The New Orleans Crescent.

OFFICIAL JOURNAL OF THE CITY OF NEW ORLEANS.

WEDNESDAY MORNING, AUGUST 19, 1868.

AUCTION SALES THIS DAY.

A. DUCHIRON sells, at 11 o'clock A. M., at the Mississippi Warehouse, four cotton ales.

MONTGOMERY BROS. & CO. sell at 11 A. M., at Pall. Liner's stables, Gravier street, horses, mules, etc.

CHAS. T. NASH sells, at 11 o'clock A. M., at salesroom corner St. Charles and Perdido, furniture.

☞ See advertisements on third page.

New Orleans Money Market.

CRESCENT OFFICE, No. 94 CAMP STREET, Tuesday Evening, August 18, 1868.

Nothing has transpired since our last to alter the condition of the money market. Gold opened at New York this morning at 146⅞, against 146½, the closing rate yesterday. At 10:30 A. M. it was still quoted at the former figure. At 12 M. it stood at 146¼, and at 3 P. M. it closed at 146⅞. The movement in our market has been of a restricted character throughout, and rates have receded in accordance with the downward tendency of prices at New York. We append particulars of the actual sales, viz: $3000 and $5000 in the morning at 146; $5000 subsequently at 145⅞, and $1500, $2200 and $3600 at 145⅞@145¾. Sales of Silver have been again confined to driblets, and we now quote gold at 145½@146, American Silver coin at 135@136, and Mexican dollars at 150@151.

FOREIGN EXCHANGE—Sales of Sterling have been limited to a few small bank bills at 160@161, 25 000f. and 33,000f. bank Francs at 3.55, and 40 000f. private bankers' do. at 3.55. We continue to quote Bank Sterling at 160@161, clear bills 158@159, bill of lading bills nominal; bank Francs 3.55@3.53¾, and commercial Francs at 3.57½@3 56¼.

DOMESTIC EXCHANGE—Offerings of commercial sight and short sight still continue but little better than nominal, while the remittance demand exhibits a steady abatement, and rates disclose no alteration whatever. The total purchases by banks and bankers to-day were only $33,000 in several lots, and we again repeat previous quotations as follows, viz: ⅛ ⅌ cent. premium at bank and ⅛@¼ ⅌ cent. premium out of doors for sight checks on the Northern cities.

UPCURRENT NOTES AND SECURITIES—City notes continue very firm, with a further upward tendency and an increasing demand. Louisiana State notes are stiff also, though inactive. Bank of Louisiana notes are wholly neglected, and operations in the general run of stocks and bonds are still partially suspended. We subjoin particulars of the principal sales since our last, as follows, viz: $12,000 and $32,000 city notes at 32 ⅌ cent. discount, $40,000 do. at 32½ ⅌ cent. discount, $2500 do. at 32¾ ⅌ cent. discount, and $1000 do. at 33 ⅌ cent. discount.

SPECIAL DISPATCHES.—We are indebted to the Western Union Telegraph line for copies of the following private dispatches received from that route to-day, viz:

New York, Aug. 18—10 A. M.—Gold opens at 146¾. 10:30 A. M.—Gold 146⅞. Cotton quiet but steady; middling 29½@30c.; Mobile 30¼c.; Orleans 30½c. Sterling 109½@109¾. 12 M.—Gold 146¼. Cotton quiet and steady; prices nominally unchanged. Sterling steady. 3 P. M.—Gold closed at 145¾. Cotton quiet and firm; sales to-day 1500 bales; middling 30c.; Mobile 30½c.; Orleans 30½c. Sterling steady. Five-twenties of 1881, coupons, none; '62, 113¼; '64, 109; '65, 111½; new issue, 107½; new series 1867, 107½. Ten-forties 108¼.

Liverpool, Aug. 18—11:15 A. M.—Cotton market firm; estimated sales 15,000 bales; uplands 10¼d., Orleans 11¼d. 1:20 P. M.—Cotton market firm; prices unchanged. 5 P. M.—Cotton market easier, but not quotably lower; sales to-day 12,000 bales.

London, Aug. 18—11:15 A. M.—Consols 94@94½. Bonds 71½. 1:20 P. M.—American securities easier. Bonds 71½.

Commercial Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Tuesday Evening, August 18, 1868.

COTTON—The market has been very stiff to-day, but owing to the very limited character of the supply and demand, operations have been restricted to 30 bales taken by one party at 28¾c. for a good strong style of low middling. No regular quotations are yet obtainable, but the above will afford some indication of governing prices.

COTTON STATEMENT.

Stock on hand Sept. 1, 1867	16,856
Received since yesterday	55
Received previously	655,270
Made up from pickings, samples and Cotton received in sacks and baled here since September 1, 1867	6,815—662,140
	678,925
Exported since yesterday	000
Exported previously	617,482—617,482
Stock on hand and on shipboard	1 513

SUGAR AND MOLASSES—There was considerable inquiry pervading the sugar market to-day, but the transactions were confined to jobbing and retail lots for city trade. Buyers appear to exercise considerable caution and do not invest largely, while holders are firm with their rates and do not evince any disposition to push their stocks. We note sales, not previously reported by us, of 188 hhds. Cuba sugar in lots, upon private terms, and continue to quote: Cuba sugar, grocery grades, 12½@13½c., and Louisiana sugar, prime to choice, 14½@16½c. Louisiana choice reboiled molasses 85c., and Cuba do. 45@50c. per gallon.

FLOUR—There was a decided improvement in this article. The market opened dull and quiet, but as the day advanced buyers came forward and invested liberally; 2300 barrels changed hands, upon the following terms, viz.: 140 and 200 double extra at $9; 200 do. at $9 12½; 215 bbls. on its merits at $8 70; 100 choice at $12; 100 do. at $13; 100 do. at $14; 200 and 500 double extra, and 300 and 300 choice upon terms which were withheld. We quote: Superfine $8 50; double extra $9@9 25; low treble $9 25@10; and choice flour $10 50@14 25.

CORN—Was in fair demand at full previous rates. 1050 sacks were sold, of which 750 white and yellow mixed at $1 10, and 300 white at $1 15.

OATS—Were quiet but firm; 300 and 250 sacks sold at 65c. ⅌ bushel.

BRAN—Was in light demand; 100 sacks sold at $1 20; 100 and 150 at $1 25 ⅌ 100 lbs.

HAY—Transactions were confined to retail lots. Choice Western is retailing at $27 ⅌ ton.

PORK—Continues dull and quiet. The only transactions were in retail lots at $31 25@31 50.

BACON—The only noticeable change in the market under this heading is an advance by several of the principal dealers of ⅛c. on clear sides; 5 casks clear sides were sold at 17⅞c., and 6 do. at 18c; 50 tierces Sugar Cured Hams at 19½c. We continue to quote shoulders at 14@14½c., clear ribbed sides at 16½@17c., and clear sides at 17½@18c. ⅌ lb. Choice Sugar Cured Hams are retailing at 20@21c., and plain Hams at 18@19c. ⅌ lb.

LARD—Is quiet but firm. We note sales at a late hour yesterday of 25 tierces at 19½c., and 50 kegs at 21½c., and quote choice in tierces at 19@19½c and keg at 21½c. ⅌ lb.

FREIGHTS—The freight movement still discloses a very heavy and steady falling off. The tonnage in port on foreign and domestic account is reduced to the summer standard, while the demands for freight room indicate a corresponding or perhaps greater abatement. We now quote nominally cotton to Liverpool by steam, 9-16@⅝d.; by sail, cotton, 7-16d.; tobacco 35s.; flour 4s.; London ⅝d. for cotton, 37s. 6d. for tobacco. To New York by steam and sail ⅛c. for cotton, 14@15c. for corn, 60@75c. for flour, and $8 for tobacco. To Boston by sail ⅛@⅞c. for cotton, 15@17c. for corn and 65@70c. for flour. To Bremen by sail, ⅝@1c. for cotton, and 35s. for tobacco. To Havre by sail, 1⅛c. for cotton, and $2 for tobacco. To Philadelphia, by steam, 1c. for cotton. To Boston, steam, 1c. for cotton, flour 80c., grain 17c.

Cattle Market.

CITY OF JEFFERSON, August 19, 1868.

Arrived yesterday—76 Texas Beeves. Sold—295 Texas Beeves, 54 Calves and Yearlings, 47 Hogs and 382 Sheep. Stock on sale—338 Texas Beeves, 794 Calves and Yearlings, 112 Hogs, 250 Sheep and 18 Milch Cows. We quote:

Texas Beeves, corn fed, choice, ⅌ lb net	—	——
Texas Beeves, corn fed, 2d quality, ⅌ head	—	—
Texas Beeves, 1st quality, ⅌ head	25 00@	35 00
Texas Cattle, 2d quality, ⅌ head	15 00@	20 00
Texas Cattle, 3d quality, ⅌ head	10 00@	12 00
Hogs ⅌ lb gross	—	11@12½
Stock Hogs, ⅌ lb gross	—	—
Sheep, first quality, ⅌ head	—	5 00
Sheep, second quality, ⅌ head	3 50@	4 00
Sheep, third quality, ⅌ head	—	— 00
Milch Cows, choice, ⅌ head	—	—@100 00
Milch Cows, first quality, ⅌ head	80 00@	100 00
Texas Cows with Calves	—	—@— —
Yearlings, ⅌ head	4 00@	5 00
Calves, ⅌ head	4 00@	7 00
Goats ⅌ head	1 50@	4 00

Rev. Mr. Tying and his friends have in circulation for signatures, a memorial to the general convention of the Episcopal Church, which meets next October, to repeal the canon under which he was tried and condemned; making a parish a geographical division of territory, or so modify it as to apply only to unauthorized attempts to form new parishes, or to intrusions upon actual enrolled parishioners of other ministers of the church. Another memorial asks for a simple repeal, leaving the whole matter to be governed by preface to the ordinal in the prayer book.

River Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Wednesday Morning, August 19, 1868.

The weather during the forenoon yesterday was clear and warm. About noon heavy clouds began to gather overhead, and about 1 P. M. they burst upon us, giving us quite a heavy shower. The remainder of the day was cloudy, with plenty of thunder and very warm. At this writing we are threatened with more rain.

Business was not very lively upon the landing yesterday.

The Idahoe, Capt. Blanks, for Trenton and Monroe, laid over till this evening at 5 o'clock.

The Grey Eagle, Capt. Baranco, leaves at 10 A. M. to-day for Bayou Sara.

The Richmond and Caddo are due from Red River.

The arrivals yesterday were as follows:

Bart Able, Capt. Harrison, from Natchez, with 5 bales cotton, etc.

Flicker, Capt. Aucoin, from Thibodaux, with 21 bales moss and sundries.

The departures were A. G. Brown, Captain Bassett, for Lower Coast, with a good trip.

Gov. Allen, Captain Smoker, for Greenville, Vicksburg, etc., with a fine trip.

John Kilgour, Capt. Benson, for St. Louis.

Flicker and Hetty Gilmore for Lafourche.

The Bart Able brought in 2 bales of cotton of the new crop.

Four boxes of candles were stolen from the freight pile of the Gov. Allen yesterday. They were tracked to one of the junk shops in the neighborhood of the steamboat landing.

The levee thieves still continue to ply their nefarious avocations with apparent impunity. The police force upon the upper steamboat landing is totally inadequate to the task of guarding the large amount of property exposed thereon. At present there are but two officers, Mr. Jos. Maes and Jas. E. Murphy, on this wharf, and although they are good and faithful men, they find themselves utterly powerless to do any good; as it is impossible for any two men to watch the wharf as it should be watched, from Canal street to Girod. And, moreover, if they arrest a freedman on suspicion, which they have done time and again, (and they know every thief upon the landing,) unless they can swear that he was caught in the act of stealing, the over scrupulous recorder of the First District discharges the case next morning, and they (the officers) are openly laughed at for their pains. A dozen good officers on each steamboat wharf would save our steamboatmen hundreds, nay thousands, of dollars every season. Can you not spare that number out of your 875, Mr. Chief?

The following named steamers are at present laid up at this port, a majority of them undergoing repairs preparatory to entering their respective trades the coming season: At the foot of Market street the Ouachita packet Vicksburg is reposing quietly. Repairs have not been begun on her yet. She will, however, be found ready to enter the trade between this city, Monroe and Trenton on the first rise. Just above her is Capt. Tobin's clipper, the Frank Pargoud. Rumor says that she will in a week or two go in the trade between this city and the bends above Vicksburg. Next is Capt. Richardson's race horse, the famous Wild Wagoner. A large number of mechanics are at present busily engaged in repairing and painting her. She is also receiving a new and handsome pair of chimneys. She will be ready to take her place as a semi-weekly Natchez packet in a week or two. The Red River packet National is next in line. This fine packet is undergoing a thorough renovation, and has had a new pair of powerful engines put in. When she comes out, which will be as soon as the water in "Old Red" will permit, it is expected that she will make some of the crack packets look to their laurels.

At the foot of Washington street we found the Grand Ecore packet St. Nicholas, and Jefferson packet, Monsoon. The latter has just been docked, and is now receiving a thorough overhauling. When the season in Red River opens she will be found in A 1 order, and ready to compete with any boat in the trade.

Opposite the wharf of the Elevator Company, we found the Cotile, now the property of that company. It is their intention, we believe, to convert her into a floating elevator. At the Stock Landing the Frolic and Iatan are quietly resting on the laurels they have won.

Coming down the river we see first, Capt. Lee's last purchase, the Enterprise. She has been thoroughly repaired, and is now receiving her new boilers and smoke stacks at the foot of Lafayette street; she will be ready for business in a few days.

We visited Algiers on the Opelousas ferry boat Porter, which is under command of that thorough gentleman Capt. Freeman, and whilst there visited the various boats laid up on the right bank. Commencing just below the railroad wharf we boarded the Nina Simmes, and were warmly welcomed by our friend Capt. W. R. Greathouse, who took us all through his packet. We found that during her sojourn amongst the Algerines she had become so changed as to almost defy recognition. From her kelson to the hurricane roof she has been overhauled and the repairs are of the most substantial character, new furnaces, decks, cylinder timbers, wheels, and—well we will not go further until she comes to the wharf when we will give a detailed account of the repairs placed upon her. Capt. Greathouse informs us that in the course of a week or ten days he will be ready for business. The B. L. Hodge is undergoing repairs in the Southern dock; we failed to ascertain when she would be ready for business, but it will undoubtedly be in time to take advantage of the first rise in Red river.

In the Ocean Dry Dock the Lizzie Hopkins was being caulked and having her hull overhauled. She will be placed in A1 order, and in about ten days enter the New Orleans and Alexandria trade as a regular weekly packet, under command of Capt Jno. T. Roots.

The Lafourche is in the Good Intent dock, being repaired, painted, etc.

Just above this dock lies the Glide No. 3, Capt. A. J. Pye. She has been placed in splendid repair, and is, we are informed, soon to enter the Red River trade. Below her we found the Caroline. She is being repainted and is also to go in Red River. Down further, below the Second District ferry landing we found the fairy Gossamer—a boat that looks as though she ought to run on a heavy dew—undergoing extensive repairs. She is an admirable low-water packet, and we hope to see her at the wharf ere long.

Below the Gossamer the Iberville is lying, slightly disfigured, a relic of other days. What her owners intend doing with her we have been unable to ascertain.

The Lizzie Hopkins came off and the Annie Wagley went on the Ocean dry dock yesterday.

The T. D. Hine is lying up near the barracks, on this side of the river.

CLEONA FOR OUACHITA RIVER.—Shippers and passengers should bear in mind that this favorite packet, under command of Capt. L. H. Patterson, leaves at 5 P. M. to-day for all landings on Black and Ouachita rivers, going as high up as the stage of water will permit, and as she makes clear connections with the very light draft packet Carrie Poole, no delay need be apprehended by those who either ship or take passage on her. The Cleona has become a fixture in this trade, and shippers can rely on her leaving this port every Wednesday at 5 P. M. rain or shine.

Marine Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Wednesday, August 19, 1868.

Cleared Yesterday.

Steamship W G Hewes, Tripp, for Galveston, C A Whitney & co

Schr Mary Emily, Martinez, for Pensacola E K Poole

Arrived Yesterday.

Steamship Morgan, Farwell, from Mobile, to C A Whitney & co—1st district

Ship Pacific, Foss, 47 days from New York, to Creevy, Nickerson & co—1st district

Ship Ellen Thayer Thompson, from Newport, Wales, to W R Buddendorff—Point

Ship Merchant, Sprague, from Newport, Wales, to W R Buddendorff—Point

Brig A G Jewett, Reed, from Bordeaux 10th June, to A Couturie & co—2d district 20

Brig Fortuna, Otteson, 11 days from Havana, to Piaggio Bros 2d district

Schr Ettas, Goodspeed, 7 days from Ruatan Island, to J Grande 3d district

TOWBOATS.

Towboat Republic, Surtevant, from the Passes—towed down and to sea 8th inst, schr Gleaner—brought up ships Pacific and Merchant, and brig A G Jewett.

Towboat Gladiator, Davis, from the Passes—towed down and to sea 11th inst, schrs Andromeda, H G Bird and Ed Gallego—brought up ship Ellen S Thayer, brig Fortuna, and schr Ettas

STEAMBOATS.

Bart Able, Harrison, from Natchez

Flicker, Aucoin, from Thibodaux

Below Coming Up.

Bark Prima Donna, ———, from Turks Island, to A F Cochran

Schr Indian, Penderson, from Minatitlan in ballast, to E W Harris

Schr Elvira, Johnson, 12 days from Tampico, to S Fernandez

Memoranda.

The ship Expounder, before reported ashore at Wellfleet was got off on the 9th inst. and was towed into Boston. She did not leak any, and received but little damage.

SPOKEN.

July 18th, in latitude 43:10 longitude 49:24, ship Union, hence for Havre.

FOREIGN PORTS.

London, August 1.—Arrived from New Orleans, ship Success, Chase.

Falmouth, July 29.—Arrived from Pensacola, ship Melpomene, Rublin.

DOMESTIC PORTS.

New York, August 11.—Cleared for Indianola and Lavaca, schr O A Rider, Rider.

Imports

BORDEAUX—Brig A G Jewett—165 caks wine 30 half do T B Blanchard & co—322 hf-cskd wine 1500 bxs do A Couturie & co—450 bxs oil 22 csks wine J E Brulatour—39 do to order—50 do L Lacassagne—60 do 200 bxs do 300 bxs brandy Y Maignon & Labare—275 do 125 bxs sardines Piaggio Bros—10 csks wine C Rossy—24 do Boullony & Exclapon—200 baskets oil Dupasse Fils—60 bxs oil A Rocheron & co—8 pkgs mdse G W Dunbar & Son—3 cases absynthe 5 pkgs mdse E Marionni—4 do Cuck & Lewis—156 csks wine P Panjet—20 do 4 bales corks 2 bxs absynthe 20 bxs muscatal—2 bxs sausages 1 csks brandy E Sotolat—14 bbls beans Forgyl—29 csks wine Blanchin & Girand—40 do E Dechampes—5 P A Rost—27 do M Payro—1 do A Cavriere—50 do 2 bbls syrup Lambert & Co 2 mdsgro—10 csks brandy A C Tremolet—1 do B F Sims & co—12 csks wine 40 bxs sardines 10 bxs green peas 15 bxs olive oil Dunize & co

NEW YORK—Ship Pacific—Astd mdse

NEWPORT—Ship E S Thayer—3630 bars railroad iron to order

NEWPORT—Ship Merchant—5123 bars of railroad iron to order

HAVANA—Brig Fortuna—509 bxs sugar Ghaffralx & Agar—150 do Piaggio Bros—3 do Thos McLellan—6 cases sweetmeats J Dunize

RUATAN—Schr Etna—45,624 plantains 10,000 cocoanuts 1479 pine apples 733 bunches bananas 9 bbls limes to order

Exports.

GALVESTON—Steamship W G Hewes—1375 bbls flour 350 sks meal 3 0 0 sks bran 10 sks corn 200 pkgs mdse

PENSACOLA—Schr Mary Emily—Sundry mdse

Receipts of Produce.

NATCHEZ—Steamer Bart Able—1 bale new cotton to H McCosh—1 do West & Wright—3 bales cotton Adams, Cockburn & Howe—2 bales moss 25 sks cotton seed S Marx—1 sks corn I Bell hides M Dowling—17 pkgs fruit J R Boarman—76 head cattle McQuoid & Mehle—sundries to order—Total 5 bales cotton

THIBODAUX—Steamer Flicker—20 bales moss Hy Tete—1 do 3 bbls potatoes Terrebonne & Gourdain—sundries to order

Receipts by Railroads.

NEW ORLEANS, JACKSON & GREAT NORTHERN—2 bales cotton Jno T Hardie & co—8000 feet lumber B F Taylor—4500 do C E Cate—20,000 O Webber—1 car load old iron L Waber—2 pieces pipe Gulf Mfg Co—25 pkgs tobacco Go dfrith & Raty—22 bxs fruit J R Boarman—10 do L Lanier—8 do E to Cloud—161 J Machoca—99 J W Crisler—39 J C McAlister—78 R H Aby—sundries to order

NEW ORLEANS, OPELOUSAS & GREAT WESTERN—15 hf-bales moss J M Walsh—10 do G Hiot—26 hides L Lacassagne—25 do and sundries to order

OFFICIAL.

MAYORALTY OF NEW ORLEANS, City Hall, Aug. 10, 1868.

[No. 977—N. S.]

Resolved, That the controller be and he is hereby authorized, after five days notice in the official journal, to sell a contract to the lowest bidder or bidders, for furnishing all the lumber necessary for the use of the city, for one year, according to specifications on file in the office of the city surveyor.

(Signed) ALFRED KEARNY, President Board Assistant Aldermen.
(Signed) THOMAS MARKEY, President Board Aldermen.

Approved Aug. 10, 1868.
(Signed) JOHN R. CONWAY, Mayor.

A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL, New Orleans, August 15, 1868.

Notice is hereby given that the controller will at his office on Saturday, August 22d, 1868, at noon, adjudicate to the lowest bidder or bidders the above contract as per specification.

PAS. LABARRE, Deputy Controller.

SPECIFICATIONS FOR THE CONTRACT FOR FURNISHING ALL THE LUMBER NECESSARY FOR THE USE OF THE CITY FOR ONE YEAR.

The lumber shall be partly of yellow pine and partly of cypress, of the best quality, free from sap, splits, bad knots and other defects calculated to impair its strength or durability. It shall be of various sizes, varying from one to five inches in thickness, from twelve to eighteen inches in width, and from twenty to thirty feet in length, being mostly wanted for the construction of street bridges, repairs of wharves, stage planks, etc.

The said lumber shall be delivered on duly authorized requisitions, approved as required by existing city ordinances, in such quantities and at such places as may be required by both the city surveyor and street commissioner, within the time specified in said officers' orders, under a penalty of ten dollars for each neglect or non-compliance, and a further penalty of having the lumber, neglected to be furnished by the contractor, purchased by the said officers at said contractor's expense, at whatever cost the said officers might be able to procure the same. The amount of the fines and of the lumber thus purchased by said officers, to be deducted out of the settlements to be made by the city to said contractor.

Security to an amount of five thousand dollars shall be required to guarantee the faithful performance of the contract.

Payments in cash on the delivery to the city of each and every ten thousand or more feet of lumber, and acceptance of the same by the street commissioner and the city surveyor respectively, the city retaining in guarantee, until the performance of the whole contract, ten per cent. of the amount of each and every settlement to be made to said contractor.

The contract shall be adjudicated for a term of one year, to begin on the day of the approval of the adjudication by the Common Council.

It is well understood, that in case of failure by the contractor to begin or finish the delivery of said lumber, or any part thereof, within the periods fixed, or in case the Common Council be dissatisfied with the quality of or the manner in which the same is being delivered, the Common 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 furnishing and delivery of said lumber, or not furnish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the deliveries made by him up to the date of his abandonment, and that the city shall be thereby discharged and released 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 furnish and deliver the said lumber, and the price at which it may be adjudicated at a resale or readjudication.

Bids to be per thousand feet (board measure) of yellow pine lumber, furnished and delivered, and per thousand feet (board measure) cypress lumber, furnished and delivered.

New Orleans, August 14, 1868.
(Signed) L. SURGI, City Surveyor.

Approved by the committee on streets and landings of both boards of the Common Council.
(Signed) T. H. SHIELDS, GERALD FARRELL, Chairmen.
PAS. LABARRE, Deputy Controller.

Registered August 15, 1868.

MAYORALTY OF NEW ORLEANS, City Hall, Aug. 10, 1868.

[No. 976—N. S.]

Resolved, That the controller be and is hereby authorized to adjudicate to the lowest responsible bidder, after five days notice in the official journal, the contract of fitting up the 7th District Court rooms, under the supervision of the surveyor and in accordance with plans and specifications on file in his office.

(Signed) ALFRED KEARNY, President Board Assistant Aldermen.
(Signed) THOMAS MARKEY, President Board Aldermen.

Approved Aug. 10, 1868.
(Signed) JOHN R. CONWAY, Mayor.

A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL, New Orleans, August 15, 1868.

Notice is hereby given that the controller will, at his office, on Saturday, August 22, 1868, at noon, adjudicate to the lowest bidder or bidders, the contract as per specifications.

PAS. LABARRE, Deputy Controller.

SPECIFICATIONS CONCERNING THE REPAIRS AND ADDITIONS TO BE MADE TO THE COURT HOUSE, TO FIT IT UP FOR THE USE OF THE SEVENTH DISTRICT COURT, AND ALSO FOR THE WANTS OF THE THIRD AND FOURTH DISTRICT COURTS.

SEVENTH DISTRICT COURT.

The existing partition in the center shall be removed.

The center opening shall be filled with a transom light, and the remainder with a brick wall of same thickness as the old one.

The party wall dividing the present rooms from the gallery shall be demolished, including the two chimneys right and left, and shall be rebuilt solid and flush with the two side walls.

A girder, as shown on the plan and section, shall be placed across the space left, to support the joists of the upper floor.

Two new partitions shall be put up to divide the present room from the clerk's office of the Third and Fourth District Courts, the studding being of 5-5 yellow pine, placed one foot apart.

Two new doors, with transom lights, on the hall, in place of those existing.

The openings on Chartres street shall be overhauled and thoroughly repaired, the walls and ceilings shall be plastered three coats and hard finished.

In each of the clerks' offices for, the Third, Fourth and Seventh District Courts, shall be a flight of winding stairs similar in construction to those already existing in the Supreme and Fifth District Courts. Around the walls there shall be a four-feet-high wainscoting, made of narrow inch yellow pine flooring, with a moulding on top. The skirting shall be sixteen inches high, one and a half inch thick, and three inches mouldings.

The judge's and clerk's stands, the lawyers' table, the platform for the jury seats, the deputy sheriff's stand, the witness benches and railing, shall be similar to those now used in the Third District Court, and placed in conformity with plans.

Third Story—The floor shall be leveled; the old tie beams shall be completed, leveled, strengthened, cramped and bolted throughout.

The joists for the new floor shall be of the best yellow pine 2 by 8, supported by trimmers 2 by 4, well nailed to the old timbers and placed 16 inches from centers.

The upper joists for ceiling shall be of similar size.

The studding forming wall all round the mansard roof and for the partitions shall be of 3 by 4, placed 1 foot from center and resting on 2 plates 3 by 4 above and below.

The door posts shall be 4 by 4. The chimney flues now existing shall be pulled down wherever found in bad condition, and rebuilt from the level of the old floor to the top, above the roof.

The flooring shall be of narrow, yellow pine, 1¼, tongued and grooved, of good quality and free of bad defects.

The partition doors, with transom lights, shall be double pannel, 1¾ thick, hanged with 4-inch butt hinges, and a good American rim lock.

The transom lights in the partitions shall be of the same dimensions as those above the doors.

The present door of the law library shall be used in the new room.

The skirtings all round the rooms and passage shall be of 1¼ cypress, 12 inches high, with a 3-inch moulding.

The walls, ceilings, partitions, throughout the third story, shall be lathed and plastered three coats, hard finished.

Four new dormants similar to those already existing, shall be placed as marked on the plan.

The main stairs, leading from the second story to the third, shall be made as per plan, with 1¼ inch risers, 1¾ inch treads, with mouldings and return nosing walnut railing, with turned ballusters, dove-tailed in the treads, and a fancy-turned newell, also of black walnut.

Two water closets, as per plan, with porcelain basins, and lead pipes, two inches in diameter, descending into the yard's gutter. The flooring shall be raised above the flooring of the passage, and shall be covered with zinc, (No. 13) having a fall sufficient to carry off the water into the pipes leading to the yard.

The walls shall be wainscoted, four feet high on each side; one partition six feet high to divide the two closets, and one lattice door to each closet.

The stairs leading to the cupola shall be repaired.

The cupola and the outside of the dormant windows shall receive three coats of the best white lead and shall be sanded. The wood work, usually painted and the iron, shall receive three coats of paint of the color designated.

The roof slating shall be overhauled and thoroughly repaired, and the ridges and chimneys pointed all round with good mortar of lime and white sharp sand.

The valleys, hanging gutters and leaders shall be thoroughly repaired all round the main building, and those missing or decayed shall be replaced.

The gas pipes now existing shall be repaired, and new ones placed wherever designated on the plans, with ordinary fixtures and burners.

The fixtures of the Seventh District Court shall be similar to those of the Third.

The new glazing shall be of the best quality of American glass, and the broken panes of glass shall be replaced wherever required.

GENERAL CLAUSES.

The whole work shall be executed in conformity with the plans and specifications, and under the supervision of the city surveyor.

In case of omission of anything necessary to complete the work above described, the contractor shall bind himself to have it done at his own expense, upon the requisition of the city surveyor.

The contractor shall be bound to begin the work ten days after the approval of the adjudication by the Common Council, and to complete the same on the 15th of October next, under a penalty of twenty-five dollars per day for each and every day the same is not completed.

Payment in cash on the completion of the work, and acceptance of the same by the city surveyor and committee of streets and landings.

A security of one thousand dollars shall be required from the contractor to guarantee the faithful performance of the contract.

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 idemnity; 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 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 liabi ity 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 ajudicated at a resale or readjudication.

Bids to be for the whole work complete.

New Orleans, August 12, 1868.
(Signed) L. SURGI, City Surveyor.

Approved by the committees on streets and landings of both boards of the Common Council.
(Signed) T. H. SHIELDS, GERALD FARRELL, Chairmen.

Registered August 15, 1868.
P. LABARRE, Deputy Controller.

MAYORALTY OF NEW ORLEANS, City Hall, Aug. 10, 1868.

[No. 978—N. S.]

Resolved, That the controller be and he is hereby authorized to adjudicate, after five days notice in the official journal, to the lowest bidder or bidders, a contract to supply the city with coal for one year, according to specifications on file in the office of the city surveyor.

(Signed) ALFRED KEARNY, President Board Assistant Aldermen.
(Signed) THOMAS MARKEY, President Board Aldermen.

Approved Aug. 10, 1868.
(Signed) JOHN R. CONWAY, Mayor.

A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL, New Orleans, August 15, 1868.

Notice is hereby given that the controller will at his office, on Saturday, August 22, 1868, at noon, adjudicate to the lowest bidder or bidders the above contract, as per specifications.

PAS. LABARRE, Deputy Controller.

SPECIFICATIONS FOR THE CONTRACT FOR FURNISHING THE CITY WITH PITTSBURG COAL FOR ONE YEAR.

The coal shall be of the best quality of Pittsburg coal, in the lumps, properly screened, and free from impurities and foreign matters.

It will be delivered, on the orders of the controller, from time to time as required, in any part of the city.

A fine of ten dollars shall be imposed on the contractor for each and every day after one day's notice, that any delivery may be delayed.

Security to an amount of three thousand dollars shall be required to guarantee the faithful performance of the contract.

Payments in cash on the delivery of each five hundred or more barrels, the city retaining in guarantee ten per cent. of the amount of each settlement until the completion of the whole contract.

The contract to commence from the date of the approval of the adjudication by the Common Council.

It is well understood that in case of failure by the contractor to deliver the coal as above specified or in case the Common Council be dissatisfied with its quality, the Common 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 his contract, the contractor shall forfeit all claims he may have for any part of the coal delivered by him up to the date of the abandonment, and that the city shall be thereby discharged and released 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 furnish and deliver the coal, and the price at which it may be adjudicated at a resale or readjudication.

Bids to be per barrel of coal furnished and delivered.

New Orleans, August 14, 1868.
(Signed) L. SURGI, City Surveyor.

Approved by the committees on streets and landings of both boards of the Common Council.
(Signed) T. H. SHIELDS, GERALD FARRELL, Chairmen.

Registered August 15, 1868.
PAS. LABARRE, Deputy Controller.

STEAMSHIPS---STEAMSHIPS.

NEW YORK.

FOR NEW YORK DIRECT,

THE CROMWELL LINE.

This Line is composed of the following steamships:

Geo. Cromwell, Geo. Washington.
Mariposa, Cortes,

The Steamship George Cromwell, E. E. VAILL, Commander.

will leave her wharf, foot of Toulouse street, on SATURDAY, August 22d, at 5 P. M.

Passage $60

Freight for LIVERPOOL, HAVRE and BREMEN taken by this line, and through bills of lading given for same.

For freight or passage apply to ALFRED MOULTON, 41 Carondelet street.

FOR NEW YORK

MERCHANTS' STEAMSHIP LINE.

Comprising the first-class Steamships—

GENERAL GRANT.....Captain H. S. Quick.
CRESCENT CITY.....Captain W. Weir.
SHERMAN.....Captain Wm. P. Henry.
GENERAL MEADE.....Captain A. W. Sampson.
UNITED STATES.....Captain Geo. L. Norton.

Sailing from New York EVERY SATURDAY.

The steamship Sherman, WM. P. HENRY, Commander,

Will leave her wharf, foot of Jefferson street, on SATURDAY, August 22d, at 5 P. M.

These Steamers have superior accommodations for passengers.

CABIN PASSAGE ..... $60.

For freight or passage apply to WOOD, LOW & LUDWIGSEN, No. 190 Common street.

The steamship GEN. GRANT will follow, leaving as above on SATURDAY, August 29th.

GALVESTON--INDIANOLA

MORGAN LINE U. S. MAIL STEAMSHIPS.

FOR GALVESTON AND INDIANOLA—The following new iron low-pressure steamships form this Line:

W. G. Hewes.....I. C. Harris....Austin,
St. Mary.....Agnes.....Harlan,
Alabama.....Crescent.....Morgan,
Clinton.....Tartar.....Matagorda,
Josephine.

Wm. G. Hewes, GEO. E. TRIPP, Commander,

Will sail on WEDNESDAY, August 19th, at 8 A. M.

For freight or passage apply to CHAS. A. WHITNEY & CO., Agents, 50 and 52 Camp street.

Freight insured at one half the rates adopted by the Board of Underwriters July 1st, 1868.

The Steamship CLINTON will succeed the HEWES, and sail on SATURDAY, August 22d.

FOR TEXAS.....FOR TEXAS.

INSIDE BERWICK'S BAY ROUTE,

—VIA

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

Passengers take the Ferry Boat opposite Jackson Square, on SUNDAYS and THURSDAYS, at 7½ o'clock A. M., and the train leaving the Algiers Depot at 8 A. M., arriving at Brashear City at 12 M., taking the Morgan Line Steamships at Brashear for Galveston.

Josephine.....CAPTAIN J. N. LEWIS.

SUNDAYS AND THURSDAYS.

Tickets to be had and state rooms secured until 6 o'clock P. M. EVERY DAY, Sundays excepted, at the office of the Opelousas Railroad Company, No. 69 Canal street, or at the Ferry Landing, on the morning of departure.

G. W. R. BAYLEY, Superintendent.

BRAZOS SANTIAGO.

MORGAN LINE U. S. MAIL STEAMSHIPS.

Leaves on SATURDAY, August 22d, at 8 A. M.

FOR BRAZOS SANTIAGO VIA GALVESTON—The lowpressure side-wheel iron steamship I. C. Harris, W. H. TALBOT, Commander,

Will leave as above, from