hereby appointed night watchman for the Court House, at a salary of $75 per month.

Mr. Walker submitted the following resolution, which was unanimously adopted on its several readings:

WHEREAS, The State Legislature has authorized the city of New Orleans to build a bridge for the use of carts and other vehicles on the New Canal, opposite Liberty street, instead of the one for foot passengers, which has been already contracted for; be it

Resolved, That the city surveyor be and is hereby authorized to have, under the direction of the streets and landings committee, the necessary change made to said bridge, in order to make it substantial and perfectly secure for its new destination.

Mr. Breen submitted the following resolution, which was referred to the committee on streets and landings:

Resolved, That the controller be and he is hereby authorized to adjudicate after five days notice in the official journal, a contract to shell Poeyfarre street from Magazine to Annunciation streets, in accordance with plans and specifications by the city surveyor.

Mr. Fisher submitted the following resolution which was adopted on its several readings unanimously:

Resolved, That Mr. Camp, the mover of the resolution to apply to the Congress of the United States for the retrocession of the property known as the branch mint to the city of New Orleans, be appointed to present said petition to the proper authorities of the United States.

The petition of the Protestant Orphans' Home on Seventh street was referred to the finance committee.

A communication from A. L. Lee, attorney for the N. O. Mobile & C. R. R. Company, was referred to he committee on railroads.

The board then adjourned to meet on Saturday next at 6½ o'clock, to take into consideration the subject of the leasing of the water works and regulating its affairs.

JOHN TOBIN, Secretary.

[OFFICIAL.]

BOARD OF ASSISTANT ALDERMEN.

REGULAR SESSION.

Extract from the Minutes.

CITY HALL, NEW ORLEANS, February 2, 1869.

On motion of Mr. Breen, it was ordered that the subjoined report be received and, together with the accompanying communication from the surveyor be published during ten days, in the official journal, and that a committee of three be appointed from this board, to confer with the State Senate in relation to the contemplated Ship Island Canal.

The chair appointed Messrs. Breen, Camp and Pemberton said committee.

JOHN TOBIN, Secretary.

ROOM BOARD OF ENGINEERS ON DRAINAGE, City Hall, New Orleans, Jan. 30, 1869.

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

Gentlemen—At a meeting of this board held on the 21st January, the following resolutions were unanimously adopted:

Resolved, That in our opinion, the proposed Ship Island canal would if constructed, render impracticable the adoption of any general or efficient system of drainage for the city of New Orleans.

Resolved further, That the drainage of the city into said canal, provided the right could be obtained from the corporations to do so, would convert the same into a cess-pool, injurious to health and destructive of the value of property.

The following resolution indorsing the report of Mr. L. Surgi, city surveyor, on the same subject, was also unanimously adopted:

Resolved, By the Board of Engineers for the drainage of the city of New Orleans, that the report of L. Surgi, Esq., in the matter of the proposed Ship Island canal, as read before this board, be and the same is hereby fully indorsed.

Accompanying this is a copy of the report above referred to. I have the honor to be, very respectfully, THEODORE J. DIMITRY, Secretary.

MR. SURGI'S REPORT CONCERNING THE SHIP ISLAND CANAL SCHEME.

SURVEYOR'S OFFICE, CITY HALL, New Orleans, 31st December, 1868.

Hon. John B. Conway, Mayor:

Sir—In answer to your letter requesting me to inform you how the contemplated "New Orleans and Ship Island Canal" will, if carried out, agree with our present drainage system, and also whether it will not interfere with the freedom of circulation throughout our city, I have to say, that to understand the objections which may be raised against this project I will first give a synopsis of the charter, showing the privileges granted and the charges imposed upon the company.

A *perpetual* charter has been granted to Messrs. G F. Brott, Lionel A. Sheldon, Charles Dillingham, Gardner Banks, Ernest Deblanc, Michael Hahn and W. E. Reed, under the name of "The New Orleans and Ship Island Canal Company," to construct a canal, with the privilege of a telegraph and a shell road, from a point on the left bank of the Mississippi river, in the parish of Jefferson, thence through the corporate limits of Carrollton and Jefferson cities and New Orleans in as direct route as practicable north of Broad street to the Rigolets, near the outlet of Lake Catherine, thence to Ship Island.

The canal is to be at least 150 feet wide at the surface, with a uniform depth of twelve feet throughout its length. The company has the privilege to widen the same to three hundred feet, with a corresponding depth of twenty-five feet; also, to make a branch or lateral canal from the main canal to a point at or near the river in the City of Jefferson, and are required to cause the banks of said canal to be made secure and adequate to avoid any danger from overflow or breakage.

The company shall construct locks to connect the main canal with the river for the passage of steamboats, vessels, barges, etc.

The company will have the right to purchase or expropriate 600 feet in width, on each side from the center of their canal.

The construction of said canal shall commence within twelve months from the 4th of October, 1868, and shall be completed five years thereafter.

No more than fifteen draw-bridges shall be placed across said canal, for a distance of thirty miles, through the corporate limits of New Orleans, Jefferson and Carrollton.

Any person or corporation may use the said canal for drainage purposes, on such terms and conditions as may be agreed upon between the parties.

The above are the main features of the charter of 4th October, 1868.

The whole project is impracticable by reason of physical obstacles, and of being in collision with vested rights, and is not worthy of notice, were it not for the supplementary act which passed one branch of the Legislature, and the object of which is to build a portion of the Ship Island Canal with money extracted from the people without equivalent benefit.

The monstrosity is entitled "An act to aid in the construction of the New Orleans and Ship Island Canal, for the purpose of more effectually leveeing, draining and reclaiming the swamp lands in the rear of the city of New Orleans," which I propose to prove to be an attempt to swindle the people of New Orleans, Jefferson, and of the State at large, out of nearly two and a quarter millions of dollars, and inflict irreparable losses upon them.

Let us see what this act proposes.

The first section repeals all laws concerning the drainage of certain portions of the parishes of Jefferson and Orleans.

The second section consolidates into one the draining districts described in the law of 18th March, 1858, and legalizes the tax imposed by the draining commissions in their respective districts.

The third section relates to a commissioner, who will be appointed by the governor, to take charge of all the assets belonging to the draining districts, and who will receive as compensation 2½ per cent. on all moneys collected and received by him. The said commissioner, besides receiving the drainage taxes already assessed in the First and Second Districts, will complete the assessment of the Third District, and levy a tax on the lands in said district equal to that assessed in the First District.—(3 3-10 mills per square foot.) The taxes due in the First and Second Districts, and the whole amount assessed in the Third District, shall be divided into four equal parts—one-quarter shall be payable on the 1st October, 1869, and each other quarter shall be due and payable annually thereafter. The assessment shall remain a first mortgage on the property as now provided by law.

For all lots of land sold under judgment said commissioner shall receive ten cents on each and every lot.

The fifth section says that all moneys collected by said commissioner shall be paid into the State treasury, and all real estate acquired by the nonpayment of taxes shall be considered, and held in trust, as a separate fund and property, to be paid over, and the titles to said acquired real estate to be made over to the New Orleans and Ship Island Canal Company, as hereinafter provided.

The sixth section says, that when the company shall have excavated a portion of their canal 9 feet deep and 75 feet wide, for a distance of 5 miles from a point near the Mississippi river, and connecting with the Bayou Gentilly, they shall receive one-fourth of the amount assessed by the commissioner, and a patent for 100,000 acres of public land.

When the canal shall have been excavated 150 feet wide and 9 feet deep, they shall receive another fourth of the amount assessed, and a patent for 100,000 acres of public land.

When the canal shall have been excavated 150 feet wide and 12 feet deep, they shall receive another fourth of the amount assessed, and a patent for 100,000 acres of public land.

And when the whole canal shall have been completed as provided in the charter, the last fourth of said assessment and a patent for 100,000 acres of public land shall be paid to them.

The eighth section says that, in further consideration of the aid and grants conferred by the State, the said company shall construct and maintain a suitable levee along the north side of their canal for a distance of five miles, and of such length and dimensions as to prevent the city from being overflowed by any crevasse occurring above its intersection with the river, and also to prevent the city from being overflowed by water from Lake Pontchartrain.

No money or lands shall be vested in said company until the State engineer or city surveyor shall certify that said protection levee is completed in accordance with the provisions of this act.

The above summary extract of the original charter, and of the additional act, being sufficient to explain the whole scheme, we will now examine the project in its details, as far as the interests of our community are concerned.

In virtue of this additional act, the company is made the recipient of the unpaid drainage tax, and of a new one, imposed for their sole benefit, upon the property-holders of the Third District, amounting, in the aggregate, to a sum of $1,922,000, and assessed as follows:

First Draining District	$530,000
Second " "	440,000
Third " "	952,000
Total	$1,922,000
Less 2½ per cent. to be paid to a collector to be appointed in virtue of the act	48,050
Net amount of drainage tax	$1,873,950.
Add, also, 400,000 acres of State lands, to be selected by the company	600,000
Total amount given said company	$2,473,950

Three-fourths of this amount, $1,855,462, are to be handed to the company, during the progress, and after the completion of five miles of canal 150 feet wide and 12 feet deep, the cost of which will not exceed $939,840, the remaining fourth, $618,-487 50, only upon the completion of the whole canal to the Rigolets, as provided in the charter.

In presence of the above figures, you can perceive how true is the title of this act, entitled "An act to aid in the construction of the New Orleans and Ship Island Canal," and what powerful aid the property-holders of New Orleans, Jefferson and Carrollton cities are compelled to give the gentlemen originators of the scheme towards the accomplishment of their design.

The whole cost of the canal will not exceed $5,000,000; so, beside the injury inflicted upon their property, and without a particle of interest in the contemplated work, the proprietors within the limits of the above named cities are made to contribute to one-half of the entire cost of its construction.

Having acknowledged the first part of the title of the above-named act to be in strict accordance with its meaning, we are obliged to say that the latter part is just the reverse, and that, instead of "more effectually leveeing, draining and reclaiming the swamp lands in the rear of the city of New Orleans" (nothing said about the swamp in the rear of Carrollton and Jefferson City) the projected act will entirely ruin our system of drainage, bring the river and lake waters within our doors, cut off communication between the front and rear parts of our cities, compel us to double the present number of draining machines, and as the whole river front from Carrollton to the lower part of New Orleans will have no other outlets for the discharge of rain or domestic waters than the contemplated canal, we will, as it is contemplated by the charter of the New Orleans and Ship Island Canal, be obliged to drain the whole front lands into the said canal, on such terms and conditions as will be agreed upon between the parties, and by these means place the 350,000 inhabitants of the above named cities, for drainage purposes, at the mercy of the seven proprietors of the charter, who will thus be enabled to accomplish their work entirely at the expense of the public.

To give a pretext for this new legislation, and apparently legitimate the appropriation of $2,500,000 of the public money to the New Orleans and Ship Island Canal Company, a clause has been inserted in the act compelling the company to build a levee on the north side of their canal to protect the cities from any overflows from the lake or river water. This obligation is simply absurd, as the building of this levee will afford no protection whatever in case of a hurricane; the only difference for us will be that instead of receiving the waters direct from the lake, we will have teem through the unprotected south bank of the canal, and certainly that will not improve our condition.

This clause must have been inserted solely for the purpose of deceiving an unguarded public, who had suffered so much from the late overflow, (which could have been prevented at a cost of $500,) and make them believe that the proposed relief is equal to the remuneration granted to the company.

In fact, there was no reason for introducing this clause, for a similar but more adequate protection against the lake water is already provided for in the original charter, the company being obliged to make the banks of their canal secure and adequate, to avoid any danger from overflow or breakage, and, I must say, that it is not an onerous obligation imposed upon them, for it is the result of the work itself, the earth coming from the excavation will furnish material enough to make a levee on each bank, at least 10 feet high, 20 feet wide at top and 100 feet at the base, amply sufficient to repel the lake water.

Such will not be the case, however, should a crevasse occur at or below the lock intended by the company to be built at Carrollton. The cities of New Orleans, Jefferson and Carollton being belted by the inner or south levee of the company's canal, their whole area would be covered with a sheet of water from five to ten feet deep, and should this canal ever be built, this impending calamity will, like Damocles's sword, be constantly hanging over our heads.

This fact is so well known that, during all the time our State was under the control of its own citizens, the building of locks or sluices was always prohibited in the bends of the river, where the banks are always subject to caving or abrasion.

Another of the many objectionable features of the whole project is the location of the canal on the north side of Broad street, in the vicinity of Bayou Sauvage and Gentilly Road, to say nothing of the damage which this location will occasion to the five railroads chartered by the State and the city of New Orleans, or of its interference with the navigation of the New Canal and of the Canal Carondelet, you will find that the fifteen drawbridges so generously granted to the public, for a distance of thirty miles, are far from being sufficient to afford a speedy communication between the two severed parts of our cities.

As a whole, the project is an absurdity, and, as I have already said, not worthy of discussion, and ought not to be noticed, were it not for the determined intention to squeeze money from an overburdened community, exhibited in the supplementary act, which, if ever passed by the Legislature, will permit the gentlemen projectors of the scheme to realize a profit of nearly a million and a half of dollars out of the digging of five miles of a canal costing only $940,000.

If, previous to its passage, the original charter granted to the New Orleans and Ship Island Canal Company had been referred by the Legislature to the consideration of the present able State engineer, I venture to say that this scheme would have never been entertained, and then the additional act would have had no reason to be discussed.

Respectfully, your obedient servant,
L. SURGI, City Surveyor.

MEYER, KOTTWITZ & CO.,
MOSES MEYER, A. S. KOTTWITZ, SIMON KOTTWITZ,
Furniture Dealers,
43.....ROYAL STREET.....43
(Between Customhouse and Bienville streets,)
New Orleans, La.
Always on hand, direct from first class Manfacteries, a complete assortment of PARLOR, BED-ROOM and DINING-ROOM SETS; also every description of Cane and Cushion Seat CHAIRS, which we are offering to the trade at the lowest market prices, and respectfully solicit the public to call and examine Country orders filled with promptitude and particular attention bestowed upon packing.

OFFICIAL.

MAYORALTY OF NEW ORLEANS, City Hall, Feb. 23, 1869.
[No. 1295—N. S.]

Resolved, That the surveyor be and he is hereby authorized to have repaired the roofs of the building and stable and such other repairs as may be necessary to the premises of Eagle Steam Fire Engine Company No. 7: *Provided*, The cost does not exceed five hundred ($500) dollars.

(Signed) ALFRED KEARNY,
President Board Assistant Aldermen.
(Signed) THOMAS MARKEY,
President Board Aldermen.
Approved Feb. 23, 1869.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary.

MAYORALTY OF NEW ORLEANS, City Hall, Feb. 9, 1869.
[No. 1269—N. S.]

Resolved, That the controller be and he is hereby authorized to sell to the lowest bidder or bidders, after five days' notice in the official journal a contract for constructing brick sidewalks bordered by curbstones, on the south side of Magnolia street, between Clio and St. Andrew streets, in accordance with the petition, specifications of the surveyor and section 119 of the city charter.

(Signed) JOHN BREEN,
President pro tem. Board Assistant Aldermen.
(Signed) THOMAS MARKEY,
President Board Aldermen.
Approved Feb. 9, 1869.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary,

CONTROLLER'S OFFICE, CITY HALL, New Orleans, Feb. 23, 1869.

Notice is hereby given that the controller will, at his office, on Tuesday, March 2, 1869, at noon, adjudicate to the lowest bidder or bidders, the above contract, according to plans and specifications on file in the office of the city surveyor.

PAS. LABARRE,
Deputy Controller.

MAYORALTY OF NEW ORLEANS, City Hall, Feb. 9, 1869.
[No. 1270—N. S.]

Resolved, That the controller be and he is hereby authorized to adjudicate to the lowest bidder or bidders, after five days' notice in the official journal, a contract for constructing brick sidewalks bordered by curbstones, on Tonti street, from Dumaine to Esplanade street, in accordance with the petition, specifications of the surveyor and section 119 of the city charter.

(Signed) JOHN BREEN,
President pro tem. Board Assistant Aldermen.
(Signed) THOMAS MARKEY,
President Board Aldermen.
Approved Feb. 9, 1869.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL, New Orleans, Feb. 17, 1869.

Notice is hereby given that the controller will, at his office, on Thursday, February 25, 1869, at noon, adjudicate to the lowest bidder or bidders, the above contract, according to plans and specifications on file in the office of the city surveyor.

PAS. LABARRE, Deputy Controller.

MAYORALTY OF NEW ORLEANS, City Hall, Feb. 9, 1869.
[No. 1271—N. S.]

Resolved, That the controller be and he is hereby authorized to adjudicate to the lowest bidder or bidders, after five days' notice in the official journal, a contract for shelling and grading Locust street, from Felicity road to Washington street, in accordance with the petition, specifications of the surveyor and section 119 of the city charter.

(Signed) JOHN BREEN,
President pro tem. Board Assistant Aldermen.
(Signed) THOS. MARKEY,
President Board Aldermen.
Approved Feb. 9, 1869.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL, New Orleans, February 17, 1869.

Notice is hereby given that the controller will, at his office, on Thursday, February 25, 1869, at noon, adjudicate to the lowest bidder or bidders, the above contract, according to plans and specifications on file in the office of the city surveyor.

PAS. LABARRE, Deputy Controller.

MEDICAL.

POPE'S CURE FOR COUGHS, COLDS ASTHMA, ETC.

In all Diseases of the Throat and Lungs requiring the use of a mild, soothing and decidedly efficient remedy, this preparation may be used by persons of all ages, from "the infant mewling and puking in its nurse's arms," to where "the sixth age shifts into the lean and slippered pantaloon," with as much prospect of relief as from any formula in pharmacopiæ.

POPE'S CURE FOR COUGHS has been used in this city for over ten years, with increasing demand; is put in bottles at 75c. each. Try it. JOHN H. POPE,
Druggist, corner Jackson and Prytania streets.

Sold also by JOHN DeBENNEVILLE, Druggist, corner Camp and Poydras streets.

A BOOK FOR THE UNFORTUNATE.

J. BALDWIN DUFF'S TREATISE ON PRIVATE DISEASES, Impotency, Loss of Power, Nervous Debility, with Notes on Impediments to Marriage, should be read by all contemplating marriage. Sent by mail on receipt of 25 cents. by
J. BALDWIN DUFF,
New Orleans Medical Institute,
364 Magazine street,
Where all private diseases are successfully treated.

SPECIAL TREATMENT OF CHRONIC DISEASES—DR. DE BAUSSET will take charge of and guarantee to cure the following chronic diseases, viz: Secret Diseases (Whites, Blennorrhees, Ulcers,) Rheumatism, Gout, Dyspepsia, Chlorose, Liver Complaint, Diseases of the Urinary Organs and Deafness. Consultations every day from 12 o'clock M. till 1 P. M. at his office, corner of Orleans and Bourbon streets. Residence, No. 44 Dauphine street.

FRENCH MEDICINES
—PREPARED BY—
GRIMAULT & CO., CHEMISTS,
49 RUE RICHELIEU, PARIS.

No More Copaiba and Cubebs.
GRIMAULT'S CAPSULES AND LIQUID EXTRACT OF MATICO VEGETALIS.

Where all other medicines have failed, these preparations will always effect a cure. They insure rapid and extraordinary cure of severe recent and chronic cases of private diseases. They are used in the hospitals of Paris, by the celebrated Dr. Ricord, and are found greatly superior to all hitherto known mineral remedies and Copaiba and Cubebs. The injection is used in recent and capsules in more chronic cases.

APPROVED BY THE PARIS ACADEMY OF MEDICINE.

Burin du Bulsson's Iodide of Iron and Manganese Pills.

The treatment of chlorotic or scrofulous affections is always long and tedious with the usual preparations of iron, which not unfrequently fail, owing to the stomach not being able to support them. The researches of Professors Hannon, of Brussels; Gensoul and Petrequin, of Lyons; Rorsalius and Trousseau, of Paris, have demonstrated that this lamentable failure is owing to the absence of Manganese, which, as well as Iron, is an essential element of the blood. These Pills, therefore, supply an important deficiency in therapeutics, and have, consequently, received the approbation of the Academy of Medicine and the principal scientific bodies. They are employed with a certainty of success against Chlorosis, (Green Sickness,) Stomach Complaints, Poverty of the Blood and Irregular Menstruation, and are preferable to the pills of Iodide of Iron alone in all anemic, scrofulous and cancerous affections.

Digestive Elixir of Pepsine.
GRIMAULT & CO., CHEMISTS, PARIS.

PEPSINE, the latest scientific discovery of Dr. Corvisart, physician to his majesty the Emperor of the French, is the Gastric Juice itself, or, rather, the digestive principle purified which digests food in the stomach. When, by some cause or other, the supply of digestive fluid is too small, the inevitable consequences are bad digestion, gastritis, gastralgia, inflammation of the mucous coats of the stomach and bowels, heartburn, pituite, anæmia, loss of strength and (in females) chlorosis. The Elixir of Pepsine, which is sanctioned by the approbation of the Paris Academy of Medicine, speedily cures all such diseases, and prevents vomiting during pregnancy.

Syrup of Peruvian Bark and Iron,
—PREPARED BY—
GRIMAULT & CO.,
Chemists to H. I. H. Prince Napoleon, Paris.

This medicine presents, in an agreeable form, the active principles of Peruvian Bark, the best of tonics, combined with Iron, one of the principal bases of the blood. It is prescribed by the most eminent physicians of Paris to cure Chlorosis, (Green Sickness,) to facilitate the development of young females, and to restore health and vigor to the system in general. It rapidly removes the distressing stomach complaints caused by anæmia and leucorrhea, to which ladies are so often subject, regularizes and facilitates the flow of the catamenia, and is also excellent for pale, lymphatic and scrofulous children. Lastly, it excites the appetite, promotes digestion, and is extremely beneficial to all persons whose blood has been impoverished by illness, or long and difficult convalescence. The effects of this Syrup are at once certain and speedy.

Depot General in New Orleans at
F. DUCONGE'S,
39 Chartres street.

OFFICIAL.

PETITION.....PETITION.

To the Honorable Board of Assistant Aldermen:

Gentlemen—We the undersigned property holders and taxpayers would respectfully submit the following for your honorable body's favorable consideration, viz:

That in consequence of the very bad state of the banquettes it has been deemed necessary to request the paving of the same, on the following named streets, viz: on St. Louis, Conti and Customhouse streets, from Roman to Galvez street; also the cross streets as follows: Frieur, Johnson and east side of Galvez street, from Canal to Carondelet Walk. Hoping our prayer be granted, we remain, with high estimation, very respectfully, your, etc.

Samuel Rohlf 25 feet
M. Halbritter, 295 feet.
F. Robbert, 446 feet.
Joseph Sauer, 27 feet.
Louis Metz 54 feet.
H. Weber, 190 feet.
R. Claque, 28 feet
J. W. Goespesorliess, 114 feet.
Fr. Keiner, 264 feet.
F. Burkert, 28 feet.
Fred. Jollner, 28 feet.
G. Schwaeble, 28 feet.
H. Weigen, 198 feet.
R. Koppel, 537 feet.
T. Danauer, 27 feet
M. Vollbrecht 244 feet.
Fed Klein, 28 feet.
Paul Yoeermobin, 78 feet.
Adolph Hopf, 112 feet.
F. A. Vil, 56 feet.
P. Burgens, 27 feet.
C. Wnerier, 28 feet
Frank Geulemus, 172 feet.
A. Fricks, 27 feet.
August Babe, 28 feet.
J. A. Gabner, 27 feet.
F. R. Schmidt, 28 feet.
H. C. Fincck, 164 feet.
C. Eppler, 400 feet.
A. Stumpf, 28½ feet.
Frank Lips, 54 feet.
Wilhd Mem, 27 feet.
John Runts, 29 feet.
Ernest Grundmann, 96 feet.
Jacob Blues, 140 feet.
G. T. Haob, per Haob Jr., 100 feet.
L. P. Grim, 27 feet.
Wm McDonald, 65 feet.
F. Kodlin, 27 feet.
Wm. Knauf, 28 feet.
F. T. Wust, 40 feet.
J. Colter, 25½ feet.
G. Yeserfar, 29 feet
D. Himmel 225 feet.
George Hanning, 204 feet.
J. Ernst, 118 feet
H. Heidtemann, 228 feet.
H. Bruning, 321 feet.
L. E. Guyot, 169 feet.
Mrs L. Kaes, 54 feet.
M. Lonker, 27 feet.
E. M. Stewart, 54 feet.
C. N. Schriend, 20 feet.
H. H. Pateman, 212 feet.
David Mowconer, 149 feet.
Henry Kaacke, 185 feet.
Mathais Baas, 27 feet.
Mrs. Albert, 145 feet.
N. Johnson, 190 feet.
John H. Rahdus, 106 feet.
Chr Keibiters 106 feet
Anton Stetetter, 127 feet.
L. Metz Romanst, 30 feet.
B. Jahraus, 117 feet.
H Oerthining, 144 feet.
Patrick Woulfe, 27 feet 8 inches.
Peter Funk 27 feet.

PETITION.....PETITION.

NOUVELLE-ORLEANS, 6 novembre 1868.

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

Messieurs—Nous, soussignés, proprietaires et contribuables, soumettons respectueusement à votre honorable corps, pour sa favorable consideration, ce quit suit, savoir: Que par suite du mauvais état des banquettes, il est devenu necessaire de demander le pavage des dites banquettes dans les rues dont les noms suivent, savoir: St. Louis, Conti et Dauphine, à partir de la rue Roman jusqu'à la rue Galvez; aussi les rues croissant, savoir: Frieur, Johnson et le coté est de la rue Galvez, à partir de la rue du Canal jusqu'à la Promenade Carondelet. Attendant que notre petition sera entendu, nous demeurons, avec haute estime, respectueusement, etc.,

Samuel Rohlz, 25 pieds.
M. Halbritter, 295 pieds.
F. Robbert, 446 pieds.
Joseph Sauer, 27 pieds.
Louis Metz, 54 pieds.
H. Weber, 190 pieds.
R. Claque, 28 pieds
S. W. Godeperlhe, 114 pieds.
E. Keiner, 264 pieds.
F. Burkert, 28 pieds.
Fred Jollner, 28 pieds.
G. Schwaeble, 28 pieds.
H. Weiten, 198 pieds.
K. Koppel, 537 pieds.
T. Donauer 27 pieds.
M. Vollbrecht, 244 pieds.
F. Klein, 28 pieds
Paul Yoeermobin, 98 pieds 5 pouces.
Adolph Kopf, 112 pieds.
F. A. Op, 56 pieds
H. Jurgens, 27 pieds.
G. Haubu 28 pieds
Frank Geulemus 172 pieds.
A. Frieks, 27 pieds
August Babe, 28 pieds.
J. P. Gaenar, 27 pieds.
F. E. Schm'dt, 28 pieds.
H. C. Fiack, 164 pieds.
C. Eppler, 100 pieds.
A. Stumpf, 28½ pieds.
Frank Lips, 54 pieds.
Veuve Morel, 27 pieds.
John Rumb, 29 pieds.
Ernest Grandmann, 96 pieds.
Jacob Blass, 140 pieds.
G. Haab per Haab Jr., 100 pieds.
L. P. Grim, 27 pieds.
Wm. McDonald, 65 pieds.
F. Kodlin, 27 pieds.
Wm. Knauf, 28 pieds.
F. S. Wust, 40 pieds.
J. Kolter, 28½ pieds.
G. Visafer, 29 pieds.
Ad. Himmel, 225 pieds.
George Hanning, 204 pieds.
J. Ernst, 218 pieds.
H. Heidemann 228 pieds.
H. Bruning, 321 pieds.
L. E. Guyot, 169 pieds.
Mme L. Kaes, 54 pieds.
M. Lowkar, 27 pieds.
H. M. Stewart, 27 pieds.
C. N. Johwind, 20 pieds.
H. H. Pateman, 212 pieds.
David Macroner, 145 pieds.
Henry Keacke, 185 pieds.
M. Haas, 27 pieds.
Mme Albert, 145 pieds.
N. Johnson, 190 pieds.
John H. Rahdus, 106 pieds.
Chs Kalsders, 106 pieds.
Anton Kistetter, 127 pieds.
L. Metz, rue Roman 30 pieds.
B. Johraus, 117 pieds.
H. Oertlling, 144 pieds.
Patrick Woulfe, 27 pieds 8 pouces.
Peter Funk, 27 pieds

PETITION.....PETITION.

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

The undersigned, Owners of Real Estate which fronts on Saint Charles street, west side, between Tivoli Circle street and Toledano street, respectfully petition your Honorable Body to order said portion of Saint Charles street, west side, between Tivoli Circle street and Toledano street, to be paved with the Patent Nicolson Pavement.

A. L. E. Zerega, 51 feet.
George Jonas, 96 feet.
E. K. Converse, per J. W. Noyes, 84 feet.
Estate of Alexander Philips, 320 feet.
John A. Philips 120 feet.
P. T. Philips, 59 feet.
Thomas McKnight, 140 feet.
Wolf & Brother, 51 feet.
Joseph O'Brien, 38 feet.
F. Lurges, 38½ feet
Thomas McDonnell, 32 feet.
William Creevy, 57 feet.
John A. O'Brien 33 feet.
C. H. Taney, per Forstall, 28 feet.
Gerald Farrell, 50 feet.
M. J. Bentnerton, per Wire, 256 feet.
L. B. Cain, 64 feet.
John H. Kennard 63 feet
Lafitte, Duffilho & Co., for J. Faire, 28 feet.
W. Van Benthuysen, 94½ feet.
M. Neilson, 42 feet 8 inches.
Mrs. E. Taylor, 120 feet.
G. W. Race, 78 feet.
J. W. Labouisse, 56 feet.
George Purves, 127 feet.
E. A. Tyler, 94 feet.
C. A. Miltenberger, 128 feet.
E. L. Damarin, per A. Damarin, 27 feet.
J. M. Schwartz, 63 feet.
G. T. Beauregard, C. R. R., 39 feet.
Edward Claren, 27 feet.
J. Myers, 28 feet.
Thomas H. Berker, 56 feet.
Charles G. Johnson, 57 feet.
Catherine Maes, 27 feet.
P. Poullot, 30 feet.
John Mathes, 74 feet.
D. W. Heine, 44 feet.
Mrs. John O'Brien, by Emile J. O'Brien, 96 feet.
Frank Roder, 25 feet.
J. W. Bahrmanne, 77 feet.
D. C. McCan, 51 feet.
George Schen, 90 feet.
James West 60 feet.
George Scule, 95 feet.

PETITION.....PETITION.

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

Messieurs—Nous, les soussignés, propriétaires de terrains faisant face à la rue St. Charles cote ouest, entre le Cercle Tivoli et la rue Toledano, demandons respectueusement à votre honorable corps d'ordonner que la dite section de la rue St. Charles, cote ouest, entre le Cercle Tivoli et la rue Toledano, soit pavé avec le pavé pateuté de Nicolson.

A. L. Zerega, 51 pieds.
George Jonas, 96 pieds.
E. K. Converse p p J. W. Noyes, 84 pieds.
Succession d'Alexandre Philips, 320 pieds.
John A. Philips, 120 pieds.
P. T. Philips, 59 pieds.
Thomas McKnights, 140 pieds.
Wolf & Prather, 51 pieds.
Joseph O'Brien, 38 pieds.
F. Lurges, 38½ pieds.
Thomas McDonnell, 32 pieds.
William Creery, 57 pieds.
John A. O'Brien 33 pieds.
C. H. Tancy p Forstall, 28 pieds.
Gerald Farrel', 50 pieds.
H. J. Budington pour sa femme, 254 pieds.
L. B. Cain, 64 pieds.
John H. Kennard; 63 pieds.
Lafitte, Duffilho & Cie par J. Falvre, 28 pieds.
W. Van Benthuysen, 94½ pieds.
M. Neilson 42 pieds 3 pouces.
M. E. Taylor, 120 pieds.
G. W. Race, 78 pieds.
J. W. Lebouisse, 56 pieds.
George Purves, 127 pieds.
E. A. Tyler, 94 pieds.
C. A. Miltenberger, 128 pieds.
E. L. Damarin, par A. Damarin, 27 pieds.
J. M. Schwartz, 63 pieds.
G. T. Beauregard, 39 pieds.
Edward Claren, 27 pieds.
J. J. Myers 28 pieds.
Thomas E Parker 56 pieds.
Chas E. Johnson, 57 pieds.
Catherine Maes, 27 pieds.
P. Poullot, 30 pieds.
John Mathes, 74 pieds.
D. W. Heine, 44 pieds.
Mme John O'Brien, par Emile J. O'Brien, 96 pieds.
Frank Roder, 25 pieds
J. W. Bahrmeacene, 77 pieds.
D. C. McCan, 51 pieds.
George Scherr, 90 pieds.
James West 60 pieds.
George Scule, 95 pieds.

The New Orleans Crescent.

THURSDAY MORNING, FEBRUARY 25, 1869.

New Orleans Real Estate Market

CRESCENT OFFICE, 94 Camp Street, New Orleans, Feb. 25, 1869.

The decision by the Supreme Court rendered yesterday, verifying the constitutionality of the one per cent. tax on real estate, when it became known, had a depressing effect upon the market and we would not be surprised if during the next week or ten days there were to be a considerable decline in prices. This tax will certainly bear heavily upon those real estate owners whose properties have not been productive: and hundreds of them will be forced to sell in consequence of inability to pay it.

It has particularly proved unfortunate for those who put their trust in the idea that they could prove the law unconstitutional and refused to pay their taxes. They will not only have to pay the tax, but twenty per cent. additional, besides a share of the expenses of the litigation. It will thus be seen that certain prominent members of the Property Holders' Association, who paid the tax while they were combating the law, proved that they did not allow their belief in their ability to defeat it to entice them into taking extra risks. It is certainly deplorable that the majority of those who were influenced by them into entering into the suit were not equally as provident.

We sincerely hope that in carrying the law into effect, the officers of the State will be as indulgent as possible towards the people, for measures which have the effect to ruin a large body of the population of a State can never result otherwise than disastrously to its interests in the end, no matter if it should afford a momentary relief.

Those who supported the measure in the belief that it would force persons who were holding on to large bodies of real estate with the hope that prices would eventually rise to a very high figure to sell, and by thus putting great quantities on the market at once, force down the price, may yet be disappointed, as the experience of the last year has given a greater confidence than was ever before felt (since the war) in the advisability of investments in our lands, and the present depression cannot be other than temporary.

Plantations and farms, as will be seen by the sales at auction during the past three months, have steadily increased in value, while the demand for them is daily growing greater; and in the matter of city property, we have noticed on several occasions prices refused which would have been gladly taken a year ago.

Even with this additional tax, productive properties, both in the city and country net to their proprietors a greater interest than in almost any other country, or we are much mistaken. City property which will yield to the owner from six to seven per cent. clear income, and plantations and farms which bring a revenue of eight and ten per cent., must always find ready takers. But persons who hold lands, neither to cultivate nor to rent—only with a view to speculation, may find this one per cent. a hard load added to that they already have. Still, as these people cannot be said to be of any benefit to the State, and may be, as some argue, an injury, their complaints cannot effect prices. If these parties are forced to sell, we hope that they will at least cut their properties up into small farms or lots, for it is to such a division of large estates that we must look for our greatest source of wealth in the future.

There are several valuable pieces of property to be sold next Saturday to which we would direct the attention of those who are looking to real estate for an investment. The following by Messrs. J. B. Walton & Deslonde:

A bakery on Franklin street, between Gravier and Perdido streets, new two story frame dwelling and two lots of ground.

Two lots on Tchoupitoulas street, between Washington and South streets. Terms—one-half cash and balance in one, two and three years.

The banking house and site of the City National Bank, corner of Magazine and Natchez streets.

The two new three story brick stores, Nos. 32 and 34 Natchez street, immediately in the rear of the above mentioned bank. Terms—one-third cash and balance in one and two years.

The large three story and attic brick dwelling, No. 134 Bourbon street, between Toulouse and St. Peter streets. Terms—one-half cash, and balance in one and two years.

By Mr. G. DeFeriet, two splendid two-story residences, Nos. 324 and 326 Bourbon street, near Esplanade; a comfortable and spacious residence on Peace street, and the lot forming the corner of Peace and Bourbon streets. This is a very eligible residence for a family.

By Mr. Alfred Bouligny, seven lots in the square bounded by Napoleon avenue, Levee, Water or Jena streets. Terms: One-third cash and balance in one and two years.

By Messrs. C. E. Girardey & Co., the lease of "Belle Terre" sugar plantation, four miles above Donaldsonville, in the parish of Assumption, and the sale of all the implements and stock thereon. Also a lot at the corner of Girod and Commerce streets, in the city of New Orleans. Terms of both lease and sales: One-half cash and balance in one year.

New Orleans Money Market.

CRESCENT OFFICE, No. 94 CAMP STREET, Wednesday Evening, Feb. 24, 1869.

Nothing has transpired in financial circles to day to alter the condition of the money market. Gold opened at New York this morning at 132½, against 132⅞, the closing rate yesterday. At 10:30 A. M. it ruled at 132⅞. At 11:45 it stood at 132½; and at 3 P. M. it closed at 132⅝. Operations here have been restricted throughout, and quotations varied in accordance with the fluctuations at New York. We append particulars of the principal sales as follows, viz: $10,000 and $70,000 at 132⅞@133⅛, $9600 and $20,000 at 133, $8000 at 133⅛, $1000 at 133⅛, $8000, $15,000 and $20,000 at 133⅛, closing at 132⅞@132⅝. Nothing