The New Orleans Crescent.

SUNDAY MORNING, JANUARY 3, 1869.

Smoke in Winter.

The sluggish smoke curls up from some deep dell,
The stiffened air exploring in the dawn,
And making slow acquaintance with the day,
Delaying now upon its heavenward course,
In wreathed loiterings dallying with itself
With as uncertain purpose and slow deed
As its half-awakened master by the hearth,
Whose mind, still slumbering, and sluggish thoughts
Have not yet swept into the onward current
Of the day;—and now it streams afar,
The while the chopper goes with step direct,
And mind intent to wield the early ax.

First in the dusky dawn he sends abroad
His early scout, his emissary, smoke,
The earliest, latest pilgrim from his roof,
To feel the frosty air, inform the day;
And, while he crouches still beside the hearth,
Nor musters courage to unbar the door,
It has gone down the glen with the light wind,
And o'er the plain unfurled its venturous wreath,
Draped the tree tops, loitered upon the hill,
And warmed the pinions of the early bird;
And now, perchance, high in the crispy air,
Has caught sight of the day o'er the earth's edge,
And greets his master's eye at his low door,
As some refulgent cloud in the upper sky.

THOREAU.

The Through Grain Movement.

[From the St. Louis Democrat.]

Mr. L. J. Higby, proprietor of the New Orleans elevator, was on 'Change to-day. He will more likely remain permanently in the city and accept the position of president of the St. Louis elevator. He is full of hope and energy, and will make a success of the through grain movement, if such a thing be possible. That it is not only possible, but a fixed fact already, no logician can doubt. There are some great truths arrived at by an inductive process, years before they become objective realities. In a measure, this change of the path of grain to the markets of the world is one of them. Because a reasoning, clear-headed man can see plainly enough, now, in the general reconstruction which has taken place in all Southern methods of industry, that grain may now seek an outlet through New Orleans. When cotton was king, grain was despised as an article of commerce, and was not wanted. The Dubuque Times, of the 25th, has the following well deserved and handsome compliment of Mr. Higby:

"*In Earnest.*—There is nothing like acts to show a man's earnestness in any undertaking. This proposition, we think, will hold good everywhere. If so, may not Mr. Higby, of the New Orleans Elevator Company—a man who was the heaviest operator in grain on the lakes for twenty years—be considered in earnest in the movement of grain down the Father of Waters to the sea, when he has put large capital in it and transferred his business from the lakes to its banks? We certainly think so, and when we were informed that he has purchased a lot on the New Orleans levee upon which to erect a large flouring mill, as he has done, we have the assurance made doubly sure. Those who have little faith in this idea of seeking the highways that God has given men, and much in the artificial ones whose measure is easily weighed, should make a note of these things."

The New York Evening Post, in a recent issue, has a long leading editorial upon the possibility of New Orleans becoming the greatest exporting and importing city on the continent. The article is headed: "Shall New York become a second-rate town?" and contains, among other strong paragraphs, the following:

"By next fourth of July passengers will be carried by rail from New York to San Francisco. Is our city prepared to seize and hold her large share of the enormous commerce which must soon grow out of the completion of the Pacific railroads? Are we not rashly idle, while our rivals are busy and awake? Our railroad directors are quarreling amongst themselves, and trying to ruin each other. Does it ever occur to them, or to the public which looks on complacently at their disputes, that Boston, Philadelphia, Norfolk, New Orleans, are our eager competitors? that Norfolk is now in a free State, and will presently feel the impetus which freedom gives? that New Orleans has already begun to be a great grain depot, and possesses one of the largest elevators in the world, and a numerous fleet of grain barges?

"New York has many advantages; we have a long start in the race. But it is impossible even for us to be beaten; and if corruption and apathy are to prevail—if we have no men amongst us with broad views, with a generous faith in the future, and a love of our city's glory, it is not impossible that that commercial supremacy of which we have long boasted may be lost."

Continental Hydraulics.

A BOLD SCHEME OF ENGINEERING.

[From the New York Times.]

At the last meeting of the Connecticut Scientific Academy, Gen. B. S. Roberts, U. S. A., read a remarkable paper on the hydraulics of the continent. He announced what we may style a very large problem, but he soon set forth its merits and its practicability that its national importance claims for its serious consideration. The general undertook to show that the system of confining the flood-waters of the Mississippi river in one narrow channel by dyking is obstructing the creative laws of delta bottoms and basins, and working the most serious evil by emptying into the Gulf of Mexico the delta-forming material that would, if the waters were left free, spread themselves over the low marshes and swamps, and in time raise them up to higher levels by the cumulative process of delta deposit, and create cotton lands. He made a very clear demonstration of an easy and economical plan of engineering these dykes by a system of waste weirs, that should create artificial rivers and carry all the flood-waters into the swamps, morasses, bayous, etc., of the Mississippi basin.

This was his first proposition, by the means of which he insists that all the flood-waters that come from the great western tributaries can be controlled and made available to undo the evil that had its beginning with the French and Spanish, who commenced this vicious plan of dyking when they owned the States of Louisiana and Florida, and the vast country west of the Mississippi.

After engineering and disposing of the flood waters of the Mississippi that come from the great Western tributaries, he proposes another plan for engineering the water of the lakes, so as to supply all seasons to the upper Mississippi, the Illinois and Ohio rivers enough of their surplus waters to fix a minimum low water navigation. He makes Lake Superior the natural feeder of the upper Mississippi, and demonstrates the ease with which all the waters that empty out of it down the Sault St. Marie can be canaled into the head waters of Rum river, and through that channel into the Mississippi, into the Falls of St. Anthony. The waters of Lake Huron and Lake Michigan that are emptied into Lake Erie through the St. Clair river, he proposes to drain into the Illinois river, by deepening the Chicago river, and carrying them in an artificial bed to the head of navigation of the Illinois river. In like manner he would draw from Lake Erie the waters that discharge themselves over the Falls of Niagara, by deepening the Grand river, and from its head waters cutting an artificial river to the head of the Beaver river, and down that into the Ohio.

These are Gen. Roberts' outline plans, and he is very earnest and clear in his convictions that they are practical and of easy and economical accomplishment, under the direction of skilled, *active* and enterprising engineers. He urges that the geography of the country is peculiarly favorable for the accomplishment of these plans, and seemingly invites the skill of man to undertake what God has so plainly left for him to do. It is not our purpose, in what we have said, to indorse this plan; we are not professionally in that line. Whether it is practical or not we do not know. But it certainly has novelty about it, and there is always to us a charm in new and bold thinking, and in great original undertakings. It seems to us quite clear that Gen. Roberts is a bold and original thinker, and is now wrestling with a great national plan of engineering the hydraulics of the continent, and appropriating them to such use as shall develop in time all its resources and wealth. We, therefore, put it forth to the public, hoping that others, more able than we are, will give it prominence, and discuss it as its importance demands, honestly and impartially.

Mark Twain tells a story of a stranger who was coming up the Connecticut river, and was trying his best to sleep; but every now and then the boat would stop and a man would thrust his head into the room. First he sung out "Haddam!" and then "East Haddam!" and then "Haddam Neck!" and then "North Haddam!" and then "Great Haddam!" "Little Haddam!" "Old Haddam!" "New Haddam!" "Irish Haddam!" "Dutch Haddam!" "Haddam Haddam!" and then the stranger jumped out of bed, all excited, and says: "I'm a Methodist preacher, full of grace, and forty years in service without guile! I'm a meek and lowly christian, but d—n these Haddams, I wish the devil had 'em, I say."

A conductor on the Eastern railroad, who lives at Gloucester, Mass., was recently awakened from a sound sleep in church, and with his secular twang, called out—"Beverly! change cars for Gloucester, Manchester and Beverly Farms!" The effect upon the congregation may be imagined.

FOREIGN AND PERSONAL ITEMS.

Those who have read Thackeray's "Newcomes" will appreciate the following obituary notice from the London Daily News: Brother Robert Tripbook, of the Charterhouse, died there, October 4th, in his 87th year. He was almost the last of the bibliopolists who flourished in the reign of George III and IV. Being himself a man of extensive reading and thoroughly master of the best English books, not only in his trade but in his own library, his counter was for more than forty years the resort of the aristocracy and gentry—at one time in St. James street, at another in Old Bond street. The author of "Waverly" has gossiped again and again with Robert Triphook. Sir Walter Scott employed the St. James street bookseller to collect the books of information on which he founded the "Pirate." Many a time Lord Byron has dropped into the shop, after a visit to his friend, Hobhouse, who lodged at Triphook's. Shelley, Leigh Hunt, Coleridge, Hazlitt, Charles Lamb, Prof. Wilson and other fine spirits, have lingered there to talk with the pleasant, garrulous old bookseller. Of thirteen brothers received within the walls of the Charterhouse in 1859, brother Triphook was the last survivor. Thirty-four brothers attended the funeral service in the chapel.

Some very big nuggets of gold have recently been found in Australia. At Gympie, in Queensland, a 700 ounce nugget was taken out of the Golden Bar claim, 130 ounces of dust being also obtained in the course of a couple of days. At Berlin, near Inglewood, one man obtained in a couple of days 480 ounces, comprising one nugget of 286 ounces, and a number of smaller ones. At the same field two nuggets, weighing respectively 225 ounces and 175 ounces, have also been discovered.

Bayard Taylor advises persons going to Rome to select a beggar and give him a stated weekly allowance. He will soon come to expect it only on the regular day; and, moreover, he will privately manage that you are not importuned by his brethren—at least in his quarter of the city. In my case this plan worked very satisfactorily. My beggar greeted me with a bow and smile for six days, held out his hat on the seventh, and allowed no one in the neighborhood to make a claim upon me.

According to the story told by the Paris correspondent of a London paper, Offenbach is in luck. The story is somewhat improbable, but here it is: "Offenbach yesterday received an intimation from a Madrid notary that Madame Offenbach's great-great-grandfather, who died in 1652, had left a will, which had just been proved, and by which his great-great grandaughter inherited $20,000, which little sum he accordingly inclosed to the fortunate composer of 'La Grande Duchesse.' If such be the ordinary course of Spanish law, future Charles Dickenses will find ample field for their genius in illustrating the proceedings of Spanish Chancery Courts.

A distinguished general was explaining to a small circle at Compeigne—among them the empress—the merits of the Chassepot gun. "But we ladies," said her majesty, "must have our Chassepots to retain our ascendency and our influence, and our Chassepots are: Beauty and grace at twenty, wit at thirty, and kindness at forty." The emperor, who had meantime joined the circle, replied with a smile, "You have not waited for this age to possess the whole arsenal."

Mr. Gladstone is looked upon as deficient in worldly prudence. While combatting in Parliament, last session, the tactics of Mr. Disraeli, he was spending his leisure hours in criticising "Ecce Homo;" and on the very day before the election which was fatal in its issue to his ambition to represent his native county in the House of Commons, he sent out the pamphlet called a chapter from his autobiography, in which he calls on the world to witness the mental conflicts through which he has passed during the last thirty years on ecclesiastical questions. He is accused of having "a nature too finely tempered!"

An English paper illustrates life in the Staffordshire mining districts by this conversation: First collier—"There's been a *foire* (explosion) at Jackson's pits." Second collier—"My feyther worked there." First collier—"Yes, and he's blowed all to pieces." Second collier—"By gum, he'd got my knoife."

The Austria ministerial budget has been made public. The deficit for the year 1869 is estimated at £3,500,000.

The Empress Eugenie shed tears before her husband would listen to her request that Isabella of Spain, and her husband, should be invited to Compiegne; and, when Napoleon finally consented, he did so in the firm belief that the dethroned Queen would haughtily reject the condition that she should come only *incognito* as Countess of Aranjuez. Her acceptance of the invitation was utterly unexpected to the Emperor. Several guests who had been invited at the same time as Isabella and her husband, sent excuses at the eleventh hour.

Queen Victoria is said to hold a high opinion of her son-in-law, the prince (and future king) of Wales. The extraordinary long stay he lately made at Windsor Castle is attributed to her desire to have the benefit of his advice in the affairs of the kingdom.

Even now the English press is not entirely free from libels on the queen. The last number of one of the comic periodicals called "Quiz," which has come to hand, contains a cartoon in which Signor Marfori, the lover of the ex-queen of Spain, is depicted holding out his hand to the favorite man-servant of Prince Albert, the Highlander John Brown, while underneath are the words: "*Arcades fambo. Honi soit qui mal y pense.*"

The popular vote in England gives the Liberals a majority of 172,000—more than fourteen per cent. of the whole number of votes given. The Scotch, however, who are the most impartial judges of the leading question, gave an overwhelming vote for the Liberals, being five to one in the boroughs, and even in the counties a majority of about twenty per cent. on the total county vote. Taking Great Britain as a whole, the majority on the popular vote is about 262,000, in a total vote of 1,278,000, or more than sixteen per cent.

The Paris Temps says of the late Baron Rothschild: "When the Credit Mobilier was started, M. Rothschild, who was requested by the president of the republic to give his opinion on it, drew up a memorandum in which the practiced financier predicted with surprising lucidity, all that has since occurred—the excessive speculation, the glut of paper, and the rapid decline of the establishments founded for flooding the market with it."

There is at the present time a question of changing the Spanish flag. Instead of a stripe of yellow between two of red, there would be one each of yellow, red and violet. These were the former colors of Castile.

Mr. Howard Paul, who is now in Paris, has offered M. Offenbach 25,000 francs ($5,000) to write the music to a sequel to the "Grand Duchesse," under the title of "The Grand Duchess more Married than Settled," and M. Offenbach has the proposal under consideration. Mr. Paul's suggestion is that the vivacious Duchess should marry Prince Paul and henpeck him; that a blacksmith should be sent for to put straight the twisted sabre *de mon pere*, and that a legend of the celebrated saber should be given. The libretto will be furnished by two English authors.

The London correspondent of the Boston Advertiser says of the late Marquis of Hastings: "After leaving Oxford University he hurried along the road to ruin with selfishness prominent in his vices. His splendid country house was a scene of mad dissipation for weeks together. Wine ran like water, and a hundred deviltries were perpetrated. A gentleman told me only yesterday that he once saw the marquis open a knife which contained several sharp blades, and put it in the coat pocket of one of his guests while dancing at a ball. The result soon after was a hand cut and gashed in a score of places. This was a minor pleasantry of the wretched young nobleman. At other times he would take down a valuable family painting and set it up on his lawn and fire at it.

The Prince of Wales distinguished himself by his dancing at the French Court, and Marshal Bazaine was the next most noted on the light fantastic.

When the physicians informed the King and Queen of Belgium that the life of their eldest son, who, it had been believed up to that time, would not recover from his terrible disease, would be spared, the King, bursting into tears, knelt down and thanked God aloud for his mercy; and the Queen, an impulsive and exceedingly kind-hearted woman, was so overjoyed that she clasped old Dr. Lemaitre in her arms and kissed the blushing old gentleman half a dozen times.

GLADSTONE EATING HUMBLE PIE.—A letter from Right Hon. W. E. Gladstone, dated August 8, 1867, to C. Edward Lester, is published. He says:

"With respect to the opinion I publicly expressed at a period during the war, that the South had virtually succeeded in achieving its independence, I could not have been surprised or offended if the expression of such an opinion at such a time had been treated in your work much less kindly than in the notices I find in pages 529 and 533. I must confess I was wrong; that I took too much upon myself in expressing such an opinion; yet the motive was not bad. My sympathies were then where they had long before been, where they are now, with the whole American people."

Homer is supposed to have been the first to notice the Grecian bend, in the following lines from the tenth book of the Iliad:

"Lo, here the wretched Agamemnon stands,
The unhappy general of the *Grecian* bands,
Whom Jove decrees with daily cares to bend."

OFFICIAL.

BRICK SIDEWALKS BORDERED BY CURB-stones and Wooden Gutters, on the south of Gravier street between Baronne and Dryades streets.

NEW ORLEANS, October 12, 1868.

To the Honorable Common Council of the City of New Orleans:

Gentlemen—The undersigned property holders and residents on the south side of Gravier street, in this city, respectfully represent that the grade of the street between Baronne and Dryades streets has been raised by order of the city nine or ten inches higher than the banquettes; is completely overflowed and for hours rendered impassable, so that the residents are confined to their houses if within, or prevented from reaching there if without, and entirely prevents all from passing that square until the accumulation of water passes off by the very imperfect drainage of that street.

Therefore your petitioners pray that your honorable bodies will cause the grade of said banquettes to be raised to a proper level, and prevent the great inconvenience under which the citizens upon Gravier street are now labouring.

Commending our petition to your early and favorable consideration, we are very respectfully your obedient servants.

JN. GLAUDIN, corner Dryades and Gravier streets; 38 feet Gravier.
HUGH McCANN, 62 feet Gravier.
GUSTAVE KRHN by C. KRHN, 22 feet Gravier street.
SMITH ISARD, 26 feet Gravier street.
FRANCOIS LACROIX, 26 feet Gravier street
Per pro. SALVINA SUGEU, 26 feet Gravier street.
A. C. TREMOULET.
PIERRE CANTEROU, 26 feet Gravier street.
Total number of running feet in petition, 228

TROTTOIRS EN BRIQUES, BORDES DE pierres, avec fosses en bois, sur le cote sud de la rue Gravier, entre Baronne et Dryades.

NOUVELLE-ORLEANS, 12 octobre 1868.

A l'Honorable Conseil Commun de la ville de la Nouvelle-Orleans:

Messieurs—Les soussignés, propriétaires et résidents du coté sud de la rue Gravier, en cette ville, représentent respectueusement que le niveau de la rue, entre les rues Baronne et Dryades, a été haussé de neuf ou dix pouces au-dessus des banquettes, par l'ordre des autorités de la ville, en conséquence de quoi lorsqu'il pleut, les dites banquettes sont completement inondées et sont impassables pendant des heures, forçant les residents qui sont en leur domicile d'y rester ou ceux qui voudraient s'y rendre s'abendre jusqu'a ce que l'eau s'ecoule par les moyens très imparfaits de cette rue.

Ainsi maintenant vos pétitionnaires prient vos honorables corps d'ordonner que cette rue soit nivelée a sa propre hauteur, et ainsi prévenir l'inconvenient sous lequel sont places les citoyens de la rue Gravier.

Recommandant sérieusement notre pétition a votre favorable consideration, nous sommes, très respectueusement vos serviteurs, etc.

JN. GLAUDIN, encoignure Dryades et Gravier, 38 pieds sur la rue Gravier.
HUGH McCANN, 62 pieds rue Gravier.
GURTAVE KRHN, par C. Krhn, 22 pieds.
SMITH ISARD, 26 pieds.
FRANCOIS LACROIX 26 pieds.
Per pro. MALVINA SUGEU, 26 pieds.
A. C. TREMOULET.
PIERRE CANTEROU, 26 pieds
Nombre total de pieds dans la petition 228.

PETITION.....PETITION.

NEW ORLEANS, Oct. 15, 1868.

To the Honorable the Common Council of New Orleans:

Gentlemen—The undersigned property owners on Bolivar street, between Poydras and Common and Lafayette streets, represent the number of feet front hereinafter mentioned, do most respectfully inform your honorable body, the banquette on said street, between Lafayette and Common, are unfit for travel, especially after night. We therefore lay this our petition before you, to have said banquette or sidewalks paved and curbed according to law, for which we will ever pray, etc., etc.

THOS. O'NEIL, 662 feet.
PATRICK MURPHY, 110 feet.
THOS. MARKEY, 30 feet.
H. A. WEBER, 120 feet.
E. A. BRIDGE, 150 feet.
CHAS. ROSS, 60 feet.
JOHN CROFT, 240 feet.
LAWRENCE McGREUNE, 30 feet.
WALTER CUNNINGHAM, 30 feet.
WILLIAM SHERIDAN, 30 feet.
JOHN FORD, 60 feet.
COUTLEDGE & RAINEY, 100 feet.
PATRICK MAHER, 30 feet.
HENRY GAINES, 30 feet.
EDWARD LYNCH, 95 feet.
SCHMIDT BIEGLER, 100 feet.
B. J. BERKERY, 180 feet.
JOHN BAKERY, 30 feet.
Petition signed 14,912 feet.

PETITION.....PETITION.

NOUVELLE-ORLEANS, 13 octobre 1868.

A l'Honorable Conseil, Commun de la ville de la Nouvelle-Orleans:

Messieurs—Les soussignés, propriétaires sur la rue Bolivar, en re les rues Poydras, Commune et Lafayette, représentant le nombre de pieds de face sous mentionnés, informent respectueusement votre honorable corps que les banquettes sur la dite rue, entre Lafayette et Commune sont dans un état qui les rend impassables aux pietons, surtout la nuit. Ainsi donc, nous vous soumettons notre pétition demandant que les dites banquettes soient pavées et réparées conformement a la loi, pour lequel nous prierons, etc.

THOMAS O'NEIL, 662 pieds.
PATRICK MURPHY, 110 "
THOS. MARKEY, 30 "
H. A. WEBER, 120 "
E. E. JUDGE, 150 "
CHAS. ROSE, 60 "
JOHN CROFT, 240 "
LAWRENCE McGREUNS, 30 pieds.
WALTER CUNNINGHAM, 30 pieds.
WILLIAM SHERIDAN, 30 pieds.
JOHN FORD, 60 "
COUTLEDGE & RAINEY, 100 pieds.
PATRICK MAHER, 30 pieds.
HENRY GAINES, 30 "
EDWARD LYNCH, 95 "
SCHMIDT & ZIEGLER, 100 pieds.
B. J BERKERY, 180 "
JOHN BAKERY, 34 "
Nombre total de pieds, 14 912.

PETITION.....PETITION.

To the Honorable Board of Assistant Aldermen, city of New Orleans:

Gentlemen—The undersigned, property holders and residents on both sides of Locust street, from Felicity Road to Washington Avenue, Fourth District, would most respectfully petition your honorable body to have a shell roadway constructed on said street, under the supervision of the City Surveyor, after due advertisement according to law.

Your petitioners would respectfully represent that for nearly six months in the year it is almost impossible for either cart or wagon to pass along the entire length of said street loaded with wood, milk, building materials, etc., etc.

JNO. PURCELL, 120 feet on Locust street.
ANDREW SCHMITT, 91 feet on Locust street.
SILVESTER DOOLEY, 30 " " "
J. CARROLL, 30 " " "
JOS. EVANS, 30 " " "
W. MUNLING, 91 " " "
F. MINIDAB, 65 " " "
HENRY SCHRADER, 30 " " "
J. W. SHOTWELL, 36 " " "
Mrs Widow BILAC, 118 " " "
J. H. KELLER, 145 " " "
KELLER MARKET, 140 " " "
AUG. GRUNEWALD, 120 " " "
R. BLIESORTH, 136 " " "
J. G. BISSELL, 33 " " "
JOHN EAGLA, 91 " " "
G. BORG, 258 " " "
JAS. HAGAN, 90 " " "
WM. F. J. GRAHAM, 100 " " "
E. P. DUCLOSLANGE, 120 " " "
JOHN F. KRAUZ, 258 " " "

NOTE.—Your petitioners would also represent that they are a majority of actual tax-payers and owners of property fronting on both sides of Locust street from Felicity Road to Washington Avenue.

PETITION.....PETITION

A l'honorable Conseil des Assistant Aldermen de la ville de la Nouvelle-Orleans:

Messieurs—Les soussignés, propriétaires et résidents sur les deux cotes de la rue Locust, du Chemin Felidite à l'Avenue Washington, Quatrieme District, pétitionnent respectueusement votre honorable corps de l'effet de faire construire un chemin coquille sur cette dite rue, sous la surveillance du voyer de la ville, après avis selon la loi.

Vos pétitionnaires représentent respectueusement que presque pendant six mois de l'année il est impossible aux charrettes et wagons de passer tout le long de la dite rue quand les sont charges de bois, lait, ou materiaux de construction, etc., etc.

JNO. PURCELL, 120 pieds, rue Locust.
ANDREW SCHMITT, 91 " "
SILVESTER DOOLEY, 30 " "
J. CARROLL, 30 " "
JOS. EVANS, 30 " "
W. MUNLING, 91 " "
F. MINIDAS, 65 " "
HENRY SCHRADER, 30 " "
J. W. SHOTWELL, 36 " "
Mme veuve BILAC, 118 " "
J. H. KELLER, 145 " "
MASCHE KELLER, 140 " "
AUG GRUNEWALD 120 " "
R. BLIESORTH, 136 " "
J. G BISSELL, 33 " "
JOHN EAGLA, 91 " "
G BORG, 258 " "
JAS HAGAN, 90 " "
WM F. J. GRAHAM, 100 " "
E. P. DUCLOSLANGE, 120 " "
JOHN F. KRAUZ, 158 " "

NOTA—Vos pétitionnaires représentent aussi qu'ils sont la majorité actuelle des propriétaires payant taxes pour des propriétes faisant face sur chaque cote de la rue Locust, a partir de Chemin Felicité jusqu'à l'Avenue Washington.

PETITION.....PETITION.

NEW ORLEANS, July 28, 1868.

To the Honorable the Common Council of the City of New Orleans:

Gentlemen—The undersigned Property Owners and residents on Touti Street, between Main and Esplanade, respectfully represent to your Honorable Body that only a portion of the banquettes or sidewalks are made on said street, and that they therefore pray that the necessary steps be taken to cause brick sidewalks to be made on said street, and your petitioners will ever pray, etc.

H. MONTREUIL, 108 feet.
E. GARNET, 30 feet.
A. C. LEHMAN, 30 feet.
G. ROUX, 130 feet.
FRANCOIS PRENAT, 30 feet.
T. L. RELENNACK, 140 feet.
MANUEL GUERRIER, 31 feet.
ARTHUR OLIVIER, 60 feet.
AUGUSTE DALEHE, 30 feet.
J. A. FREMAUX, 118 feet.
F. ROLLS 27½ feet.
CARL LORCH, 27½ feet.
JAN. ABADIE, 30 feet.
JOSEPH PIELAR, 100 feet.
ANTONIO DE MANI, 100 feet.
T. H. MOUSSEAUX, 30 feet.

PETITION.....PETITION.

NOUVELLE-ORLEANS, 28 juillet 1868.

A l'honorable Conseil Commun de la ville de la Nouvelle-Orleans:

Messieurs—Les soussignés propriétaires et résidents sur la rue Tonti, entre les rues Maine et Esplanade, représentent respectueusement à votre honorable corps, qu'une partie seulement des banquettes est faite dans la dite rue, et en conséquence ils prient que des mesures nécessaires soient prises afin de construire des banquettes en briques sur cette rue, et vos pétitionnaires continueront, etc.

H. MONTREUIL, 108 pieds.
E. GAINET, 30 pieds.
A. C. LEHMAN, 30 pieds.
G. ROUX, 130 pieds.
FRANCOIS PRENAT, 30 pieds.
T. L. RELENNAGE, 140 pieds, rue Tonti
MANUEL GUERRIER 31 pieds, rue Touti.
ARTHUR OLIVIER, 60 pieds, rue Touti.
AUG. DALCEE, 30 pieds.
J. A. FREMAUX, 118 pieds.
JO. ROLLS, 27½ pieds.
CARL LORCH, 27½ pieds.
JAN A"ADIE, 30 pieds
JOSEPH PIOLAR, 100 pieds.
ANTONIO DERMANI, 100 pieds.
P. H. MONSSEAUX, 30 pieds.

OFFICIAL.

PETITION.....PETITION.

NEW ORLEANS, July 21, 1868.

To the Honorable Council of the city of New Orleans:

Gentlemen—We the undersigned, property holders of the City of New Orleans do respectfully represent to your honorable body that the sidewalks on the south side of Magnolia street, from Clio street to pass Keller Market to St. Andrew street, are overflowed by heavy rains and rendered impassable to the great detriment of your petitioners, wherefore they respectfully request you, considering the premises, to have curb stones placed on said street, and have the city surveyor instructed to order good brick sidewalks made, as it will benefit not only the petitioners but the whole community and city at large, and they will ever pray.

FRANCIS LURGES, 146½ feet.
ST CHARLES STREET RAILROAD COMPANY, 32 feet.
JOHN BOENSEL, 126½ feet.
J. H. KELLER, 120 feet.
PATRICK MURPHY, 32 feet
GRETZNER & BOOTH, 146 feet.
Petition signed 603 feet.

PETITION.....PETITION.

NOUVELL. ORLEANS, 21 juillet 1868.

A l'Honorable Conseil Commun de la ville de la Nouvelle-Orleans:

Messieurs—Nous, les soussignés, propriétaires dans la ville de la Nouvelle-Orleans, representons respectueusement a votre honorable corps que les banquettes du cote sud de la rue Magnolia, partant de la rue Clio, passant le marche Keller, jusqu'a la rue St. André, sont inondées pendant les grandes pluies et rendues impassables au grand préjudice de vos pétitionnaires, en conséquence ils demandent respectueusement que, considerant ces faits, des piesres de cote soient placées dans la dite rue, et que le voyer de la ville soit instruit à donner ordre que de bonne banquettes en briques soient construites, afin de servir au bien-etre non-seulement de vos pétitionnaires mais aussi du public en general, et nous continuerons, etc.

FRACIS LURGES, 146½ pieds.
COMPAGNIE DU CHEMIN DE FER DE LA RUE ST. CHARLES, 32 pieds.
JOHN BOENSEL, 126½ pieds.
J. H. KELLER, 120 pieds.
PATRICK MURPHY, 32 pieds.
GREIZNER & BOOTH, 156 pieds.
Petition signé 603 pieds.

EDUCATIONAL.

GENERAL KIRBY SMITH'S

MILITARY ACADEMY.

At Newcastle,

HENRY COUNTY, KENTUCKY.

On September 15th, 1868, KIRBY SMITH, with a corps of assistants, whose qualifications are of the highest order, will open, at Newcastle, Kentucky,

A MILITARY ACADEMY FOR BOYS.

Newcastle is located in the healthy blue-grass region of Henry county, equi-distant (four miles) from the Louisville, Frankfort and Lexington and the Louisville and Cincinnati Railroads, connected with each by a good macadamized pike, and about two hours travel by rail from Louisville.

The Academy buildings, owned by himself, are of modern construction, admirably adapted for school purposes, and situated in the suburbs of the town. The standard of education will aim at thoroughness in every branch, to be determined by impartial and searching examinations. The discipline will be strictly military, requiring punctuality and promptness in the performance of every duty. The domestic department will be conducted with care and liberality, so as to secure the health, comfort and contentment of the scholars. The scholastic session is divided into two terms of twenty weeks each, the first commencing on September 15th. The charges for everything, excepting uniform, books and medical attendance, will be three hundred and seventy-five dollars in U. S. currency for the entire session of forty weeks, payable in two equal installments, one at the beginning of each term of the session. No deduction from these charges will be made for absence during the term, except in protracted sickness or honorable discharge, and even then a tuition fee of $50 per current term will be required.

Uniform furnished on the most reasonable terms. Books and stationery at Louisville prices. As the number of pupils is limited, those wishing to secure places in the Institution should apply at once. In thus making his permanent residence in Kentucky, and devoting himself to the education of the youth, the Principal hopes to have the co-operation of his friends in this Commonwealth.

For further information address K. KIRBY SMITH.

Students will leave the cars at Eminence on the Louisville and Frankfort Railroad, whence omnibuses will convey them to Newcastle. E. K. S.

MRS. G. H. CALDWELL,

TEACHER OF ALL BRANCHES

—of—

A Thorough English Education, Modern Languages and Music,

Vocal and Instrumental

DRAWING,

LANDSCAPE AND PORTRAITURE.

Strangers' Hotel,

No. 129 Chartres Street, New Orleans.

REFERENCES.

Rev. Dr. Leacock, New Orleans, La.; Prof. S. H. Dixon, Charleston, S. C.; Hon. Trasimond Landry, Louisiana; Hon. Judge Simon, New Orleans; Prof. T. L. Caldwell, Transylvania University.

LOUISIANA STATE SEMINARY,

NEAR ALEXANDRIA, LOUISIANA,

Founded and Supported by the State of Louisiana.

The next Session begins September 7th, 1868, and closes June 30th, 1869.

FACULTY—Consists of a full corps of 8 instructors in all branches of Literature and Science usually taught in the best Colleges and Universities.

COURSE OF STUDY—Embraces a Preparatory and an Academic Department, including a Literary, Scientific and Optional Course, a Special School of Civil Engineering and a Commercial School.

TERMS—For all expenses, except clothing, $410; $204 payable in advance, balance in equal payments January 1st and April 1st.

Cadets received at any time during the session, and charged from date of entrance.

Address D. F. BOYD, Superintendent.

GROCERIES, WINES, ETC.

MYERS & LEVY,

WHOLESALE GROCERS

—And Dealers in—

FOREIGN AND DOMESTIC PRODUCE, WINES AND LIQUORS,

62 and 64 Common Street.

H. L. GOODRICH.

D. G. HITCHCOCK & CO.,

DISTILLERS' AGENTS, RECTIFIERS OF SPIRITS,

—AND—

WHOLESALE LIQUOR DEALERS,

Nos. 45, 47, 49 and 51 Gravier Street,

—AND—

28 Peters Street,

NEW ORLEANS, LA.

KNEASS & MAYO—

(SUCCESSORS TO MAGEE & KNEASS,)

Removed from No. 5 Magazine street,

Manufacturers of Saddlery and Harness,

—IMPORTERS OF—

SADDLERY, HARDWARE, BELTING, PACKING AND HOSE, ETC., ETC.,

Nos. 8 Tchoupitoulas and 8 New Levee, and 46, 48 and 50 Common streets.

FIRST PREMIUM AND GOLD MEDAL

AWARDED TO

BUCK'S BRILLIANT,

AS THE BEST COOKING STOVE.

The above Stove uses fifty per cent. less fuel, and bakes better bread than any other stove now in use. This fact was fairly demonstrated and incontestably proven at the Mechanics' and Agricultural Fair of New Orleans, 1868, and the St. Louis Fair of 1866-7.

Every one of these Stoves guaranteed and delivered anywhere within the city free of charge.

Also, constantly on hand a large and complete assortment of HEATING AND COOKING STOVES of the most Improved Patterns. Liberal advantages offered to the trade.

H. HALLER, Agent,

49 Camp and 188 Tchoupitoulas street.

Orders left at box No. 80 Mechanics' and Dealers' Exchange, No. 103 St. Charles street, or at the New Orleans Postoffice, will receive prompt attention.

TRY IT! TEST IT THOROUGHLY!

It will cost you nothing to do so. By making application to the undersigned, a Machine will be sent to your residence, and you will be shown how to use it, and a reasonable length of time given to test the Machine to decide as to its merits.

The Magnolia Washing Machine

Will do your washing with one-half the labor, less soap and no more water than you usually use; will save the cost of the Machine in the wear of clothes and in fuel in less than one year; makes no slop; does away with the necessity of standing over a steaming tub, and prevents the washer from inhaling the steam of filthy soap suds, also from getting wet, and will in many instances be the means of preventing sickness and saving a doctor's bill.

An ingenious COG-WHEEL WRINGER is affixed to the Machine, and is made of India Rubber Cylinders, and wrings the clothes almost ready for ironing.

It is Useful, Simple and Cheap! Satisfaction Guaranteed or no Sale. Use the

Magnolia Washer,

and save the Woman's Health, and also save both Labor and Money.

L. A. GAILLARD,
No. 105 Poydras street,
Owner of the Patent Right for Louisiana.

Country rights for sale.

ALBERT LYON'S SCHOOL FOR BOYS,

SHATAWA, PIKE COUNTY, MISSISSIPPI

(New Orleans and Jackson Railroad.)

Circulars may be obtained on application to ROBERT PITKIN, Esq., 15 and 16 Camp street, New Orleans.

PARTNERSHIP—DISSOLUTION

DISSOLUTION OF COPARTNERSHIP.

The copartnership heretofore existing under the name of HOLZ, BLOHM & CO., is this day dissolved by limitation.

NEW ORLEANS, January 1, 1869.

JOSEPH HOLZ, Auctioneer, will continue the AUCTION BUSINESS, at No. 21 Chartres street.

Days of Sale for Dry Goods, Shoes, Boots, Hats and Notions, TUESDAYS, THURSDAYS and SATURDAYS. Also, prompt and careful attention paid to the sale of Real Estate, Successions, Port Warden's, Furniture, Bank Stock, etc., etc.

HOLZ & BERNHEIMER,
Commission Merchants,
No. 21 Chartres street,
and 82 Warren street, New York.

NOTICE—FROM THIS DATE MESSRS. J. W. ANOYES and FRANK GAIENNIE have an interest in my business—Style of firm E. K. CONVERSE & CO.

E. K. CONVERSE.

January 1, 1869.

DISSOLUTION OF COPARTNERSHIP.

The copartnership heretofore existing under the name and style of PIKE, LAPEYRE & BROTHER is this day dissolved by mutual consent by the withdrawal of J. M. Lapeyre, who has disposed of all his rights and interests in the concern to his late partners Wm. S. Pike and Alex. Brother, they assuming all the liabilities of the same.

New Orleans, December 21, 1868.

WM. S. PIKE,
J. M. LAPEYRE,
ALEX. BROTHER.

The business of PIKE, LAPEYRE & BROTHER will continue to be conducted under the same name and style until the first of January next (1869), when ALFRED SHEPPERS and PAUL BLANC have an interest in our business, which will thereafter be conducted under the name and style of PIKE, BROTHER & CO.

New Orleans, December 21, 1868.

WM. S. PIKE,
ALEX. BROTHER,
ALFRED SHEPPERS,
PAUL BLANC.

DISSOLUTION OF COPARTNERSHIP.

The Partnership lately existing between the undersigned, under the name and style of R. COHN & MEIER, No. 181 Citrous street, was dissolved by limitation on the 30th September, 1868.

HENRY COHN, Agent, is alone charged with the business of liquidating its affairs.

NATHAN MEIER,
H. COHN, Agent,
New No. 178 Baronne street.

CRESCENT CITY ICE COMPANY.—THE Crescent City Ice Company was dissolved by the death of J. L. Warner on the 29th September last. The liquidation of its affairs will be conducted by the new company formed this day.

A. W. BOSWORTH, President.

J. J. E. MASSICOT, Sec'y and Treasurer Crescent City Ice Company.

New Orleans, December 1, 1868.

A Corporation has been this day formed by the surviving members for the supplying of the city of New Orleans with ICE, under the corporate name and title of the "CRESCENT CITY ICE COMPANY."

The office of the company is at the old place, No. 21 Camp street, up stairs.

JOHN F. KRANZ, President.

J. J. E. MASSICOT, Secretary and Treasurer Crescent City Ice Company.

COMMISSION—FORWAR