lost.

CONVERSATION BETWEEN JEFF. DAVIS AND SENATOR JOHNSON.

On Monday, the 6th of February, after the peace commissioners had returned from Fortress Monroe, Senator Johnson, of Georgia, waited on the President, when, in substance, the following conversation took place:

J. Well, President Davis, your peace mission failed!

D. Yes, I know it would. I now hope the reconstructionists will fight Lincoln instead of fighting me. (Mr. Lincoln, it seems, was not opposed to making peace with the States; but he was not in favor of recognizing the Confederate government as an independent power.)

J. I see, President, that you have withdrawn all the troops from Georgia into Carolina and Virginia. What will the people of Georgia do for protection in the next campaign?

D. The people of Georgia have followed the counsels of Gov. Brown and Mr. Stephens. They must now protect themselves.

J. Well, President, if you can do without the people of Georgia, the people of Georgia can do with out you.

NAMES OF PROMINENT REBELS IN FAVOR OF RECONSTRUCTION ON THE BASIS OF THE UNION.

Virginia—Allen T. Carpenter, Senator; Thomas G. Gholson, M. C.; Wm. C. Rives, M. C.; D. O. d'Jarnette, M. C.; John B. Baldwin, M. C.; Fayette McMullen, M. C.; Samuel Miller, ex-Governor H. A. Wise, Wm. Coggin.

North Carolina—Wm. A. Graham, Senator; Wm. Dortich, Senator; Members of Congress—R. R. Bridges, J. T. Leach, J. M. Leach, T. C. Fuller, James Turner, J. A. Gilmer, J. G. Ramsey, B. S. Gunther, Governor Vance, W. W. Holden.

South Carolina—James S. Orr, Senator; W. W. Boyce, M. C.

Georgia—Herschel V. Johnson, Senator; Benjamin H. Hill, Senator. Members of Congress—M. H. Blandford, Clifford Anderson, J. L. Shenmaker, James N. Smith, George N. Lester, B. P. Bell, W. Aiken, Gov. Brown, J. L. Whittaker, Joshua Hill, Linton Stevens, A. E. Wright, V. A. Caskell, Judge Eazard, H. B. Waugh and L. Tamlin.

Alabama—Senators R. W. Walker, L. Jameson. Members of Congress—Thomas J. Foster, W. R. Smith, D. Clopton, Hon. George Watts, John Clements, Hon. —Fitzpatrick, formerly United States Senator, and Hon. Mr. Parsons, member of the legislature.

Mississippi—Senator J. W. C. Watson, ex-Gov. Matthews, and members of Congress J. A. Orr, O. R Leighton and W. D. Holden.

Mississippi Intelligence.

A singular event occurred on the Southern Railroad near Morton, on Sunday last. A female who got on the train at Meridian for Vicksburg, was taken suddenly ill. Medical assistance was obtained, and the result was an increase of one in the number of passengers. A sum of money was raised among the passengers, and the mother and child left at Morton, where they will receive excellent attention.—[Clarion.

NUMBER OF CONVICTS RECEIVED AT THE MISSISSIPPI PENITENTIARY, FROM FEB. 27, TO MARCH 24, 1866.—Whites 15, colored 50, males 60, females 5. From Hinds county 2, Warren 18, Lowndes 1, Noxubee 3, Sunflower 2, Wilkinson 11, Lauderdale 2, Winston 1, DeSoto 1, Tenica 2, Hankin 3, Clark 1, Madison 1, U. S. military commission in Warren county 1.—Total 65. Pardoned 1. Discharged by expiration of service 3.—[News and Mississippian.

The continued wet weather is occasioning considerable uneasiness among our planters. The corn planted in the prairies is in great danger of "lining," or being burned up by the calcareous ingredients of the soil, and the hard beating rains we have had in the last few days are likely to wash out the seed in the sandy land, or heat the ground so hard as to retard their germination. Many farmers have yet to plant corn, and others are eager to put in their cotton, but of course nothing can be done in falling weather.—[Sunny South.

One of the beauties of Claiborne was a short time since prancing along in the most elegant style on a bunch of bones—a horse (so called)—when in crossing the creek the "animale" took a notion to take a bath, and rolled himself quietly under water, while the lady rider took a fall, "a waterfall," on the other side. When last we saw her she was dry.

We learn that a sad calamity occurred during the first of this month, in a neighboring town, by which a gentleman nearly lost his head. He had gone to town all starched and stiffened with pride and finery, when suddenly careening around the corner of one of those rude Marda gusts which disgust everybody, took him "catter-cornered, and away went his hat and wig—a kiting." Slapping both his hands on the top of his head to hide its baldness and veneration and reverence, "Stretch yo' sun after his coverings at the rate of "two-forty," and is supposed to be still going.

[Fort Gibson Standard.

CROWDED STREET CARS.—The following communication, which we copy from the New York Evening Post, is as applicable to this region as to that in which it was written, and the abuses complained of are as much in need of a remedy here:

There is one thing to which I think the attention of the Health Commissioners should be called, in their efforts to abate nuisances, and that is, the crowding of our city cars. If the opinion of able physicians can be relied on, a crowded assemblage of any kind, will, little or no ventilation, is sufficient to produce sickness; or, as in the case of cholera, to spread the contagion of death, if it be innurred. Can anything be more calculated to breed disease or spread pestilence than over-crowded ill-ventilated cars? I came down town this morning in an Eighth Avenue car with over sixty passengers; all huddled together as close as the officious conductor could pack us; and I suppose, had any more wished to get on they would have been assured there was "plenty of room." The front oval window over the door could not be opened on account of a wheezy old gentleman taking the responsibility of speaking for the rest, and insisting on it being closed.

I have recently been assured by various persons that a ride in a crowded car produced a violent headache and nauseous feeling—that it is the same feeling as sea-sickness in its first stages. Besides, the crowding and jostling in turning curves, the getting out of passengers, etc., to say nothing of three or four passengers sometimes being compelled to get off to enable another unfortunate to get off and on, make up more of the miseries of those compelled to ride down and up on these and other city cars.

In Paris there are seats for a given number in an omnibus, and as soon as all the seats are occupied the conductor sticks out a little flag. As long as she flag remains out no one is allowed to get off, and it is a fineable offense for a conductor to carry more passengers than he can seat. Could we not have such a system? It would involve but the necessity of putting on a few more cars.

Cannot the health commissioners, in looking after the cause and prevention of sickness, look into our city car system a little?

R. H. G.

THE UNITED STATES NAVAL STATION IN THE WEST INDIES.—St. Thomas, the new naval station of the United States navy in the West Indies, is one of the Virgin group of islands belonging to Denmark. It is thirty-eight miles east of Puerto Rico, in latitude (east of Port Christian) eighteen degrees, twenty minutes and twenty-four seconds north; longitude, sixty-four degrees, fifty-five minutes and forty-five seconds west. Its greatest length from west to east is seventeen miles, and is about four and a half miles in breadth, and has a total area of forty-five square miles. It has a rugged and elevated surface, which attains its greatest height toward the center, and descends sometimes gradually, but oftener abruptly to the shore.

It was once well wooded, but the cutting down of the trees has laid it open to the full force of the sun's rays, and it now suffers much from deficiency of water. The soil being sandy, and by no means fertile, the far greater part of it remains uncultivated. The area under cotton is only about twenty-five hundred acres, of which nearly one-half is planted with sugar cane. The whole island enjoys the privileges of a free harbor, and the trade is very extensive. St. Thomas being a depot of goods for many of the neighboring islands. It has its central locality, Charlotte Amelie, which is annually visited by about three thousand vessels from Europe, North and South America, and also from the other West India islands. In Europe the trade is chiefly with London, Liverpool, Glasgow, Havre, Bordeaux, Marseilles, Genoa, Altona, Hamburg, Bremen and Amsterdam. St. Thomas is the principal station of the British West India mail steamers, from Southampton, for which place a large steam packet leaves every fortnight. The population of St. Thomas is estimated at thirteen thousand.

A FOX CHASE IN INDIANA.—The grand fox chase on the west side of the river came off this morning, and candor compels us to say it was a grand fizzle. About twenty persons on horseback and several hundred spectators assembled at the appointed hour. The fox was started about 10 o'clock, and in half an hour the hounds, twenty-two in number, were let loose upon his track. An old dog with a stump tail, and a voice somewhat impaired by barking at the moon, took the lead. The fox made a flank movement on the town of Chauncey, but in ten minutes came back to the edge of the hill, apparently to see if the hounds were coming. After a satisfactory "reconnoiter," he made for the woods, but stopping too long to admire the eligible corner lots for sale by Peckham & Smith, the dogs gained ground and were close on his heels before he had a suspicion of danger. The sequel is soon told. An animated chase of half a mile brought the fox to close quarters, and he surrendered to a large white hound belonging to Mr. Heffner. Reynard was rescued without serious injury, and will be immediately put in training for another chase. Next time it is proposed to give the fox two days the start.

[Lafayette (Ind.) Courier.

AUCTION SALES.

THAT SPLENDID PROPERTY KNOWN AS THE "Delta Warehouse," comprising six lots of ground, having fronts on Fulton and Front streets, between Lafayette and Girod streets.

SUCCESSION OF C. D. YANCEY—NO. 18,239—SECOND District Court of New Orleans.

BY C. E. GIRARDEY & CO.,
NICHOLAS J. HOEY, Auctioneer.
Office, No. 17 Exchange Place.
Between Canal and Customhouse streets.

SATURDAY, March 31, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, on Royal street, between Canal and Customhouse streets, will be sold—

ONE LOT OF GROUND, in the Fourth District of this city, in the square bounded by Magazine, Third, Live Oak and Fourth streets, designated as lot No. 2, on a plan by H. Meilhausen, surveyor, dated the 23d of December, 1844, and measuring 31 feet 3 inches front on Magazine street by a depth of 110 feet 6 inches between parallel lines, American measure.

TERMS—Cash, in U. S. Treasury Notes.

Acts of sale before A. Mazureau, Notary Public, at the expense of the purchaser, including all the stamps required by the United States laws.

POSITIVE SALE FOR LIQUIDATION—THE UNION Warehouses on Tchoupitoulas, Commerce and Notre Dame Streets.

VALUABLE PROPERTY ON RAMPART STREET, BETWEEN Canal and Common streets.

BY J. B. WALTON & DESLONDE,
J. B. WALTON, Auctioneer,
Office No. 47 Carondelet street.

WEDNESDAY, April 4th, 1866, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, Royal street, will be sold—

These extensive, valuable and eligibly situated warehouses, well known as the "UNION WAREHOUSES," situated in the square bounded by Tchoupitoulas, Notre Dame, Commerce and Gravel streets, in the First District of this city, measuring one hundred and thirty-seven feet, one inch and two lines on Tchoupitoulas street, two hundred and two feet, five inches from on Notre Dame street, one hundred and thirty-nine feet, nine inches on Commerce street, and one hundred and ninety-seven feet, four inches and one line on Gravel street, with Notre Dame street, all American measure and according to a plan drawn by Pilie & Deposilly, dated 15th February 1866.

The buildings consist of a well built substantial fire proof brick Warehouse, covering the entire property, one portion of which, running through from Tchoupitoulas to Commerce street, is two stories in height, and the other portion one story. This Warehouse is leased until October 1, 1866, at $350 per month.

TERMS AND CONDITIONS—With the property will be sold one thousand shares, reduced to nine hundred and thirty-eight shares of Citizens' Bank mortgage stock. The purchaser will be required to furnish his stock note to the Citizens' Bank of Louisiana for twenty thousand dollars ($20,000), payable or renewable April 1, 1867, according to the charter of said Bank; to pay in cash in United States Treasury notes an amount sufficient to pay to the Bank the installments and interest due and falling on the 1st of April next, corresponding to about $11,000, and for the remainder to pay one-fifth in cash in United States Treasury notes, one-fifth each at one, two, three and four years, in the notes of the purchasers to their own order, bearing interest at the rate of 8 per cent. per annum from date until paid, and special mortgage. The buildings to be kept insured at their full value by the purchasers, and the policies transferred to the parties in interest, according to their respective interests.

—Also—

A LOT OF GROUND, situated on Rampart street, Nos. 53 and 55, between Canal and Common streets, in the square bounded by Rampart, Canal, Common and Bayou Road (late Philippa) streets, measuring 33 feet 10 inches front on Rampart street, by a depth of 107 feet, and forming part of a larger lot, designated as Lot No. 78, on a plan drawn by —— Pilie, then City Surveyor, dated the 12th day of May, 1819, and deposited in the office of the late Michel de Armas, notary public, under act dated the 16th of June, 1819, together with the buildings and improvements thereon.

The buildings and improvements upon the above described lot of ground consist of two Three-story brick Buildings, with Brick Back Buildings, suitable for a boarding house or for offices, and can always command a good rent.

No. 53 Rampart street is leased until 31st October, 1866, at $620 per annum, and No. 55 at $480 per annum until 30th September, 1866. With little repair, these buildings would be very desirable, and could be rented for $175 to $200 a month.

TERMS—With this property will be sold fifty shares, reduced to forty-seven shares, of Citizens' Bank mortgage stock. The purchaser will be required to furnish his stock note to the Citizens' Bank of Louisiana, payable, for reason and according to the charter of the bank, on the 1st of April, 1867, for five hundred dollars; and for the remainder to pay one-third in cash in U. S. treasury notes, one third at one year, and one third at two years, in his notes to his own order, bearing interest at the rate of eight per cent. per annum from date, and special mortgage until final payment. The buildings to be kept insured at their full value by the purchaser and the policy transferred to the vendors.

Acts of sale before Charles Maurian, Notary Public, at the expense of the purchasers, including the Stamps for the Internal Revenue.

BRICK STORES OPPOSITE ST. MARY'S MARKET and on Delord street.

ONE LOT OF GROUND AND DOUBLE TENEMENT Houses on Franklin street, near the Poydras Market.

BY J. B. WALTON & DESLONDE,
J. B. WALTON, Auctioneer,
Office—47 Carondelet street.

WEDNESDAY, April 4th, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, Royal street, will be sold—

ONE LOT OF GROUND, with the buildings and improvements thereon, situated in the First District of the city, in the square bounded by Scatter Market, Delord, Peters and Tchoupitoulas streets, designated by the No. 42, on a plan by Pilie & Deposilly, surveyor, dated May 1862, measuring 25 feet 1 inches front on Scatter Market street, by a depth between parallel lines of 62 feet 2 inches, measure. Any alterations, improvements or repairs to be done at the EXCELSIOR HOTEL HOUSE, No. 81, having one room on the first floor, used as a coffee-house, and two rooms on each of the second and third stories, with the back buildings, having kitchen and three rooms, waterworks, etc.

ANOTHER LOT OF GROUND with the buildings and improvements thereon, in the same square, in the rear of the above described lot, designated by the letter B on the above mentioned plan measuring 25 feet 1 inches front on Delord street, by a depth between parallel lines of 50 feet 10 inches, in one or less, American measure.

The improvements on this lot consist of a two story Brick House No. 67, having two rooms on the first floor, and two rooms and a cabinet on second floor, with two story brick back building, with kitchen and three rooms and water closet in the yard.

ONE LOT OF GROUND with the buildings and improvements thereon, in the First District of this city, in the square bounded by Franklin, Liberty, Lafayette and South Peydras streets, measuring 26 feet 7 inches front on Franklin street, by a depth of 120 feet 6 inches between parallel lines, American measure, according to a plan by Pilie & Deposilly, civil engineers, dated March, 1866.

The improvements on this lot consist of a one-story Double Tenement Frame Building, No. 162, containing two rooms and a cabinet in each.

TERMS—One third cash in United States Treasury notes, the balance in one and two years' credit, in the notes of the purchasers, to their own order, with mortgage on the property until final payment. The buildings to be kept insured by the purchasers, and the policies transferred to the vendors. The purchasers will have the privilege of paying the whole price of adjudication in cash before each piece of property respectively.

Acts of sale before Magloire Maurian, notary public, at the expense of the purchasers, including all the stamps required by the United States laws.

FINE PROPERTY ON NEW LEVEE, FRONT AND THALIA streets, convenient to the cotton presses and shipping.

BY J. B. WALTON & DESLONDE,
J. B. WALTON, Auctioneer,
Office 47 Carondelet street, corner of Union.

WEDNESDAY, April 4th, 1866, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, Royal street, will be sold—

TWO ADJOINING LOTS OF GROUND, in the square bounded by Front, New Levee (now Peters), Thalia and Ecrit streets, measuring each 24 feet 6 inches front on Front street, by a depth each of 155 feet 6 inches between parallel lines.

The improvements on these lots consist of a two story brick building, used as a cooper's shop.

TWO ADJOINING LOTS OF GROUND in the same square, immediately in rear of the lots above described, measuring each 24 feet 6 inches front on New Levee (now Peters) street, by a depth each of 155 feet 6 inches between parallel lines.

Upon these lots there are sheds used as a cotton pickery.

TWO ADJOINING LOTS OF GROUND, in the same square, measuring each 24 feet front on Thalia street, by a depth of 125 feet between parallel lines.

Upon these lots there is a BRICK WAREHOUSE with slate roof.

This property is connected and is very desirable for a warehouse, being convenient to the shipping, the upper steamship landing and the cotton presses.

The building material lying upon the lots fronting on New Levee and Front streets, resulting from the buildings fallen down, will be sold in bulk immediately after the sale of the lots at the Exchange.

TERMS—One-third cash, in United States Treasury notes; the remainder in the notes of the purchasers, to their own order, payable at one and two years, bearing seven per cent. per annum interest from date to maturity, and special mortgages until final payment.

The building material cash in U. S. treasury notes.

Acts of sale before T. O. Shaw, notary public at the expense of the purchaser, including the U. S. Revenue Stamps.

THREE VALUABLE LOTS OF GROUND IN THE TOWN of Richmville, corner of Valmont and Jersey streets, Parish of Jefferson.

Succession of DAVID J. B. WOODS, Deceased.

BY J. B. WALTON & DESLONDE,
J. B. WALTON, AUCTIONEER.
Office—No. 47 Carondelet street.

WEDNESDAY, May 2d, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, Royal street, by virtue of an order of probate and in pursuance of an order of the Honorable A. Cushat, Judge of the Second Judicial District Court, Parish of Jefferson, dated the 16th of March, 1866, Court Docket No. 139, for account of the above named succession, will be sold the following described property, to wit:

THREE LOTS OF GROUND, with the buildings and improvements thereon, in the town of Richmville, parish of Jefferson, in the square bounded by Lowell, Jersey, Lourdine and Valmont streets, designated by Nos. 3 and 6.

Lot No. 3 fronts the corner of Jersey and Valmont streets, and measures 30 feet 10 inches 6 lines front on Jersey street, by a depth and front on Valmont street of 115 feet between parallel lines.

Lots Nos. 5 and 7 adjoin each other and lot No. 3, and measure each 31 feet 3 inches front on Jersey street, by a depth between parallel lines of 115 feet.

These lots are only three squares from the river.

TERMS—Cash, in U. S. Treasury Notes.

Act of sale before ——, Notary Public, at the expense of the purchaser.

FINE WINES, LIQUORS, ETC., AT AUCTION.

BY LEON VON ZINKEN,
AUCTIONEER.
Office—Nos. 165 Gravier and 17 Union street.

SATURDAY, March 31st, at 11 o'clock A. M., at Crescent Auction Mart, 165 Gravier and 17 Union street, the following Rivette Wines and Liquors will be sold—

5 cases Imperial Gold Cabinet Champagne.
10 .. Claret.
5 .. Leblard's Morning Call.
5 .. .. Gin Cocktail.
5 .. .. Bourbon
5 .. .. Brandy
5 .. .. Smash.
5 .. Old Dominion Mint Julip.
5 .. .. Bandella Absynthe.
5 .. Royal Windsor Bitters.
5 .. .. Jockey Club House Gin.
5 .. O. K. Pectoral Balsam Bitters Tolu.
5 .. Van Brunt's Schiedam Schnapps.
5 .. Old Port Wine.
5 .. Sherry.
5 .. Madeira.
Also 2 Chests Green Tea.

TERMS—Cash in U. S. Treasury notes.

FURNITURE ..... FURNITURE.

BY MONTGOMERY & BRO.,
R. M. MONTGOMERY, Auctioneer.

SATURDAY, March 31, at 11 o'clock A. M., at their Auction Mart, 57 Camp street, will be sold—

A general assortment of HOUSEHOLD FURNITURE, such as Rosewood, Mahogany and Walnut Sofas, Sofas, Armoire, Washstands, Mahogany and Walnut Tetes Sofas, Spring Seat Chairs, Easy Chairs, Marble Top Center Tables, Marble Top Side Boards, Extension Tables, Velvet and Brussels Carpets, French Plate Mirrors, Mattresses, Engravings, Paintings, Cooking Stoves and Utensils, etc., being the contents of several well furnished houses.

—ALSO—

A large invoice of Cottage Beds, Cane and Wood Seat Chairs, etc.

TERMS—Cash.

AUCTION SALES.

SATURDAY, March 31, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, Royal street, will be sold—

ONE LOT OF GROUND, in the Fourth District of this city, in the square bounded by Magazine, Third, Live Oak and Fourth streets, designated as lot No. 2, on a plan by H. Meilhausen, surveyor, dated the 23d of December, 1844, and measuring 31 feet 3 inches front on Magazine street by a depth of 110 feet 6 inches between parallel lines, American measure.

TERMS—Cash, in U. S. Treasury Notes.

Acts of sale before A. Mazureau, Notary Public, at the expense of the purchaser, including all the stamps required by the United States laws.

POSITIVE SALE FOR LIQ