Orleans Republican.

JOURNAL OF THE UNITED STATES.

JOURNAL OF THE CITY OF NEW ORLEANS

JOURNAL OF THE REPUBLICAN PARTY.

FOR THE REPUBLICAN.

Country Parishes of Louisiana.

—Donaldsonville, P. F. Valfrot. Tu—Milton Morris.
—Napoleonville—O. H. Hempstead—Greenwood—General Henry W. Fuller.
—Bingold—M. H. Twitchell.
—Benton—John Pearce.
—Shreveport—Benjamin McLevan—C. C.

—Fairview Landing—J. H. Landers.
—Copenhagen—Richard B. Edgeworth.
—Lake Providence—George C. Benham.
—Mindevo—L. W. Baker—A. J. Dyke—F. E. Meadows.
—Vidalia—A. B. Harris.
—Mansfield—G. Snyder.
—Baton Rouge—Louis François.

—Clinton—Richard Lewis.
—Curtis Pollard.
—Bayou Goula—P. G. Deslonde—Plaque—William Brown.
—Vernon—G. W. Ferguson.
—Carrollton—R. G. Gardiner.
—Vermillionville—Fortune Riard.
—Thibodaux—D. H. Reese—William

—Ponchatoula—Clarke White.
—Hastrop, E. F. Buckingham.
—Natchitoches, Charles Leroy and Leonard.
—Bon Sejour—D. A. Thibaut—Buras
—W. A. Brainard.
—Hermitage—Emile Bonnefoi.
—Alexandria—Captain A. J. Sypher—Geo.

—Monroe—Dr. J. B. Lewis.
—Peter Harper.
—Amite City—William Butler.
—Convent—Napoleon Underwood—Cancien O. Oliver.
—Opelousas—M. Vidal, Augustus Do—St. Martinville—S. L. Snaer.
—Franklin—A. J. Demarest—Jennert J. B. Esnard.
—Covington—John Hutchinson—Daniel D. Riggs.
—St. Joseph—Capt. N. R. Steele—Capt. A.

—Houma—F. Marie—U. Dupart.
—Baton Rouge—Lobdell's Store—Theodore

—St. Francisville—J. P. Newsham.

Texas.

—Bide Paschal.
—W. W. Gamble.
—George R. Stubblefield.

LOCAL INTELLIGENCE.

THE LAKE.—A gentleman with whom we very intimate steamed across Lake Pontrain Sunday morning. Arising early he took a train of shaky cars from Fields street, and after a jolting an hour loaded on the pier, where two neat steamboats, both of them and anxious to carry thousands of ples to points across the lake for fifty head. While the whistles were he stood on the pier, and being not whether to take the Laura or the he came near not taking either. Just tain began to drop, and he subsided the nearest vessel. If any one asks you steamer he took, tell them you don't However, after a stormy passage he it safe to disembark at a slippery at Mandeville. Going into François dining saloon he and his friends ded bountifully at a reasonable

rain having spilled itself out, an hour were spent in strolling around the village and country, breathing a pure it was perfumed with thousands of magnolias. Health and strength drawn from such a place; and neither nor appetite wait on each other; rejoiced that he had left New Orleans at least a few hours, and wondered it was that he had so long remained in sence of Mandeville, and feeling for a ne proposed to purchase the town—speculation failed in consequence of anyone being represented by a car which is severely uncurrent over After dining on a splendid repast with a double sense, it was another that the two steamers were ready, nt to return to the city. With a regret our friend and his friends home feeling more comfortable passed than for months previous. friend, who wished to sey-mour, further and fared much worse. He his misfortune in Madisonville, and ed in procuring nothing for dinner the same for lunch. A keeper of a took numerous orders for a dozen dinand after a space of three hours in the guests that dinner was—not and they all went hungry back to Each one asserts that hereafter not allow himself to go anywhere Madisonville—to starve.

in our advice, and when out for a holiover to Mandeville and you will not at inexpensive, pleasurable excur-station.

THE PICAYUNE REPORTER.—The *Picayune* ter, since his full details of the capof nearly a hundred bars of a metal ed at the time to be gold, but which only brass, bears himself loftily, and prove to demolish his less favored asso-. Not his superior energy placed him possession of the details referred to, but obliging disposition of an aid to the of Police, who sought out the reporter Academy of Music. The office of the of Police was not open on the night red to at nine, ten, eleven, or twelve k. Under the present management of affairs of that office it is by mere chance any information relating to important s can be obtained there after eight k in the evening unless a reporter s around the building all the evening. ult is not in the officers but in the , and the Chief of Police can remedy chooses by designating some place records of important police transacs can be seen by reporters at any hour een eight o'clock in the evening and night.

reporters of the REPUBLICAN do not nge notes with other reporters at the alarm telegraph office or elsewhere, solicited in vain on more than one member is requested, as important business will be transacted.

By order of the President:

my19 JOHN B. LATOUR, Secretary.

CRIMINAL COURT—*Judge Howe.*—Antonio was tried for the capital offense of ing fire to a mansion house in the night The accused kept a shoe store in the building on Magazine, between Jackand Josephine streets, No. 617, which fired on the night of the eleventh of ary. One of the jurors, when closely ined by Attorney General Lynch, acknowledged that he had been approached by certain parties on behalf of ed. He did not say that they had him any bribe or attempted to influence him in favor of prisoner. But it sufficient for the Attorney General to him from serving on the jury. After challenging a jury was secured that ght in a verdict of guilty.

person who occupied a seat at the reory table, having repeatedly telegraphed the accused when a juryman was ing a questioning was put out of courtroom by a deputy sheriff.

Walter pleaded guilty to a charge of ny, and being ready for sentence, was ten days' imprisonment.

Campbell was found guilty of larceny in stealing $300 in currency from Miss Jenny Dodge on the public highway. James Feeny, Campbell's pall, was declared not guilty.

ABOUT THAT BRASS.—We are inclined to believe that a surmise made by a friend concerning that lot of brass bars of gold is correct. It is suggested that the yellow composition is, or was, for the felonious purpose of making spurious coin, which is taken to Texas, and used together with a few pieces of genuine gold for the purchase of anything and everything. On three occasions within as many months have men from Texas, arrived here with base coin made of material very much resembling that which constitutes those funny eightythree bars; nor were those gentlemen aware of the fact that their pieces were counterfeits until so informed in this city. *The dies for that coin are to-day, or were a few days ago, in this city.* So we are informed by a gentleman who is pretty good at guessing.

HOW ARE YOU, GOLD BARS?—Yesterday morning Manuel Romero was arraigned before Recorder Neville to answer for having in "his possession eighty-three bars of gold or metal representing gold, marked J. P. and P. S.," at 93 Orleans street, but no particular or general prosecutor appearing against the Spaniard, he was told to go his way, and he went. Thus ends the pretty farce of "Mexican gold made of brass." What a pity that the composition proved to be such a miserable haul.

PASSENGERS.—The following passengers arrived here on the steamship Mexico from Vera Cruz: Zeppi Fry, M. C. Hagerty, J. P. Farley, M. Robinson, G. Mollering, Dr. Jofee, John Prathral, George Halister, John Lumkin, M. Cassio, Mad. Cusar, William Wiseman, Mr. Dunn, C. F. Turnbull, Alexander Suskind, Henry Shakin, Charles Finley, Charles Jones, Dr. Witz, J. B. Warren, A. G. Rudd, Mrs. Johnson.

EDWARD BROWN RECOVERING.—We are pleased to learn that this man, so severely wounded last week by James Graham, is in a fair way to recover, although his bowels were at the time he was wounded protruding through a wide gash in his abdomen. When we saw Dr. Barnes attending the poor man in the stationhouse, and replacing the intestines, we felt confident he could not survive long.

COMMITTED FOR TRIAL.—The man Payne, who was examined before United States Commissioner Shannon on the charge of having killed Mr. Sinclair, in the parish of Morehouse, on the sixteenth ultimo, has been sent before the United States Circuit Court for trial on a charge of manslaughter. Released on bonds.

DEATHS LAST WEEK.—The whole number of interments last week in this city, as reported by Dr. G. W. Dirmeyer, Secretary of the Board of Health, was 107. 17 died of consumption, 1 of cholera, 3 of dysentery, 5 of cholera infantum, 7 of fevers, and 8 were stillborn.

SECOND RECORDER'S COURT.—The amount of fines and moneys collected in Recorder Gastinel's Court for the fourteen weeks ending May 16, was $837 50, according to the returns made to the Controller.

LOCAL ITEMS IN BRIEF.—Edward Morris, while suffering under a temporary aberration of mind, attempted to commit suicide. After arrest he was placed in such security that he will for the present be unable to harm himself.

William and George Thompson, Oliver Jackson, and Taylor Harris, underwriters of poor Penn street, have been workhoused in consequence of lurking around under suspicious circumstances.

William Johnson, accused of stealing a hat and a clean shirt, was workhoused.

Robert Bibb was fined $10 for the fun of trying the edge of his razor on Ella Smith, of Basin street.

Jordan Scott, the driver who ran over and killed the boy Digby Saturday last, has been remanded to parish prison.

William Smith is sentenced to remain a prisoner in the workhouse for three months for picking a pocket in the city park.

Thomas McLain, who wounded Thomas Fitzgerald a few days ago, has been identified as the man by Fitzgerald who is now suffering in Charity hospital.

George Cooper, alias Williams, who is charged with robbing and attempting to kill Egbert Hobert is a prisoner in the main station.

Henry Taylor, it is asserted, made an unsuccessful attempt to scrunch John A. Jackson with a hatchet, which recreation has caused the Taylor to be sewed up in a calaboose.

T. F. Maguire, accused of embezzlement, will be tried at some future day not stated. It depends on the Maguire, who is like a flea, for it is hard to put one's hand on him.

There were 10,096 deaths in this city for the year just passed.

A few nights ago, as an army officer was sitting on a curbstone waiting for a car to leave the Barracks, he was approached by a man who impertinently asked him if he was counting his money, and represented himself as a policeman. The army officer at once rebuked him, and has made complaint of a certain bold speech made by the man.

An unknown white man was seen to jump off the Algiers ferryboat Sunday night, and was soon lost in the river. He was apparently between thirty and thirty-five years old.

SPECIAL NOTICES.

New Orleans Typographical Union.—A Special meeting of this association will take place THIS DAY (Tuesday), May 19, at 2½ o'clock, at the hall corner Carondelet and Perdido streets. The attendance of every officer and member is requested, as important business will be transacted.

By order of the President:

my19 JOHN B. LATOUR, Secretary.

Dr. B. F. Wright has reduced his already low Dental charges one-half till further notice.

No. 153 Customhouse street, between Dauphine and Burgundy. my17 1aw 3m

POLITICAL NOTICES.

Notice.—The Book of the Treasurer of the Campaign Committee of the Radical Republican Party, containing the names of all those who subscribe toward the expenses of the Campaign, the amount of the subscriptions received by the Committee, and an account of the expenditure thereof, will be at the headquarters No. 57 St. Charles street, and always open to the inspection of subscribers and members of the Committee.

Gentlemen can enter their names, and leave the amount with Mr. Mulford, the Secretary, in the absence of the Treasurer.

M. A. SOUTHWORTH,

ap21 Treasurer.

PRANG'S AMERICAN CHROMOS for sale at all respectable Art stores. Catalogues mailed free by L. PRANG & CO., Boston. my19 eMstim

BILLS OF EXCHANGE, PROMISSORY NOTES, Bills of Lading, Dray Receipts, Bank Checks, and all kinds of Commercial Printing neatly executed at the Republican office, No. 87 St. Charles street.

OFFICIAL NOTICES--CITY.

RIGHT OF WAY OF RAILROAD ON CANAL, ST. PHILIP, MARAIS, MORALES, AND OTHER STREETS.

No. 883—New Series.

An Ordinance providing for the sale of the right of way to establish railroads on Canal, and Rampart streets, St. Philip, Marais, Morales, and other streets, for passengers only.

SECTION 1. Be it ordained, That the Controller be and he is hereby authorized to sell to the highest bidder, after five days' notice in the official journal, the corporate rights of way for twenty years for the construction and working of the following railroads, on the terms and conditions hereinafter set forth; said adjudication to be subject to the approval or rejection of the Common Council.

SEC. 2. A single track railroad, starting from the intersection of Canal and Rampart streets, down Rampart to St. Philip, thence down Marais to Morales, thence up Union street to Humanity street, thence up Gentilly road (depot station); down Gentilly road to bayou road, and thence down Esplanade to Robertson street, thence down Bienville street to Rampart and Canal starting point.

SEC. 3. The roads, cars, etc., to be constructed in accordance with the plans and specifications to be furnished by the City Surveyor agreeable to the lines, levels, and grades to be established by said officer and to his entire satisfaction.

SEC. 4. The right and privilege to be awarded to the party or parties offering to pay to the city the largest annual per passenger carried in the cars, or per centage of the gross receipts for passenger traffic on the lines of said railroads, payable monthly into the city treasury on returns made under oath by the contractor to the City Controller.

SEC. 5. The City of New Orleans reserves the right to use the said railroads as a main trunk for other railroads which the city may from time to time order to be constructed, by the payment to the contractor of a fair and reasonable proportion of the value of the portion or portions of the road or roads thus used, said proportion to be ascertained by two disinterested persons, one to be appointed by the city and the other by the contractor, and in the event of a disagreement between said persons, an umpire shall be selected by one of the judges of the Court of New Orleans, the decision thereby had to be final.

SEC. 6. The said railroads, rolling stock, equipments, and fixtures to revert to the city at the expiration of said twenty years' privilege on a valuation to be ascertained by two disinterested persons, one to be appointed by the city, and the other by the contractor, and in the event of a disagreement as to said valuation between said persons thus appointed, a third person shall be selected by one of the Judges of the District Courts of New Orleans, the decision thereby had to be final.

(Signed) WM. T. HEPP,
President Board of Assistant Aldermen.
(Signed) JAMES GRAHAM,
President Board of Aldermen.
Approved March 21, 1868.
(Signed) E. HEATH, Mayor.
A true copy:
DANIEL K. WHITAKER, Secretary.

CONTROLLER'S OFFICE, CITY HALL, NEW ORLEANS, May 16, 1868.

NOTICE IS HEREBY GIVEN THAT THE Controller will, at his office, on SATURDAY, the twenty-third day of May, from 12 to 1 o'clock, to the highest bidder or bidders, the above right of way.

S. G. BROWER,
Deputy Controller.

SPECIFICATIONS relating to the sale of the right of way to establish railroads on Canal, Rampart, St. Philip, Marais, Morales, and other streets, for passengers only.

The purchaser shall bind himself to construct within the time hereinafter specified the following railroads, to wit:

A single track railroad starting from the intersection of Canal and Rampart streets; down Rampart street to St. Philip street; down St. Philip street to Marais street; down Marais and Morales to Union street; down Union street to Humanity street; up Humanity street to Gentilly road (depot station); up Gentilly road to Bayou road; up Bayou road to Esplanade street; up Esplanade street to Robertson street; up Robertson street to Bienville street; up Bienville street to Rampart street; up Rampart street to the starting point at the junction of Canal and Rampart streets.

The gauge shall be five feet two and five eighths inches in width. The rails shall be of the same pattern and weight as those used on the Canal and Claiborne street and Dauphine and Dumaine streets railroads.

The materials to be used in the construction of the roads shall be of the best quality, and shall have the following dimensions, to wit: The cross-ties shall be of cypress, six by eight inches, and eight feet long, and the stringers either of cypress or yellow pine, five by twelve inches. The paving of the streets where the same are already paved with square blocks shall not be taken up, but grooved so as to allow the rails to be placed and set therein. The paving of the streets where the same are already paved with round stones, and the shelling and ballasting of the streets where the same are already paved with round stones, shelled and ballasted, shall be taken up. The streets shall be graded to the grades to be established by the City Surveyor, and shall receive a layer of four inches of gravel and lake scoria, which shall be well rammed until it forms a hard foundation, upon which the cross ties shall then be laid at distances of not more than two feet apart. On the top of the cross ties the stringers shall be laid, and shall be thereto fastened in the best manner, and on the stringers the rails shall be placed and well fastened. The paving, shelling, and ballasting of the streets shall then be relaid by the purchasers, in the best workmanlike manner, and to the entire satisfaction of the City Surveyor.

Wherever the streets are not yet paved the lines of the track between the rails shall be paved either with round stones, square blocks, or other pavement, or with framework made of four by eight-inch plank, in the best workmanlike manner.

The spaces between the tracks and the gutters shall be graded or repaved so as to conform with the grades to be established for the railway by the City Surveyor, and to the entire satisfaction of said officer.

All new bridges at the intersections of streets which may be required throughout the whole length of railroads shall be constructed by the purchaser at his expense, in the same manner of making bridges throughout the city.

The cars shall be of the same description and pattern as those used on the St. Charles Street railroad. They shall be drawn by horses or mules, and if more than one horse or mule be used for motive power, they shall be placed abreast. The cars shall be run as often per day and night as the purchaser may deem proper, but not at greater intervals than every ten minutes from daylight until ten o'clock P. M., and every twenty minutes from ten o'clock P. M. until midnight.

The speed of the cars shall not exceed six miles per hour, and not less than five miles per hour. All cars that may be run on said roads between sunset and daybreak shall be provided with good and ample head and rear lights, placed in conspicuous places and protected from the inclemency of the weather, or of any ordinance now existing, or that may hereafter be enacted, on the part of any officer or employe on said roads, the purchaser shall be liable to a fine of twenty-five dollars for each and every offense, recoverable before the recorder of the district in which said offense has been committed, besides all damages arising therefrom.

The purchaser shall be bound to keep in good repair and condition during the continuance of this privilege the paved and unpaved streets through which the said tracks are laid, as well as all the bridges and all the wings radiating therefrom on said streets and cross streets; and should the purchaser, after having been duly notified by the Street Commissioner, refuse or neglect to keep said streets and bridges in good repair and condition, it shall be the duty of the Street Commissioner to cause the said repairs to be made at the expense of the purchaser and his securities, and to rendered a report of the same and the cost thereof to the Common Council; and in the event of a refusal by the purchaser to pay the amount so expended, the amount thus incurred for making said repairs, the said amount shall be recoverable before any court of competent jurisdiction.

The said railroad shall be commenced within six months after the approval of the adjudication of said privilege by the Common Council, and shall be completed within one year after.

The purchaser shall be bound to furnish, place, and maintain on said railroads a sufficient number of passenger cars, to be drawn by horses or mules, and to have drivers as aforesaid, so as to make trips up and down said roads as hereinbefore required; and shall also provide for all materials, labor, etc., required for the construction and maintenance of said roads.

The rate of fare between the starting point at Canal and Rampart streets and the terminus at Gentilly road, or for any distance between said points, shall not exceed five cents per passenger either way.

It is made shall be constructed under the supervision and to the entire satisfaction of the City Surveyor, and in accordance with the lines and grades to be given by said officer.

The purchaser shall furnish good and solvent security, satisfactory to the Common Council, in the sum of twenty-five thousand dollars, to guarantee the faithful performance of the contract.

The City of New Orleans reserves the right to use the said railroads as a main trunk for the railroads which the city may from time to time order to be constructed, and by compensating the contractor a fair and reasonable proportion of the value of the portion or portions of the road or roads thus used; said proportion to be ascertained by two disinterested persons, one to be appointed by the city and the other by the contractor, and in the event of a disagreement between said persons, an umpire shall be selected by one of the district courts of New Orleans, the decisions rendered by them to be final.

The purchaser shall annually pay into the city treasury upon the assessed value of said roads and fixtures the annual tax levied on real estate; and the value of said roads and fixtures shall be assessed in the usual way and mode of assessment.

The right and privilege shall be awarded, for a term of twenty years, to the party offering to the city the largest bonus per passenger carried in the cars, or per centage of the gross receipts per passengers' traffic on the lines of railroads, payable monthly into the city treasury, on returns made under oath by the purchaser to the City Controller.

The said railroads, rolling stock, equipments, and fixtures to revert to the city of New Orleans at the expiration of the said twenty years' privilege, on a valuation to be ascertained by two disinterested persons, one to be appointed by the city and the other by the purchaser; and in case of a disagreement between said persons thus appointed, a third party or umpire shall be appointed by one of the district courts of and in the city of New Orleans, the decision thereby had to be final and binding.

It is well understood that in case of failure by the purchaser to begin or finish said roads, or any part thereof, within the period fixed, or in case the Common Council be dissatisfied with the manner in which the work is being executed, 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 all also well understood that in case the purchaser shall, at any time, abandon the work or not finish and complete the same in conformity with his contract, the said purchaser shall forfeit all claims he may have for any part of the work done by him up to the date of his abandonment, and that the city shall be thereby discharged and released from any and all liability thereof; and it is also well understood that in case of such abandonment by the purchaser, or of an annulment of the contract by the Common Council for cause of non-payment by the purchaser of the bonus hereinbefore mentioned, or for any other cause whatever, the city of New Orleans shall have the right to resell the contract, at the risk and peril of the purchaser, and of his securities in solido.

The adjudication will be subject to the approval or rejection of the Common Council.

New Orleans, May 18, 1868.
(Signed) W. H. BELL,
City Surveyor.
Approved by the Committees of Streets and Landings.
(Signed) D. S. DEWEES, } Chairmen.
(Signed) F. W. PERKINS, }
Registered May 19, 1868.
my19 10t (Signed) S. G. BROWER,
Deputy Controller.

MAYORALTY OF NEW ORLEANS,
City Hall, May 14, 1868.

No. 915—New Series.

Resolved, That from and after the passage of this ordinance the City Treasurer be and he is hereby prohibited from issuing or paying out any more city notes of any denomination whatever.

SEC. 2. That for the payment of the current expenses of the city, until such time as the treasury is relieved from its present financial embarrassment, the Controller be and he is hereby authorized to issue his warrants payable in certificates of indebtedness bearing eight per cent interest per annum, payable in United States currency, to be delivered whenever the city treasury has thirty thousand dollars; due notice of which shall be given to the public by the Treasurer through the Common Council; such certificates to be countersigned by the Mayor, and to be numbered and registered in a suitable bookkept for that purpose in the Controller's office.

SEC. 3. That city employes, and persons hereafter contracting with the city, shall be required, as a condition precedent to further employment, and to the entering into of such contracts, to agree to receive such certificates of indebtedness in payment of their claims against the city.

SEC. 4. That it shall be the duty of the City Treasurer to notify the public through his weekly report to the Council of the amount on hand in United States currency which can be applied to the redemption of such certificates, and that he shall do the same, beginning with No. 1, and including as many as the fund so reported will cover, taking them in the order in which they are issued, from and after such notification the interest on such certificates shall cease.

SEC. 5. That all blank sheets of city currency on hand and not signed be destroyed at the next burning of the city money, the same to be reported according to law.

SEC. 6. That the City Treasurer, Controller, and Finance Committees, are hereby instructed to destroy all city notes paid into the treasury from any source whatever from time to time, whenever the amount may have accumulated in sufficient quantity, and report the same to the Common Council.

SEC. 7. The Treasurer is hereby authorized to procure suitable blank certificates for the purpose of carrying out the provisions of this ordinance.

SEC. 8. That all ordinances and parts of ordinances in conflict with the foregoing be and the same are hereby repealed.

(Signed) F. W. PERKINS,
President pro tem. Board of Assistant Aldermen.
(Signed) E. HEATH,
President Board of Aldermen.
Approved May 13, 1868.
(Signed) E. HEATH, Mayor.
A true copy:
DANIEL K. WHITAKER, Secretary.

MAYORALTY OF NEW ORLEANS,
City Hall, May 15, 1868.

No. 916—New Series.

Resolved, That the sum of twelve hundred and forty dollars be paid by a warrant from the Controller in favor of William R. Bell, in accordance with his claim for ambulances as popularized in the account.

(Signed) E. H. CHADWICK,
President Board of Assistant Aldermen.
(Signed) J. GRAHAM,
President Board of Aldermen.
Approved May 15, 1868.
(Signed) E. HEATH, Mayor.
A true copy:
D. K. WHITAKER, Secretary. my16 2t

MAYORALTY OF NEW ORLEANS,
City Hall, May 15, 1868.

No. 917—New Series.

Resolved, That the Controller be authorized to warrant in behalf of H. T. Hill, for thirty-five and 50-100 dollars in full settlement of his rent claim against this city.

(Signed) E. H. CHADWICK,
President Board of Assistant Aldermen.
(Signed) J. GRAHAM,
President Board of Aldermen.
Approved May 15, 1868.
(Signed) E. HEATH, Mayor.
A true copy:
DAN'L K. WHITAKER, Secretary. my16 2t

STREET COMMISSIONER'S OFFICE,
Room No. 1 City Hall,
New Orleans, May 18, 1868.

WERE BROUGHT TO THE THIRD DISTRICT Pound, corner of Marigny and Morales streets, as estrays:

Two GOATS of different colors.

Which, if not claimed within three days, and the expenses thereon paid, will be sold at public auction at said Pound, on TUESDAY, May 19, 1868, at 12 o'clock M.

WM. BAKER,
Street Commissioner.
LOUIS SENECHAL, for Controller. my17 5t

OFFICIAL NOTICES--CITY.

SEALED PROPOSALS FOR REPAIRS TO STABLE OF ENGINE HOUSE OF FIRE COMPANY NO. 21.

No. 867—New Series.

Resolved that the Controller be and he is hereby authorized to advertise during ten days the amount of contract that he will adjudicate the contract for repairs to the stable of engine House No. 21, according to specifications to be made by the City Surveyor.

(Signed) WM. T. HEPP,
President Board of Assistant Aldermen.
(Signed) JAMES GRAHAM,
President Board of Aldermen.
Approved March 11, 1868.
(Signed) E. HEATH Mayor.
A true copy:
D. K. WHITAKER, Secretary.

CONTROLLER'S OFFICE, CITY OF NEW ORLEANS,
City Hall, May 19, 1868.

Notice is hereby given that the Controller will, at his office, receive sealed proposals until noon of SATURDAY, the thirtieth day of May, 1868, for the above contract, to be adjudicated to the lowest bidder.

S. G. BROWER,
Deputy Controller.

SPECIFICATIONS for repairs to be made to the Stable of the Engine House of Fire Company No. 21.

FOUNDATIONS.

A good foundation of five brick footings laid upon two timber stretchers (railroad plate) shall be put under the entire stable building; the wallsshall be thirteen inches in the rear and nine inches on the front and side; new sills of out of good seasoned cypress, sawn from sap or any bad defects are to rest on said foundations and be framed into the stable building. Posts are to be erected on posts of 6x6, clear of sap, with plates of 4x6, will be placed in front. All studding and other material in the building which may not be serviceable are to be replaced by new material.

New flooring in the stable is to be laid: said flooring to be 2x12, well seasoned yellowpine plank laid on 4x6 sleepers and well spiked, said floor to have an inclination to a suitable gutter to convey the stable washings away. Stable to be fitted up for two horses, including troughs, mangers, and harness racks (same as new stables of the engine houses of Nos. 14 and 20.) The feedroom shall have new 2 inch flooring, resting on 4x6 sleepers well spiked down, also a new door and casing, said door to be 4x7½, and be provided with suitable hinges and lock.

The stairway is to have new flooring of 1½ mill dressed tongued and grooved yellow pine resting on risers of 4x6. The stairs are to be repaired and every bad or defective place in them made new, also the stair landing.

All joists that may be defective shall be replaced with sound ones of same size; the flooring in the rooms is to be put in perfect repair. The flooring of the gallery up stairs to be laid anew with 1½ narrow mill dressed tongued and grooved yellow pine and jointed with white lead. Gallery posts to be new, also the railing and balusters, and to be of the same pattern as the old ones.

All the weather boards on the outside of the building that are in any way defective or loose are to be taken away and replaced by new ones.

Plastering shall be entirely renewed in the rooms up stairs, also stair landing and stairway beneath, and that on the gallery.

All the gutters and conductor pipes are to be thoroughly repaired and renewed where necessary, and new ones to cistern.

The roof to be straightened and repaired in every way in a workmanlike manner.

All the doors and windows shall be repaired, adjusted, and new hinges and locks put on wherever required. Half-rolling blinds with proper fastenings will be furnished for the windows.

The privy sink will be three feet away from the party wall. Said sink shall have a nine inch brick wall, laid in cement; a suitable chimney shall be six inches to it. Privy to have new flooring, seat, window, and steps outside.

PAINTING.

All wood work to receive three coats of the best oil paint of suitable colors, and well put on; all broken glass to be replaced with good ones.

The inside of stable shall have three coats of good whitewash.

In the yard shall be placed a new cistern of the same capacity as the old one now in use, with top covering, faucett and conductors from the roof.

The tearing that may be taken up to execute this work must be put down again in a good substantial manner.

GENERAL CLAUSES.

All the materials shall be of the best quality, and shall be furnished by the contractor as well as the labor. All items omitted to be written in the present specification which may be found necessary by the City Surveyor to complete the afore-mentioned repairs, and make the same in every respect well finished, shall be supplied by the contractor without any extra compensation.

The whole of this work is to be executed to the entire satisfaction of the Committees of Streets and Landings and of the City Surveyor.

The contractor shall be bound to begin the work in ten days following the approval of the adjudication by the Common Council, and to complete the same fifty days after notice given by the City of dollars per day for each and every day thereafter the same is not completed.

Good and sufficient security in the sum of $2000 shall be required to guarantee the faithful performance of the contract.

Payments to be made on the completion of the work and acceptance of the same by the City Surveyor and Committees of Streets and Landings.

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 Common Council be dissatisfied with the manner in which the work is being executed, 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 all also well understood that in case the contractor shall at any time abandon the work, or not finish and complete the same in conformity with his contract, the said contractor shall forfeit all claims he may have for any part of the work done by him up to the date of his abandonment, and that the city shall be thereby discharged from any and all liability thereof; and it is also well understood that in case the contractor and his securities shall be sold and bound in solido to pay unto the city all loss or difference between the price at which the contract originally contracted to perform the work, and the price at which it may be adjudicated at a resale or readjudication.

Bids to be for the whole work complete agreeably to the foregoing specifications.

The adjudication by the Controller to be subject to the approval or rejection of the Common Council.

New Orleans, May 18, 1868.
(Signed) W. H. BELL,
City Surveyor.
Approved by the Committees of Streets and Landings.
(Signed) F. W. PERKINS, } Chairmen.
(Signed) D. S. DEWEES, }
Registered May 19, 1868.
my19 10t S. G. BROWER,
Deputy Controller.

OFFICIAL NOTICES--CITY.

PETITION.

NEW ORLEANS, JANUARY 15, 1868.

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

THE UNDERSIGNED, PROPERTY HOLDERS on Peters and Clay streets, second district of this city, respectfully beg to represent the necessity of sidewalks on the above named streets, from Conti to Customhouse street, and pray that your honorable body will pass an ordinance authorizing and compelling the property holders to have the said sidewalks laid at once.

We also further beg to represent the propriety of the city having Clay street graded and macadamized from Conti to Customhouse street, at its own expense, in the same manner as it has been done from Conti to St. Louis street, as we believe that the benefits extended to one or more should be extended to all on the same street, and in this view we solicit your honorable body to instruct the City Surveyor to proceed in the grading and macadamizing of Clay street, from Conti to Customhouse street.

And as in duty bound we will ever pray.

WILLIAM H. TREDENBURG, per William H. Vredenburg, Jr., 52 feet on Peters street, and 100 feet on Clay street.

JEAN PETIT, 202 feet on Clay street, 402 on Peters street.

J. AVET, 200 feet on Clay street, 100 on Peters street.

A. D. GRIEFF, 50 feet on Clay street.

B. J. BERKENY, 50 feet on Clay street.

A. ZONA, 25 feet on Clay street.

FELIX LABATUT, 50 feet on Clay street, 50 on Peters street.

A. H. DUMEZA, 50 feet on Clay street.

J. A. LAVILLEBAUVE, 25 feet on Clay street, 25 on Peters street.

A. BACQUIET, per pro A. Becket, 50 feet on Clay street, 50 on Peters street.

Total number of feet in square 1224; total number of feet in petition 1154.

STREET COMMISSIONER'S OFFICE,
No. 1 City Hall,
New Orleans, May 19, 1868.

WERE BROUGHT TO THE SECOND DISTRICT Pound, corner of Orleans and Claiborne streets, as estrays:

One White and Black COW, branded A B on the right shoulder.

One Red and White COW.

One BAY PONY, thirteen hands high, white star on the forehead, hind legs white.

Which, if not claimed within five days, and the expenses thereon paid, will be sold at public auction at said Pound, on SATURDAY, May 23, 1868, at 12 o'clock M.

WM. BAKER,
Street Commissioner.
LOUIS SENECHAL, for Controller. my19 5t

STREET COMMISSIONER'S OFFICE,
No. 1 City Hall,
New Orleans, May 16, 1868.

WAS BROUGHT TO THE FOURTH DISTRICT Pound, on Dryades street, between Jackson and Philip streets, as estray:

One Bay MARE MULE, lame in the left hind leg.

Which, if not claimed within five days, and the expenses thereon paid, will be sold at public auction at said Pound on WEDNESDAY, May 20, 1868, at 12 o'clock M.

WILLIAM BAKER,
Street Commissioner.
LOUIS SENECHAL, for Controller. my16 5t

OFFICIAL NOTICES.

AUCTION SALE

—OF—

GOVERNMENT PROPERTY.

THE FOLLOWING ARTICLES OF QUARTERMASTER'S Stores will be sold at public auction at the D. L. Warehouse, No. 85, 87, 89, and 91 Front Levee street, New Orleans, Louisiana, on MONDAY, the twenty-fifth of May, 1868, viz:

10 ARMY WAGONS.
5 COTTON FLOATS.
8 ARMY AMBULANCES.
63 sets WHEEL HARNESS.
65 sets LEAD HARNESS.
120 HORSE AND MULE COLLARS.
129 HALTERS.
18 WAGON COVERS.
37½ yards MATTING.
15 STOVES.
435 feet STOVEPIPE.
1 IRON SAFE.
3 WATER COOLERS.
2 sets CARPENTER'S TOOLS.
4 STEAM ENGINES.
2 STEAM ENGINE BOILERS.
1 PORTABLE SAWMILL.
1 WRECKING PUMP.
1 WOOD CUTTING MACHINE.
17,750 pounds HEAVY CABLE CHAIN.
132 SHOVELS.
76 SPADES.
2 PROPELLER WHEELS.
2 ANVILS.
8 BLACKSMITH BELLOWS.
1 PORTABLE FORGE.
27 HAMMERS.
1 set WHEELWRIGHT'S TOOLS.

And many other articles too numerous to mention.

Terms—Cash in United States currency.

Sale to commence at 10 o'clock A. M.

R. N. BATCHELDER,
Brevet Colonel and Quartermaster, U. S. A.,
my19 6t Depot Quartermaster.

PROPOSALS FOR SASH AND DOORS.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District,
New Orleans, La., May 15, 1868.

SEALED PROPOSALS ARE INVITED AND will be received at this office until 12 M., SATURDAY, the twenty-third instant, for furnishing the Quartermaster's Department in this city within twenty (20) days from date of acceptance of proposal—

1,000 SASHES, 28 BLINDS, 22 DOORS.

Specifications on file in this office.

Proposals will be opened at time above stated, and bidders are invited to be present.

The United States reserves the right to reject any or all bids.

Proposals must be indorsed "Proposals for Sash and Doors," and addressed to the undersigned.

CHAS. H. TOMPKINS,
Brevet Brigadier General and Chief Q. M.,
my19 5t Fifth Military District.

PROPOSALS FOR BRICK.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District,
New Orleans, La., May 18, 1868.

SEALED PROPOSALS ARE INVITED AND will be received at this office until 12 M. SATURDAY, the twenty-third instant, for furnishing this Department—

10,000 LAKE BRICKS.

To be of best quality, subject to inspection before acceptance, and to be rejected if not found of quality required.

Bids will be opened at time above named, and bidders are invited to be present.

The United States reserves the right to reject any or all bids.

Proposals must be indorsed "Proposals for Bricks," and addressed to the undersigned.

CHARLES H. TOMPKINS,
Brevet Brigadier General and Chief Q. M.,
my19 5t Fifth Military District.

PROPOSALS FOR SASH AND PINE.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District,
New Orleans, La., May 14, 1868.

SEALED PROPOSALS ARE INVITED and will be received at this office until 12 M., TUESDAY, the nineteenth instant, for furnishing the Quartermaster's Department in this city within twenty (20) days from date of acceptance of proposal—

WINDOW SASH, nine lights each, 10x12, 1¼ inch thick cypress.

25 WINDOW SASH, six lights each, 10x12, inch thick cypress.

5000 feet of rough YELLOW PINE LUMBER, one inch.

Proposals will be opened at time above stated, and bidders are invited to be present.

The United States reserves the right to reject any or all bids.

Proposals must be indorsed "Proposals for Sash and Pine," and addressed to the undersigned.

CHAS. H. TOMPKINS,
Brevet Brig. Gen. and Chief Quartermaster,
my15 4t Fifth Military District.

PROPOSALS FOR LUMBER.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District,
New Orleans, La., May 14, 1868.

SEALED PROPOSALS ARE INVITED AND will be received at this office until 12 M., TUESDAY, the 19th instant, for furnishing the Quartermaster's Department in this city within thirty (30) days from date of acceptance of proposal—

65,000 feet of YELLOW PINE LUMBER.
3,000 feet of CYPRESS LUMBER.

Specifications on file in this office.

Bids will be opened at time above stated, and bidders are invited to be present.

The United States reserves the right to reject any or all bids.

Proposals must be indorsed "Proposals for Lumber," and addressed to the undersigned.

CHARLES H. TOMPKINS,
Brevet Brig. Gen. and Chief Quartermaster,
my15 4t Fifth Military District.

PROPOSALS.

OFFIC