New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES.

OFFICIAL JOURNAL OF THE CITY OF NEW ORLEANS

OFFICIAL JOURNAL OF THE REPUBLICAN PARTY.

AGENTS FOR THE REPUBLICAN.

In the Country Parishes of Louisiana.

Ascension—Donaldsonville, P. F. Valfredi. Tensas Postoffice—Milton Morris.
Assumption—Napoleonville—G. H. Hempstead—P. Poindexter.
Avoyelles—Evergreen—General Henry W. Fuller. Bonville—Ringgold—M. H. Twitchell.
Bossier—Benton—John Pearce.
Caddo—Shreveport—Benjamin McLeran—C. O. Antoine.
Calcasieu—Fairview Landing—J. H. Landers.
Caldwell—Copenhagen—Richard B. Edgeworth.
Carroll—Lake Providence—George C. Benham.
Claiborne—Minden—L. W. Baker—A. J. Dyke—Homer—W. E. Meadows.
Concordia—Vidalia—A. B. Harris.
De Soto—Mansfield—G. Snyder.
East Baton Rouge—Baton Rouge—Louis François, E. W. Pegram.
East Feliciana—Clinton—Richard Lewis.
Franklin—Quitman Pollard.
Iberville—Bayou Goula—P. G. Deslonde—Plaquemine—William Brown.
Jackson—Vernon—G. W. Ferguson.
Jefferson—Carrollton—R. G. Gardiner.
Lafayette—Vermillionville—Fortune Rizard.
Lafourche—Thibodaux—D. H. Reese—William Murrel.
Livingston—Ponchatoula—Clarke White.
Morehouse—Bastrop, E. F. Buckingham.
Natchitoches—Natchitoches, Charles Leroy and William H. Hostsland.
Pointe Coupee—Ben Sejour—D. A. Thibaut—Buras Settlement—W. A. Brainard.
Point Coupee—Fernandina—Emile Bonneful.
Rapides—Alexandria—Captain A. J. Sypher—Geo. Y. Kelso.
Sabine—Manny—Dr. J. B. Lewis.
St. Charles—Peter Harper.
St. Helena—Amite City—William Butler.
St. James—Convent—Napoleon Underwood—Canville—Joseph C. Oliver.
St. Landry—Opelousas—M. Vidal, August Donato, Jr.
St. Martin—St. Martinsville—S. L. Saser.
St. Mary—Franklin—A. J. Demarest—Jennart Postoffice—J. B. Esnard.
St. Tammany—Covington—John Hutchinson—Bridgeonville—Daniel D. Rigby.
Tensas—St. Joseph—Capt. N. R. Steele—Capt. A. J. Gould.
Terrebonne—Houma—F. Marie—U. Dupart.
West Baton Rouge—Lobdell's Store—Theodore Keizer.
West Feliciana—St. Francisville—J. P. Newsham.

Texas.

Austin—Ridge Paschal.
San Antonio—W. W. Gamble.
Southville—George R. Stubblefield.

LOCAL INTELLIGENCE.

TRIAL OF HARVEY GIBBS FOR MURDER.—This case was commenced Friday morning before Judge Howe, in the first district court, and occupied all that day and the greater part of yesterday.

Attorney General Lynch prosecuted on behalf of the State. Messrs. Dooley, Edwards, and Walton defended the accused.

On the night of the nineteenth of April, 1868, one William A. Jenkins was murdered on board a flatboat lying in the river at the foot of Notre Dame street. Three frightful wounds were inflicted on him with a hatchet, each of which cleft his skull to the brain. One of the wounds extended from the middle of the forehead along the nose, and nearly to his mouth. He was found on the deck of the boat, after having crawled from his bunk in the cabin, where the outrage was perpetrated. The hatchet which the murderer had used was found in the cabin, spotted with blood and hair: there was also a pocket book found in the cabin containing about $700. The wounded man was carefully removed by the police to the Charity Hospital, where he died next day. Jenkins was a resident of Crawford county, Indiana. He came to New Orleans with cargo of lime, and was captain and owner of the boat and cargo. He had five men on the boat with him as a crew. They came with him from Indiana, and from his neighborhood, two of them were named respectively Harvey Gibbs and Wickliffe Gibbs—half-brothers. When the boat arrived here the crew were paid off, and on the evening of the eleventh of April already referred to, Harvey Gibbs and Jenkins left by except Harvey Gibbs and Jenkins left by the boat to return to Indiana. Jenkins requested the former to remain with him all night, and for doing so he was to pay his passage money of Gibbs to his home. Between the hours of one and two o'clock in the morning of the twelfth the bloody tragedy took place. Soon after the police arrived, and found Jenkins as above recited. Gibbs was not then to be found. About eight o'clock on the morning of the same day Gibbs went alone to the Charity Hospital to inquire about Jenkins. The writer was then in a state of unconsciousness. Gibbs soon after was found sitting on an empty barrel near the scene of the murder, and was arrested by Officer Pecora. In the evening of the twelfth he was taken to the hospital to be identified. Recorder Vennard was present to take the testimony of the wounded man. The recorder asked Jenkins who had struck him. He answered, "Gibbs." "What Gibbs?" said the Recorder. The answer was, "Harvey Gibbs." Gibbs then approached Jenkins, and said: "I did not cut you, Bill; did I?" Jenkins answered, "Yes, you did." At the time of the arrest of Gibbs spot of blood was noticed on his shirt and by Officer Pecora and Lieutenant Manning. Spots resembling blood were also found on the wristbands of his shirt.

Dr. Smith, of the Charity Hospital, testified that at the time of Gibbs' identification Jenkins was in a stupor, and his answers seemed to be given with great hesitation and delay so as to imply that he did not understand what he was answering to. The opinion of Dr. Smith was different from that of Recorder Vennard and two other witnesses as to the consciousness and mental condition of Jenkins at the time. In the Attorney General's examination of the doctor was very critical and minute. The doctor stated in reply to a question from Mr. Lynch that in anything touching the mental condition of Jenkins any of the witnesses present were as competent judge as he himself. That the answers given by him (Jenkins) were before all, and their coherency or incoherency was not to be known by medical knowledge, and that a physician was better judge of the state of mind of the man by those indications than any other lay witness.

A great number of witnesses were heard for and against the accused, among them Wickliffe Gibbs and two other citizens of Indiana.

Some o'clock P. M. yesterday the case was submitted to the jury after a charge from Judge Howe. In half an hour thereafter the jury returned into court with a verdict of "not guilty." This was the third time that Gibbs was put on trial for this crime. The first time, owing to one of the jurors having separated from the others, there was a mistrial. On a second trial the jury failed to agree after being locked up for more than twenty-four hours. Gibbs bore an excellent reputation on the score of his conduct before and after the homicide of which he was yesterday acquitted. It was a general opinion among those present at the trial that the evidence was sufficient to warrant a jury in finding him guilty.

PUBLIC SCHOOLS.—The closing exercises in the Normal School must have been more extraordinarily gratifying to all interested, to the casual observant could not fail to notice that the greatest care had been bestowed on branches of study embraced in this room, and probably this department was never previously so far advanced as it is today. Pupils and teachers have all been fully aware of the immense duties that depend on their positions, and have brought themselves up to a high mark of perfection. Not a few of the students have progressed so far as to excite remarks of commendation from heads gray with years and wisdom. Louisiana will yet send forth more bright lights into the world of letters.

The Primary Schools of the first district will hold their exercises to-morrow; second district, Tuesday; third district, Wednesday; fourth district, Thursday. This includes schools for white and colored children.

High School, second and third district, will commence exercises at 5 o'clock Tuesday evening.

New Orleans Central High School, Lyceum Hall, Tuesday evening, twenty-fifth instant.

A pretty invitation card reminds us that an examination will take place in De Soto School on the twenty-fourth, and we will certainly be a visitor there.

For attempting to drown himself at the witching hour of midnight, James Carroll was arrested, and taken to Jackson Square station, incarcerated, and allowed only so much water as would slack his great thirst. It was well enough in Officer Lyons to arrest the would-be suicide, but then it really does seem queer that the Recorder should fine the Carroll to the tune of $20, or give him the extraordinary privilege of sustaining an imprisonment of ten long days. Things are arriving at a singularly stringent pass when a fellow can't have the poor boon of drowning himself out of a world of sorrow. Carroll sings another song now that his aberrated mind has resumed its functions.

CITY MONEY AND CITY EMPLOYES.—Our esteemed friend "J. B. N.," employed by the city, submits his views in relation to the impropriety of paying city laborers and other employes in depreciated currency. He assures us that much suffering exists in consequence of the necessity of submitting to the extortion of brokers, who give only $1 20 for a $2 city note. We have an article in type that will shortly appear which will give him and others some new ideas on the subject of city finances. We agree with him that the city is better able to lose the discount on its currency than the poor laborer.

CRIMINAL COURT—*Judge Howe.*—Bill Johnson having pleaded guilty to breaking and entering a store in the night time and larceny was sentenced to the penitentiary for three years.

James Louis, burglary and larceny, one year penitentiary.

James Hanlan, Thomas Phillip, and Henry Scott having pleaded guilty to the crime of larceny, each received sentence of six months in the penitentiary.

J. Kerr pleaded guilty to larceny, one month parish prison.

A full report in the matter of Harvey Gibbs, tried for murder, will be found in an other place in detail.

UNION SPIRIT SALOON.—The above saloon is now open, where all kinds of spirits of progress will be kept constantly on hand. Especial attention is invited to a good supply of "Grant whisky," direct from the hero's private cellar, which will make them wise, prudent, brave, and honest, and also teach them how to tell the truth. That the last quality may be promoted and cultivated as much as possible, Democratic Copperhead editors will be served at half price.

SPECIAL NOTICES.

Office of Superintendent of Public Schools—New Orleans, June 17, 1868.—The annual public exercises of the city schools for the closing session will take place as follows:

GRAMMAR AND PRIMARY SCHOOLS—First District—MONDAY, June 22; Third District, WEDNESDAY, June 24; Second District, TUESDAY June 23; Fourth District THURSDAY, June 25.

The schools for colored children are included in the days appointed for white children, in the respective districts.

HIGH SCHOOLS—Girls' High School, First and Fourth Districts, FRIDAY, June 19, commencing at 5 P. M.; Girls' High School, Second and Third Districts, TUESDAY, June 23, commencing at 5 P. M.; New Orleans Central High School, in Lyceum Hall, twenty-fifth of June, at 7 P. M.

NORMAL SCHOOL—39 Burgundy street, SATURDAY, June 20, commencing at 11 A. M.

WILLIAM O. ROGERS,
jel8 6t Superintendent of Public Schools.

Office of Factors' and Traders' Insurance Company, May 22, 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.
my23 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 5u

POLITICAL NOTICES.

Grant Campaign Club No. 1 meets every WEDNESDAY EVENING at the corner of St. Mary and Fulton streets, fourth district.

All Republicans are invited to attend.

GEO. P. CARR, President.
GEO. GRINDLEY, Secretary. je21 1m

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. 37 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.

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.
N. W. TRAVIS, Secretary. my28

OFFICIAL NOTICES.

NOTICE TO TAXPAYERS.

TREASURER'S OFFICE,
City Hall,
New Orleans, June 20, 1868.

PARTIES WHO HAVE FAILED TO PAY their city taxes now ready are respectfully notified that on the SECOND MONDAY OF JULY NEXT publication of all bills not paid will be made in the official journal, and the cost for printing added to each bill.

S. HOWELL,
je21 5t Treasurer.

PROPOSALS FOR DOORS AND SASH.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District.
New Orleans, La., June 17, 1868.

SEALED PROPOSALS ARE INVITED AND will be received at this office until 12 M., TUESDAY, the twenty third instant, for the delivery in this city of—

150 Panel DOORS, 2.8x7.0.
2 0 pairs of Wooden SASH, twelve lights, 10x12.

All to be made of best quality cypress, and subject to inspection before acceptance.

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 Doors and Sash," and addressed to the undersigned at 201 Camp street.

Brevet Colonel and Quartermaster U. S. A.,
je18 3t In charge of Office.

PROPOSALS FOR PURCHASE OF CITY BONDS.

OFFICE OF THE COMMISSIONERS OF THE Consolidated Debt of New Orleans,
New Orleans, June 6, 1868.

BY VIRTUE OF THE THIRTY-SEVENTH section of the act of the Legislature of the State of Louisiana entitled "An act to consolidate the city of New Orleans and provide for the government and administration of its affairs," approved on the twenty-third February, 1852, and for the purpose of paying the interest on the old corporations falling due in the year 1868, and also by virtue of ordinance No. 6250, approved twelfth of August, 1864, authorizing the issue of a sufficient number of the denomination of $500 twenty dollars issued under authority of this Board.

SEALED PROPOSALS will be received at this office from this date until FRIDAY, the tenth day of July, 1868, at 12 o'clock M. for the purchase of all or any portion of a series of (200) two hundred and eighty bonds of the city of New Orleans of $1000 each; said bonds to be dated the first of April, 1868, payable in 24 twenty-four years, with interest coupons attached thereto, at the rate of six per centum per annum payable semi-annually in the city of New York on the first days of October and April of each year.

Proposals to be indorsed "Bids for the purchase of Bonds of the city of New Orleans," and addressed to O. De Buys, Secretary of the Board of Commissioners of the Consolidated Debt of New Orleans, to be opened and the bonds adjudicated to the highest bidder on the tenth day of July at noon as aforesaid.

The Commissioners reserve the right of rejecting any or all bids.

Terms—Cash in United States currency or interest coupons of consolidated bonds past due.

(Signed) H. H. MIDDLETON,
(Signed) D. E. MANDELL, Controller.
(Signed) S. HOWELL, Treasurer.
(Signed) W. H. SHANNON, Chairman
Finance Committee Board of Aldermen.
(Signed) J. F. SULLIVAN, Chairman
(Finance Committee Board of Assistant Aldermen.
Attest:
O. DE BUYS, Secretary, Room No. 22 City Hall.
je6 tjy10

PROPOSALS FOR ARMY TRANSPORTATION.

OFFICE CHIEF QUARTERMASTER,
Fifth Military District,
New Orleans, La., May 27, 1868.

SEALED PROPOSALS WILL BE RECEIVED at this office until TUESDAY, the 30th of June next, at twelve o'clock M., for the transportation of Army Supplies, from the date of contract to the first day of January, 1870, on the following route, viz:

ROUTE No. 1.—From Austin to Fort Richardson, Fort Griffin, Fort Concho, and all military posts and camps now or may be established in Texas South of Red river and north of the latitude of Austin.

Bidders will state the rate per one hundred (100) pounds per one hundred (100) miles at which they will transport said supplies.

Bids should also have their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand ($10,000) dollars, signed by two or more responsible persons, guaranteeing that, in case the contract is awarded for the route mentioned in the proposal to the parties proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said parties, in accordance with the terms of this advertisement.

The amount of bonds required from the contractor is fifty thousand dollars ($50,000).

Satisfactory evidence of the solvency of each bidder and person offered as security will be required.

Forms of contract may be seen at the offices of the Chief Quartermaster, District of Texas, at Austin, of the Depot Quartermaster at San Antonio, Texas, and at this office.

The right is reserved to reject any or all bids that may be offered.

Proposals must be indorsed "Proposals for Army Transportation," and addressed to the undersigned at New Orleans, Louisiana.

By command of Brevet Major General R. C. Buchanan.

CHAS. H. TOMPKINS,
Brevet Brig. Gen. and Chief Quartermaster,
je14 6t Fifth Military District.

SALE OF BONDED GOODS.

UNITED STATES CUSTOMHOUSE,
Collector's Office,
New Orleans, June 10, 1868.

THE FOLLOWING GOODS HAVING REMAINED in warehouse unclaimed for more than one year, will be sold at public auction, in accordance with the provisions of the Treasury Department, at Warehouse No. 1, Customhouse building, Customhouse street entrance, on TUESDAY, July 7, 1868, at 10 o'clock A. M.—

1 Empire Cotton Gin; 9 boxes (300) Cigars; 1 bbl. (32 gallons) Molasses; 5 boxes (400) Cigars; 2 empty Molasses Barrels; 1 empty Molasses Barrel; 2 boxes Vermicelli Paste; 17 baskets Champagne, quarts; 8 baskets Champagne, pints; 48 Rocking Tiles; 1 bale Patent Medicine; 1 case (10 dozen) Ale; 1 case Porter; Stems; 9 kegs Bicarbonate Soda; 2 cases (6 dozen) Ale.

JAMES F. P. KELLOGG,
jel1 13 14 16 18 21 23 25 30 jy7 Collector.

MEDICAL.

W. H. PEMBERTON, NO. 138 POYDRAS street, between St. Charles and Carondelet streets, New Orleans, Wholesale and Retail Dealer in Drugs, Medicines, Paints, Oils, Opium, Varnishes, Glass, etc., etc., has in store a large assortment of the following celebrated Paints, which he will sell at Low Prices, either Wholesale or Retail:

White Lead of the best brands, French and American; Zinc, Oil of Linseed, Spanish Red and Spanish Brown, Yellow Ochre, a variety of the best Varnishes, Preserve Window Glass, Stove Polish, Sal Soda, Soaps, and Colors for Coloring and Writing Ink, manufactured by himself.

Also a great variety of Perfumery and Fancy Articles, for the toilet.

The Store is well supplied with all kinds of Drugs and Medicines, fresh and of the best quality.
ap12

NOTICE.—LOST, BETWEEN THE CITY Hotel and the Republican office, on St. Charles street, one Note, one for $300, one for $400, dated January 1, 1868, signed by D. H. Shannon, payable to A. S. Mansfield and indorsed by Thomas Hall, one for $400 note payable one year after date, and the same note payable two years after date. All persons are cautioned not to buy or negotiate the same, as payment has been stopped.

J. M. G. PARKER.

OFFICIAL NOTICES--CITY.

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

MAYORALTY OF NEW ORLEANS,
City Hall, May 25, 1868.

No. 926—New Series.

An Ordinance providing for the sale of the right of way to establish railroads on Locust, Freret, 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 twenty 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 Freret 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 Jackson to Dolord street, up Delord to Freret street, up Freret street to Jackson street, down Jackson street to the south side of Claiborne street, to Sixth street, thence down Sixth street to the north side of Claiborne street, up the north side of Claiborne street to Liberty street, up Liberty street to Louisa street, up Louisa 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, in the interest of the 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 portions of their railroads 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 privileges 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 depot or portions of the road 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 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) H. CHADWICK,
President Board of Assistant Aldermen.
(Signed) JAMES GRAHAM,
President Board of Aldermen.
Approved May 29, 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 twenty-sixth day of June, 1868 at noon, sell to the highest bidder or bidders, the above right of way.

S. S. BROWER,
Deputy Controller.

SPECIFICATIONS relating to the sale of the right of way to establish rai roads on Locust, Freret, 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 on 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 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 Liberty 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 Carrollton street, up Carrollton 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 portions of their railroads used.

The purchaser shall be required to furnish, place, and maintain on said railroads sufficient number of passenger cars, to be drawn by horses or mules, and to have the cars so furnished, on the said 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 intersection of 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 thousand dollars, to guarantee the faithful performance of contract.

The city of New Orleans reserves the right to use the said roads as a main trunk for the railroads which the city may from time to time order to be constructed, and by reimbursing to 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 decision so rendered to be final.

The purchaser shall annually pay into the city treasury upon the assessed value of said roads and fixtures the amount of taxes levied on 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 of 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 be kept in the city of New Orleans, and 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 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

OFFICIAL NOTICES--CITY.

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 1926 of the Civil Code, and without applying to a court of justice to annul the same, and without indemnity; and it is also well understood that in case the 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, from his up to the date of his abandonment, and that the city shall be thereby discharged and released from any and all liability therefor; and it is also well understood that in case 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 by the Controller to be subject to the approval or rejection of the Common Council.

New Orleans, May 27, 1868.

(Signed) W. H. BELL,
City Surveyor.

Approved by the Committees of Streets and Landings.

(Signed) D. S. DEWEES,
(Signed) F. W. PERKINS, Chairmen.
Registered May 30, 1868.

S. G. BROWER,
my30 2tt Deputy Controller.

STREET COMMISSIONER'S OFFICE,
Room No. 7 City Hall,
New Orleans, June 11, 1868.

WERE BROUGHT TO THE THIRD DISTRICT Pound, on Dryades street, between Jackson and Philip streets, as estrays—

Three 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, June 23, 1868, at 12 o'clock M.

WILLIAM BAKER,
Street Commissioner.
C. BLACK, Sen., for Controller. je21 3t

STREET COMMISSIONER'S OFFICE,
Room No. 7 City Hall,
New Orleans, June 20, 1868.

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

Four 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 MONDAY, June 22, 1868, at 12 o'clock M.

WILLIAM BAKER,
Street Commissioner.
S. G. BROWER, Deputy Controller. je20 3t

OFFICIAL NOTICES.

PROPOSALS FOR FRESH BEEF.

OFFICE OF POST COMMISSARY,
Baton Rouge, La., June 14, 1868.

SEALED PROPOSALS IN DUPLICATE WITH a copy of this advertisement attached will be received at this office until 12 o'clock M., on TUESDAY, June 23, 1868, for supplying this Post with fresh BEEF.

The Beef to be the best the market affords, in equal proportion, fore and hind quarters, neck, shank, and kidney tallow to be included, to be furnished in such quantities and as often as may be required.

The party offering to take the contract will be a good and sufficient bond, to be in force for six six months (or such less time as the Commissary General of Subsistence may direct), commencing on the first day of July, 1868, and ending on the thirty-first day of December, 1868.

Payments will be made monthly, or as early thereafter as funds be received therefor, and in such funds as may be furnished by the United States.

Indorse envelopes "Proposals for Fresh Beef," and address the same to the undersigned.

JOHN S. COE,
jel8 6t 1st Lieut. 20th U. S. Inft'y. A. C. S.

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 that extension of time 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 said tax.

The Convention remitted all penalties up to the twentieth day of March, 1868, and from that time a penalty will be exacted in all the parishes where the Convention was ready at that date, and thirty days after the taxrolls were completed in the other parishes, the penalty will be exacted.

R. C. RICHARDSON, Secretary.

R. F. PACKARD, Chairman.

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 taxpayers of their respective parishes to pay the tax of one mill per cent levied by the twenty-fourth Legislature, December, 1867, by this Convention; and thirty days after service of said notice, any person 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 of twenty per cent on the original tax, per centum upon the sum due by them for the first default, and an additional tax of ten per cent to be computed on the original tax per centum for every subsequent default, as to allow the tax to be placed and set therein.

The paving of the streets where the same are already paved, with cypress, 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 and graded 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 round stones, square blocks, or with pavement, or with tramwork made of four by eight-inch plank in the best workmanlike manner.

The rails, between the stringers 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 own expense 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 Carrollton Railroad. They shall be drawn by horses or mules, and if more than one horse or mule be used for each car they shall be driven abreast. The cars shall run as often per day and night as the purchaser may deem proper, but not at greater intervals than every ten minutes from daylight to 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 used on said railroads, between sunset and daybreak shall be provided with good and ample head and rear lights, placed in conspicuous places and positions, so as to be seen by the street passers, or of any ordinance now existing, or that may hereafter be enacted, on the part of any officer or employe of the 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 railroad shall pass, as well as the bridges and all the ways radiating therefrom on said streets and cross streets; and should the purchaser, after the expiration of ten days notice from 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 parties, and the City Treasurer is hereby immediately report the same and the cost thereof to the Common Council; and in the event of a refusal by the purchaser to pay the Treasurer the amount of the expenses 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 sufficient number of passenger cars, to be drawn by horses or mules, and to have the cars so furnished, on the said 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 intersection of 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 thousand dollars, to guarantee the faithful performance of contract.

The City of New Orleans reserves the right to use the said roads as a main trunk for the railroads which the city may from time to time order to be constructed, and by reimbursing to 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 decision so rendered to be final.

The purchaser shall annually pay into the city treasury upon the assessed value of said roads and fixtures the amount of taxes levied on 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 centum of the gross receipts of 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 be kept in the city of New Orleans, and 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 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

U. S. MARSHAL'S MONITIONS

Peter Fell Kendall vs. Hellboat Southerner, Her Tackle, Apparel, etc.

IN THE UNITED STATES DISTRICT COURT, for the District of Louisiana, No. 9145.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and taken into my possession—

The Hellboat SOUTHERNER, her Tackle, Apparel, etc., now libeled by Peter Fell Kendall for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title, or interest in or to the same, to be and appear at a District Court of the United States, for the District aforesaid, to be holden at the city of New Orleans, on or before the THIRD MONDAY from the date hereof, to show cause, if any they have or can, why the said hellboat should not be condemned, and be sold agreeably to the prayer of libelant.

United States Marshal's Office, New Orleans, nineteenth day of June, 1868.

F. J. HERRON, U. S. Marshal.

No. 890—je20 2t 30 jy3

John Ambia vs. Ship Bazzare, Her Tackle, etc.

IN THE UNITED STATES DISTRICT COURT, for the District of Louisiana, No. 9148.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and taken into my possession—

The Ship BAZZARE, her Tackle, Apparel, etc., now libeled by John Ambia for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title, or interest in or to the same, to be and appear at a District Court of the United States, for the District aforesaid, to be holden at the city of New Orleans, on or before the THIRD MONDAY from the date hereof, to show cause, if any they have or can, why the said ship should not be condemned, and be sold agreeably to the prayer of libelant.

United States Marshal's Office, New Orleans, twenty-fifth day of June, 1868.

F. J. HERRON, U. S. Marshal.

No. 891—je20 2t 30 jy3

United States vs. Schooner Le Belle, Her Tackle, etc.

IN THE UNITED STATES DISTRICT COURT for the District of Louisiana, No. 9136.—In obedience to an admiralty warrant to me directed in the above entitled suit I have seized and taken into my possession—

The Schooner LE BELLE, her Tackle, Apparel, etc., now libeled by the United States of America, for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title, or interest in or to the same, to be and appear at a District Court of the United States, for the District aforesaid, to be holden at the city of New Orleans, on or before the THIRD MONDAY from the date hereof, to show cause, if any they have or can, why the said schooner, etc., should not be condemned and be sold agreeably to the prayer of libelant.

United States Marshal's Office, New Orleans, eleventh day of June, 1868.