Orleans Republican.
AL JOURNAL OF THE UNITED STATES.
AL JOURNAL OF THE CITY OF NEW ORLEANS
AL JOURNAL OF THE REPUBLICAN PARTY.
S FOR THE REPUBLICAN.

Country Parishes of Louisiana.
—Donaldsonville, F. F. Valfroit, Te—Milton Morris.
—Napoleonville—O. H. Hempstead—
—Evergreen—General Henry W. Fuller.
—Ringgold—M. H. Twitchell.
—Benton—John Pearce.
—Shreveport—Benjamin McLean—C. O.
—Fairview Landing—J. H. Landers.
—Copenhagen—Richard B. Edgeworth.
—Lake Providence—George C. Benham.
—Minden—L. W. Baker—A. J. Dyke—
—R. Henderson.
—Vidalia—A. R. Harris.
—Mansfield—G. Snyder.
—Baton Rouge—Baton Rouge—Louis Frangois,
—Clinton—Richard Lewis.
—Burrus Pollard.
—Bayou Goula—P. G. Deslonde—Plaque—
—Brown.
—Vernon—G. W. Ferguson.
—Carrollton—R. G. Gardiner.
—Vermillionville—Wesmes Hiard.
—Thibodaux—D. H. Reese—William
—Ponchatoula—Clarke White.
—Jackson, R. F. Buckingham.
—Natchitoches, Charles Leroy and
—Bienland.
—Bon Sejour—D. A. Thibant—Buras
—W. A. Brainard.
—Hermitage—Emile Bonnefoi.
—Alexandria—Captain A. J. Sypher—Geo.
—Henry—Dr. J. B. Lewis.
—Peter Harper.
—Amite City—William Butler.
—Convent—Napoleon Underwood—Can—
—C. Oliver.
—Opelousas—M. Vidal, August Do—
—St. Martinsville—S. L. Snapp.
—Franklin—A. J. Demarest—Jennert
—R. Essard.
—Covington—John Hutchinson—
—Daniel D. Rigg.
—St. Joseph—Capt. R. R. Steele—Capt. A.
—Houma—F. Marie—U. Dupart.
—Baton Rouge—Lobdell's Store—Theodore
—St. Francisville—J. P. Newsham.
Texas.
—Eidge Paschal.
—W. W. Gamble.
—George R. Stubblefield.

CAL INTELLIGENCE.

THE CITY COUNCIL.

Board of Aldermen.

meeting of the Board last evening, being called at eight o'clock, there ent Aldermen Burbank, Dewees, Kellogg, Tucker, Woolley, and . In the absence of President Alderman Burbank was called to

lower Board for concurrence resoor the employment of assistance y to examine the books of the er and Controller was concurred in rst and second readings.

nance Committee reported favora the claim of A. D. Grieff for $1953 12 ations furnished" in 1862 to supply ring poor of New Orleans. Resolu companying, to warrant on the Treas that amount, was adopted.

committee to wait upon General Bu in reference to the suspended taxes that they were kindly received, the Commanding General promised the subject his early attention, and icate his views hereafter. The ation addressed to General Bu was read at length, and shown that mittee understood their mission, ertook it earnestly and zealously. ort was received.

subject of extending the tracks of cent City Railroad Company the tion on Streets and Landings con the number of privileges granted city to the several railroad com now in operation, and the manner the companies are located in Canal would respectfully recommend to mon Council to grant no more rail ileges or extensions until the Com ncil shall have the subject of city carefully examined, in order to the revenues and adopt some gen as a starting point on Canal street roads.

st two privileges granted by the railroads are claimed by the com to be exclusive, thereby rendering tral ground on Canal street of no nce to the city, as one railroad com ims to have control of nearly all of ral ground.

street, one of the most important the city, with its wide banquettes, ground, and paved street, did the influence of the property-hold said street cause the necessary mu legislation which gave the street its attractive appearance.

arge number of city railroads which ir starting-point on Canal street have ated without any regard for the ap or convenience of business on said Some of the companies have their ding in the centre of Canal street, m close to the intersections of said The latter have a tendency to ch gually the travel through each ther st. Since police regulations have blished in the city of New Orleans, on and cabs have never been permit nd of occupy the centre of the Granting the extension of the Cres y railroad will further embarrass treet, and we therefore report unfa The report was signed by Aldermen ischarie, and Kellogg.

Zachariе offered a resolution e for the appointment of two mem the upper Board and three of the ard to form a joint special committ ider with officers of railroad com interested in reference to a grand ock. The design is to have this hed in the centre of the side street. olution was passed on its first and adings, Alderman Woolley giving that at the next meeting he would reconsideration of the vote thereon. minutes before nine o'clock the ed into a joint session for the ele two directors on the part of the city commercial Waterworks company.

Board of Assistant Aldermen.

Board met last evening in regular Mr. Chadwick in the chair, and Dunn, Shields, Sullivan, Sterry, Sau hoit, Breen, Kearny, Perkins, The ed, and Joubert.

ent Mayor Heath called attention at that according to a city law there selected thirteen citizens, who are ade a board of commissioners for gement of the two houses of refuge. ion will be held next Tuesday.

Howell reported a receipt for the ffice May 30, $143,881 82; expendi $48,597 45; balance on hand, $18,

unication from Mr. Noble, war he workhouse, was referred to a mittee, who are empowered to act mediately, with the object of pur a lot of ballast for prisoners to be work on.

tion to sell the stalls of Bazar mar nection for the remainder of this s adopted on second reading.

ion to appropriate $1600 to pur ks to record taxes due by property was adopted on second reading.

tion to authorize the Controller rrer to open books for "Touro was adopted on second reading.

al committee appointed to con General Buchanan and memorial. to annul the law suspending col of certain taxes, made a report, received.

ert of Alderman was announced ed session. The subject was to elect ers of the Common Council to this city's interests in the Water rporation. Messrs. Kearny, De of Kellogg were nominated. Messrs. and Dewees were declared elected. ed of Aldermen then withdrew. unication from Sheriff Avery was

ion offered a resolution requesting surveyor to inform this Board why ollin street bridge is not opened of the public. Adopted.

WING ON ST. ANN STREET.—At clock Monday night the officers of 4th district station, Jackson square, nd as of a smothered explosion from the direction of No. 12 St. Ann ntalba building, a dry goods store kept by J. Senac. The officers soon learned the particulars, that safe-blowers had been at work, but the villains had flown. Whoever the rascals were they must have completed their nefarious arrangements in quite a masterly manner, with a single exception. An alley is on one side of the store, the entrance being through a heavy door, usually locked. This door they opened by skeleton keys, and once inside began operations on a sealed door that formerly opened into the store, but against which are now ranged tiers of shelving. A panel had been taken out in the exact place where a man might pass by crowding. Inside the establishment their first movement appears to have been to cover the floor with a lot of woolen blankets, and then turn the iron safe on its back. They did not stop to drill a hole or perform any useless labor; they poured powder into the keyhole, set a slow match, made their exit into the street, and awaited results. When a result came it was too much, and was so powerful as to tear the safe door to atoms, blow out a long transom over a show window, burst a shutter which fell heavily to the banquette, and set fire to some cotton goods on the floor.

The noise of the explosion of course at once attracted attention and warned the burglars that they had overdone their business, and of course they departed not at a snail-pace. Sergeant Harking made an entrance quickly, extinguished the fire, and then learned the cause of the noise. The thieves had left their "tools" behind them, which can be claimed at the Chief's office, and no questions asked. Will nobody call?

A large pier glass within three feet of the safe was not harmed, but a bit of iron must have been blown up into the ceiling overhead, where the plastering has been shattered.

The safe contained but a small sum of money and a box of valuable papers, none of which were materially burned. Of course the felons performed their work for nothing, and we surmise that they had been misinformed as to the amount of cash in the place. The safe is now in the second district stationhouse.

No arrest has yet been made, and considering the circumstances it will be rather strange if the perpetrators are ever brought to justice, and no one is suspected, as the "work" is of a style not usual here.

THE PISTOL.—A war of words between Philip Witte and Charles Charinski, in a sash factory corner Treme and Toulouse streets, resulted in a small war with pistol and powder. Witte shot his opponent twice, each ball entering Charinski's breast, and the wounds will most likely prove fatal. Charinski was sent to the Charity hospital, and Witte surrendered himself to an officer at Treme station. Charinski died last evening, and an inquest was held. We learn that deceased was a member of Dudley Lodge. We have heard particulars of the affair, which, if true, as related to us, no body of men can be found in this country to condemn Witte for anything more than a simple assault and battery.

STEAMER BEN MCCULLOCH BURNED—*Three Lives Lost.*—By the arrival here yesterday morning of the Monroe and Trenton weekly packet Cleona the *Times* learns that the steamer Ben McCulloch, plying as a regular packet between Trenton and Camden, on the Ouachita river, took fire in one of the wood racks on the morning of the twenty-sixth ultimo while lying up for the night at Rowland's raft, in the overflow, about twenty-five miles above Trenton, and burned to the water's edge.

We regret to learn that there were three lives lost—Mr. William H. Scott, of Arkansas, and a Mrs. Ryan and daughter, of Alabama. The McCulloch was running in connection with the steamer Vicksburg, taking what freight and passengers the Vicksburg and other packets would bring to Trenton. The boat was insured, but for what amount we did not learn. The captain of the McCulloch came down passenger on the Cleona.

SHOOTING AFFAIR IN LOTZ'S SASH FACTORY.—Philip Witte, who yesterday shot Charles Clarinski, a fellow workman, did not commit a foul murder, as it might appear from the evening papers of yesterday. On the contrary, he acted in pure self-defense. Charles Clarinski, it is alleged, belonged to that mystic counterfeit of Freemasonry, called Ku-Klux Klan, and annoyed Witte on account of his radical political feelings nearly every day in the most insulting way. So much so that Philip Witte applied at headquarters for permission to bear arms in order to defend himself. After the days of election he and his brother Henry were threatened with assassination in the open street. Some time afterward Philip received a letter from the said K. K. K. to quit the city, and yesterday morning Clarinski had the impudence to tell his antagonist that he, Clarinski, felt very sorry that he was not black enough to produce a negro babe with his young and beautiful wife, the daughter of respectable parents on Claiborne street; at the same time trying to throw him down the stairs of the sash factory. These facts will be proved at the investigation before Recorder Gastinel, as soon as the coroner's inquest will be over. Philip has served in the Union army during three years, and bore an irreproachable character.

A STRANGE REQUEST.—An old woman, whose years must have been full seventy, presented herself before Recorder Gastinel and begged of him to do her the favor to send her to the workhouse. Being asked if a term of six months would answer, she replied that sixty days would suit her worldly calculations, and now the poor old body knows where to obtain her daily dinner.

RECOMMENDATION.—Certain butchers petitioned the Board of Aldermen to appoint a person of their recommending to the position of inspector of meats and slaughter-houses. We propose that burglars and thieves petition to have certain men of their choice placed on the several judicial benches.

CERTIFICATES OF INDEBTEDNESS.—The City Treasurer expresses the opinion that the certificates of indebtedness now in the engraver's hands will not be ready much earlier than the fifteenth of the present month. The ordinance authorizing the issue of these certificates does not provide for the conversion of any portion of the outstanding city currency into certificates of indebtedness. The measure was only intended to meet the payment of current expenses in interest-bearing obligations.

PROPERLY NAMED.—The boy who was born in a horse car they named Os-Car. The girl who had the same birthplace was christened Car-ry.—*Picayune.*

Car-line would be about right for the girl.

LOCAL ITEMS IN BRIEF.—James Connolly, the man arrested on an accusation of having committed a capital offense on the person of Lucy Long, has been sent to the parish prison, and will not undergo an examination until the end of this week.

The case of Fred King, accused of obtaining money from A. D. Volsin under false pretenses, will be taken up on the tenth.

James Baker, receiving stolen property—$100 worth of copper, will have a hearing on the eighth.

William Alexander and Arthur Smith, supposed to be the men who stole the copper from Mr. Edwards, will undergo an investigation the same day.

Preston Bragg, who wounded Yorick Campbell at a fair, will have a hearing on the ninth; and Peter McMahon, who attempted to kill T. J. Farrell, will make a response same day.

The two dozen prostitutes arrested by Lieutenant Manning and Sergeant Harking, second district, were yesterday arraigned before Recorder Gastinel, who imposed a fine of $10 on several, and a few were discharged. In default of paying the fine one month workhouse.

In the matter between Ellen Heath and George Allen there was sufficient evidence to warrant Recorder Gastinel to send the papers before the criminal court. The controversy is about Ellen beating an adopted child unnecessarily.

Philip Lodge, keeper of grocery on Carondelet Walk, while in a buggy returning from the lake died suddenly. Mr. Lodge is spoken of as a man of excellent character and disposition by his acquaintances. He leaves a family.

One thousand men are asked for as laborers to work on the Texas Central Railroad. There can be no excuse now for the thousands of men who are idling away their light days around this city, crying for work but hoping to find none.

SPECIAL NOTICES.

Headquarters Grant Campaign Club
No. 1, Temperance Hall, New Orleans, May 29, 1868—At a regular meeting of the Club, the following members were unanimously elected officers:

President—GEORGE P. CARR, Esq.
Vice-Presidents—WILLIAM WEBER, Esq., R. K. HILLIARD, Esq., WILLIAM P. KELLOGG, Esq., EDMUND FLOOD, Esq., N. S. TORREY, Esq.
Treasurer—HIRAM TORREY, Esq.
Sergeant-at-Arms—JOHN HURST, Esq.
Secretary—GEORGE GRINDLEY, Esq.

The following resolutions were unanimously adopted, and ordered to be published in the New Orleans Republican:

Resolved, That in Ulysses S. Grant we recognize those sterling qualities of personal and political integrity that constitute the true man and the correct statesman, combining eminently the high leadership of the nation on whose arms his courage and skill have won such unfading glory.

Resolved, That we consider it peculiarly appropriate that the man who contributed above all others to secure the triumph of our armies in the field should be our leader in the more important issue of the ballot.

Resolved, That in Schuyler Colfax we recognize those sterling qualities that eminently fit him to preside over the deliberations of the national senate.

Resolved, That we heartily endorse the platform adopted by the Chicago Republican Convention, and pledge ourselves to use all honorable means to secure the election of U. S. Grant and Schuyler Colfax.

GEORGE P. CARR, President.
GEORGE GRINDLEY, Secretary.

The meeting then adjourned to meet at half-past seven o'clock P. M., June 8, 1868, at Temperance Hall, Josephine street, between Rousseau and Felton streets.

GEORGE P. CARR, President.
GEORGE GRINDLEY, Secretary. my31 2t

An Exhibition for the Benefit of the Colored Orphans now at Marine Hospital will be given by colored children "THIS EVENING", at ½ o'clock, at National Hall, Poydras street. [A mission fifty cents. je3 1t*

Office of Factors' and Traders' Insurance Company, May 28, 1868.—In compliance with the charter of the company notice is hereby given that a fourth installment of ten per centum of its capital stock will be due and payable at the office of the company on the 27th of June 1868.

By order of the Board of Trustees.
my29 1m EDWARD A. PALFREY, 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 Su

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 Committees.

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

M. A. SOUTHWORTH, Treasurer.
ap21

Pioneer Grant Club.—This Club meets at Carroll Hall, corner of Poydras and Carroll streets, every FRIDAY EVENING at eight o'clock. Members are requested to be present at all the regular meetings. All persons who support General U. S. Grant for the Presidency are invited to join the Pioneer Grant Club.

JOHN M. G. PARKER, President.
WM. B. CUMMINS, Secretary. my28

WANTED.

WANTED—BY A FAMILY GOING ACROSS the Lake—A good COOK and a good WASHER and IRONER. They must understand their business. Apply at No. 72 Esperge street. je3

FOR RENT.

TO RENT—A LARGE AND ELIGIBLE store—one of the finest in the city—No. 142 Canal street, near Carondelet street. It is susceptible of being divided into two stores. To a good lessee it will be rented cheap. Inquire of
M. GERSON, No. 2 Story Building,
fe Corner of Camp and Common streets.

TO RENT.—A NEWLY BUILT TWO-STORY J. Brick Dwelling, with all modern conveniences, No. 6 Rampart street, a few doors above Canal street. Possession given immediately. Apply to M. Gerson, No. 2 Story Building. no7

CONSTABLE'S SALE.

Mollie Berry vs. Mr. and Mrs. Brunlee.

FIRST JUSTICE'S COURT—No. 6982.—BY VIRtue of a writ of fieri facias to me directed by the Honorable E. Gifford, First Justice of the Peace of the Parish of Orleans, I shall proceed to sell at public auction on WEDNESDAY, the 10th day of June, 1868, at 12 o'clock M., in front of my warehouse, No. 122 Delord street, the following described property, viz:

One Bureau, one Mahogany Sideboard, one Cedar Chest, one Stove, one Kitchen Safe, one Pine Rocking Chair, twelve Cane-bottomed Chairs, one lot of Matting, and one S.-fa Lounge.

Seized in the above entitled suit.

Terms—Cash in United States Treasury notes.
my31 jel6 1t TERENCE COOK, Constable.

ESTABLISHED 1828.
STODART
New Scale, Overstrung, full Iron Frame
PIANO FORTES.
STODART & MORRIS,
MANUFACTURERS OF GRAND, SQUARE, AND UPRIGHT
PIANO FORTES.
Our new scale Piano Fortes, in addition to their peculiar sweetness of tone, have valuable modern improvements, rendering them the most complete and perfect instrument ever offered to the public, and are fast becoming eminently popular throughout, and also standing the test of severe climates, the NEW SCALE STODART PIANO FORTE stands unrivaled.
The Pianos of this manufacture have stood the test of more than a quarter of a century, and the manufacturers are at liberty to refer to over twenty-five thousand families who have had them in use in nearly every part of the civilized world. All letters will be promptly answered by
STODART & MORRIS,
684 Broadway, corner of Great Jones,
my28 New York.

PRANG'S AMERICAN CHROMOS for sale at all respectable Art Stores. Catalogues mailed free by L. PRANG & CO., Boston.
my28 4aSun

BILLS OF EXCHANGE, PROMISSory Notes, Bills of Lading, Drug Receipts, Bank Checks, and all kinds of Commercial Printing neatly executed at the Republican office, No. 57 St. Charles street.

OFFICIAL NOTICES.

PROPOSALS FOR SHINGLES.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District,
New Orleans, La., June 1, 1868.

SEALED PROPOSALS ARE INVITED AND will be received at this office until 12 M., SATURDAY, the sixth inst., for the delivery at Fort Pike, Louisiana, of
100,000 Cypress SHINGLES, split and 18 inches long.
Delivery will be required within fifteen (15) days from date of acceptance of proposal.
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 Shingles," and addressed to the undersigned.
R. N. BATCHELDER,
Brevet Colonel and Quartermaster U. S. A.,
je3 4t in charge of Office.

PROPOSALS FOR SHELLS.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District,
New Orleans, La., June 1, 1868.

SEALED PROPOSALS ARE INVITED AND will be received at this office until 12 M., SATURDAY, the sixth instant, for furnishing the Quartermaster's Department (at his city—
50 barrels (more or less) of LAKE SHELLS.
Bids will state time and place of delivery; 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 Shells," and addressed to the undersigned.
R. N. BATCHELDER,
Brevet Colonel and Quartermaster U. S. A.,
je3 4t in charge of Office.

PROPOSALS FOR RATIONS AND FUEL FOR LIGHT VESSELS, ETC.

COLLECTOR'S OFFICE,
Superintendent of Lights,
New Orleans, June 2, 1868.

SEALED PROPOSALS WILL BE RECEIVED at this office until 12 o'clock M., on TUESDAY, the fifteenth day of June, 1868, for furnishing and delivering such RATIONS and FUEL for the Light-house tenders in this district, and for any other light-vessel and lighthouse tender as may be called for, for one year, from the first day of July, 1868, to the thirtieth June, 1869, inclusive. The rations to be of good and approved quality; to be delivered alongside of the lighthouse tender or other vessel provided for the purpose, at New Orleans, Louisiana, and to be stated in the bid accordingly, in a good and sufficient package, barrels, boxes, and cases, and in good order, for the light vessel, once a quarter, free of all expense to the United States, agreeably to specifications, which will form a part of the contract, copies of which may be had by applying at this office.

All bids must be sealed and indorsed "Proposals for Rations and Fuel for Light Vessels," and then placed in another envelope and left at or directed to this office, prepaid if sent by mail.

By order of the Lighthouse Board:
WM. P. KELLOGG,
Superintendent of Lights.
je2 9 13

PROPOSALS FOR BOOKS, BLANKS, ETC.

UNITED STATES CUSTOMHOUSE,
Collector's Office,
New Orleans, May 30, 1868.

SEALED AND INDORSED PROPOSALS WILL be received at this office until the sixth proximo inclusive for supplying this Customhouse with Books, Blanks, Stationery, Paper, and Stationery, as per samples on exhibition, during the fiscal year ending June 30, 1868, in quantities estimated as follows—

BOOKS—The paper to be of first quality and the printing and binding to be well executed:

Two dozen Memorandum Books; 3 dozen Blank Books; 10 dozen Index Books; 50 dozen Discharging Books; 5 dozen Receiving Books; 2 dozen Time Books; 10 dozen Weigher's Books; 200 dozen Receipt Books, three forms; 1 dozen Entry Books; 1 dozen Ledgers; 1 dozen Registers; 6 Registers of Entries; 4 Appraisement Order Books; 1 Damage Order Book; 3 Warehouse Bond Books; 20 Bond Books; 2 Bonded Warehouse Papers; 3 Cash Books; 2 Cashier's Import Books; 2 Cashier's Fee Books; 3 Warehouse Ledgers; 2 Check Books; 3 Records of Seizures and Deliveries; 3 Forms to Entries; 1 Book of Passenger Lists; 3 Bonds Daily Statements; 1 Import Book; 3 Records of Returns to Surveyor's Office; 3 Registers of Invoices and Appraisements; 36 Records of Goods in Bonded Warehouses.

BLANKS—The paper to be of first quality and the printing to be well executed:

One hundred and twenty three thousand three hundred and seventy-five Blank Accounts, Abstracts, etc., one hundred and fifty forms

ENVELOPES—To be of the first quality:

Thirty two thousand Note Envelopes, 11 forms; 52,500 Legal Size Envelopes, 15 forms; 16,000 Extra Size Envelopes, 3 forms.

PAPER—To be of first quality:

Thirty-nine reams Note Paper, 8 forms; 58 reams Letter Paper, 5 forms; 20 reams Foolscap Paper; 1 ream Legal Cap Paper; 5 reams Bible Post; 5 reams Bank Bill Paper; 1 ream Wrapping Paper; 2 reams Patent Blotting Paper.

STATIONERY—To be of first quality:

Ten dozen quarts Arnold's Copying Ink; 10 dozen pints Arnold's No. 3; 5 dozen bottles Blue Ink; 10 gross Lead Pencils, Faber's; 2 gross Pencils, Cumnor and Blue; 50 gross Steel Pens, assorted; 5 dozen boxes Quill Pens; 100 pounds Sealing Wax; 2 gross Mucilage.

Liberty is reserved to accept such proposals for the whole or any portion of the articles named therein.

It is also to be understood that all such articles as may be required and which are not expressly mentioned in the schedules shall be furnished by the contractor at the market prices, or may at the option of the Collector be purchased in open market.

Bids to be made in detail in accordance with schedules of articles and estimated quantities furnished on application to this office.

Bonds with satisfactory security will be required for the faithful performance of the contract.

WILLIAM P. KELLOGG,
my31 2t Collector.

FURTHER EXTENSION OF TIME FOR COLLECTION OF THE CONVENTION TAX.

BOARD OF REGISTRATION,
State of Louisiana, New Orleans, May 26, 1868.

AT A REGULAR MEETING OF THE BOARD, held on TUESDAY, May 26, 1868, the following resolution was adopted:

Resolved, That the time for the final settlement of the Convention taxes by the Tax Collectors and Sheriffs throughout the State with the Auditor of Public Accounts be and is hereby extended to the first day of July, 1868.

By virtue of the foregoing resolution I hereby notify all Tax Collectors and Sheriffs throughout the State to continue to collect the Convention tax up to the first day of July, 1868.

The Tax Collectors and Sheriffs are further instructed that they will be held responsible for a rigid enforcement of the ordinance adopted by the Convention, January 4, 1868, (which is hereinafter published for the information of all concerned), exacting a penalty for non-payment of taxes.

The Convention remitted all penalties up to the twentieth day of March, 1868, and from that time the penalty will be exacted in all cases where the taxes are ready at that date, and thirty days after the taxes are ready, if not complied in the other parties, the penalty will be exacted.

S. B. PACKARD, Chairman.
R. C. RICHARDSON, Secretary.

ORDINANCE.

SECTION 1. Be it ordained by the Constitutional Convention of the State of Louisiana, that the Sheriffs and Tax Collectors of the State, except of the city of New Orleans, Orleans right bank, and the parish of Jefferson, shall give notice to the Auditor of Public Accounts of the respective parishes to pay the tax of one mill per cent levied by ordinance of the twenty-fourth December, 1867, by the Convention, and thirty days after the service of said notice those who shall not have paid the tax due by them shall be considered in default, and the Sheriffs and Tax Collectors shall exact an additional tax upon such persons of twenty-five per cent upon the amount of tax then for the first default, and an additional tax of ten per cent to be computed on the original tax for every subsequent thirty days said parties shall continue to be in default, up to the date of the final settlement.

SEC. 2. Be it further ordained, that the Sheriffs and Tax Collectors of the city of New Orleans, Orleans right bank, and parish of Jefferson, shall by public notice in one newspaper published in their parish, call upon all taxpayers to pay the tax levied by the ordinance of December twenty-four above mentioned, and all persons who shall not have paid the amounts due by them on account of said tax ten days after the publication of the above required notice shall pay an additional tax of twenty-five per cent on the original tax, and an additional tax of two and a-half per cent on the original tax of one mill per cent for every subsequent thirty days said persons shall be in default.

SEC. 3. Be it further ordained, etc., That immediately after the taxpayers shall have been put in default by the expiration of the thirty or ten days, as the case may be, given in the notice required by the first and second sections of this ordinance, the Sheriffs and Tax Collectors throughout the State shall proceed to seize and sell after ten days' notice, property of the delinquent taxpayers, movable or immovable, sufficient to pay the original tax, all additional taxes herein levied, and costs.

Adopted in Convention at the city of New Orleans, this fourth day of January, Anno Domini eighteen hundred and sixty-eight.

(Signed) JAMES G. TALIAFERRO,
President of the Constitutional Convention.
(Signed) WILLIAM VIGERS, Secretary. my28 15t

PROPOSALS FOR BUILDING "GRAND" LEVEE.

OFFICE OF BOARD OF LEVEE COMMISSIONERS of the State of Louisiana, New Orleans, May 25, 1868.—In conformity to resolution of the Board, notice is hereby given that on TUESDAY, the 23d WEDNESDAY, the tenth day of June next, up to three o'clock P. M., for the construction of the levee known as the "Grand" Levee, situated in the parish of Pointe Coupee, about 70 miles above New Orleans.

Dimensions—140 feet base, 16 feet crown, and averaging about 16 feet in height. Estimated contents 40 cubic yards to the rod.

Bids will state the price per cubic yard, payable in cash or seven bonds at 8 months on the dollar. The work to be commenced as soon after the fall of water will permit, and to be completed by the first day of January, 1869. Any information in the conditions of contract, which can be seen on application to the Engineer of the Board.

Bids must be made every thirty days on the certificate of the Engineer of completed work, less twenty per cent to be retained as guarantee or forty per cent in lieu of bond and security, to be expressed in bids, and in which case special bond and security will be required on adjudication of contract that the work will be completed in the time and in good faith.

The Board reserves the right of rejecting all bids. Proposals to be indorsed according to caption, and to be addressed to the Board of Levee Commissioners.

N. C. SAUNDERS, Secretary.
my26 1d

J. C. KATSMAN,
TROPICAL ROOFING MANUFACTORY
And Dealer in
Coal, Charcoal, Coke, White Sand and Firewood,
224 Bienville street, corner of Marais, New Orleans
Orders left at the above place, or Box 53, Mechanics Exchange, will receive prompt attention. apl7

OFFICIAL NOTICES--CITY.

SALE OF THE RIGHT OF WAY TO ESTABLISH RAILROADS ON LOCUST, PERRET, JACKSON, CLAIBORNE, AND OTHER STREETS, FOR PASSENGERS ONLY.

MAYORALTY OF NEW ORLEANS,
City Hall, May 22, 1868.

No. 926—New Series.

An Ordinance providing for the sale of the right of way to establish railroads on Locust, Perret, Jackson, Claiborne, 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 1 sixty days' notice in the official journal, the contract for the right 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, commencing at the intersection of Canal and Magazine streets, and running up Canal to Front street, thence down Front to Girod street, thence down Girod street to Liberty street, thence down Liberty street to South Poydras street, thence down South Poydras street to Magnolia street, up Magnolia street and across the New Canal to Delord street, up Delord to Freret street, up Freret street to Jackson street, down Jackson street to the south side of Claiborne street, up the south side of Claiborne street to Sixth street, returning across Claiborne street to the north side of Claiborne street, up the north side of Claiborne street to Felicity road, up Felicity road to Locust street, up Locust street to Delord street, down Delord street to Magnolia street, across the New Canal to North Poydras street, up North Poydras street to Liberty street, down Liberty street to Perdido street, up Perdido street to Carroll street, up Carroll street to Poydras street, up Poydras street to Fulton street, down Fulton street to the starting point at the intersection of Canal and Magazine streets, the purchaser to reimburse to the Canal and Claiborne Streets Railroad company a fair and reasonable proportion of the value of the portion of the road used.

SEC. 3. The road-, cars, etc., to be constructed in accordance with the plans and specifications to be furnished by the City Surveyor, agreeably 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 bonus per passenger carried in the cars, or per centage of the gross receipts for passenger traffic on the lines of 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 reimbursing to the contractor a fair and reasonable proportion of the value of the portion or portions of the 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 as to said proportion to be paid by the city between said persons thus appointed a third person or umpire shall be appointed by one of the district courts of New Orleans, the decisions thereby had to be final.

SEC. 6. The said railroads, rolling stock, equipments, and fixtures to revert to the city 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 contractor; and in the event of a disagreement as to said valuation between said persons thus appointed, a third person or umpire shall be appointed by one of the district courts of New Orleans, the decision thereby had to be final.

(Signed) S. H. CHADWICK,
President Board of Assistant Aldermen.
(Signed) E. HEATH,
President Board of Aldermen.
Approved May 25, 1868.
(Signed) E. HEATH, Mayor.
A true copy:
DANIEL K. WHITAKER, Secretary.

CONTROLLER'S OFFICE, CITY OF NEW ORLEANS,
City Hall, May 30, 1868.

NOTICE IS HEREBY GIVEN THAT THE Controller will, at his office, on SATURDAY, the twenty-first day of June, 1868, at 12 o'clock M., sell 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 Locust, Perret, Jackson, Claiborne, 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, commencing at the intersection of Canal and Magazine streets, and running up Canal to Front street, thence down Front to Girod street, thence down Girod street to Liberty street, thence down Liberty street to South Poydras street, thence down South Poydras street to Magnolia street, up Magnolia street and across the New Canal to Delord street, up Delord to Freret street, up Freret street to Jackson street, down Jackson street to the south side of Claiborne street, up the south side of Claiborne street to Sixth street, returning across Claiborne street to the north side of Claiborne street, up the north side of Claiborne street to Felicity road, up Felicity road to Locust street, up Locust street to Delord street, down Delord street to Magnolia street, across the New Canal to North Poydras street, up North Poydras street to Liberty street, down Liberty street to Perdido street, up Perdido street to Carroll street, up Carroll street to Poydras street, up Poydras street to Fulton street, down Fulton street to the starting point at the intersection of Canal and Magazine streets.

The purchaser shall bind himself to construct the Canal and Claiborne Streets Railroad company a fair and reasonable proportion of the value of the portion of the road used.

The purchaser to reimburse the Canal and Claiborne Streets Railroad Company a fair and reasonable proportion of the value of the portion of the railroads used.

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 road 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, laid two feet apart; the stringers of cypress or 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 streets where the same are not 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 shells, 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 said 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 square blocks, or other pavement, or with brickwork 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 same by the City Surveyor, and to the entire satisfaction of said officer.

All new bridges at the intersections of streets which may be required shall be constructed by the purchaser of railroads shall be constructed by the purchaser of the same, and 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 shall be drawn by one horse or mule be used for each car they shall be driven abreast. The cars shall be run as often per day and night as the purchaser may consider necessary, 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 daylight.

The speed of the cars shall not exceed six miles per hour, and not less than five miles per hour. All cars so run on said railroads between sunset and daybreak shall be provided with good and ample signal and rear lights, placed in conspicuous places and positions, and for the violation of this condition, or of any ordinance now existing, or that may hereafter be passed by the City Council of New Orleans, or employ on said roads, the purchaser shall be liable to a fine of twenty-five dollars for each and every offense, to be recovered by 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 pass, 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 immediately report the same and the cost thereof to the Common Council, who shall have power in default of the purchaser to pay to the city the amount of the expenses thus incurred for making said repairs, the same to be collected and recovered 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 Magazine streets and the terminus at Sixth and Claiborne streets, or for any distance between said points, shall not exceed five cents per passenger either way.

The roads 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 by reimbursing to the contractor a fair and reasonable pro