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. Valfroit. Tu-
Point Coupee—Milton Morris.
St. Tammany—Napoleonville—O. H. Hempstead—
Lake Providence—Winchester.
Ouachita—Evergreen—General Henry W. Fuller.
Caldwell—Kingsgold—M. H. Twitchell.
Jackson—Benton—John Pearce.
Bossier—Shreveport—Benjamin McLean—C. O.
Iberville—Fairview Landing—J. H. Landers.
Ascension—Copenhagen—Richard B. Edgsworth.
Caldwell—Lake Providence—George O. Benham.
Ouachita—Minden—L. W. Baker—A. J. Dyke—
Claiborne—W. E. Meadows.
Bienville—Vidalia—A. B. Harris.
Bienville—Mansfield—G. Septer.
Baton Rouge—Baton Rouge—Louis François,
Point Coupee—Richard Lewis.
St. Helena—Clinton—Richard Lewis.
Livingston—Curtis Pollard.
Iberville—Bayou Goula—P. G. Deslonde—Plaque-
Jefferson—William Brown.
Rapides—Vernon—G. W. Ferguson.
Caddo—Marsellon—R. G. Gardiner.
Avoyelles—Vermillionville—Fortune Riard.
Avoyelles—Thibodaux—D. H. Reese—William
Terrebonne—Ponchatoula—Clarke White.
Ascension—Bastrop, E. F. Buckingham.
Ascension—Natchitoches, C. Clarice Leroy and
Point Coupee—H. Hiestand.
St. Martin—Bon Sejour—D. A. Thibaut—Buras
Caddo—Shreveport—W. A. Brainard.
Calcasieu—Osonee—Hermitage—Emile Bonnefoi.
Rapides—Alexandria—Captain A. J. Sypher—Geo.
Ouachita—Manny—Dr. J. B. Lewis.
Caddo—Charles—Peter Harper.
Caddo—Belmont—Amite City—William Butler.
Caddo—Belmont—James—Convent—Napoleon Underwood—Can-
Caddo—Joseph G. Oliver.
Caddo—Landry—Opelousas—M. Vidal, August Do-
Caddo—Natchitoches.
Caddo—Bienville—Mansfield—S. L. Snzer.
Caddo—Bienville—Mary—Franklin—A. J. Demarest—Jennert
Caddo—Bienville—Caddo—J. B. Eenard.
Caddo—Bienville—Thomasay—Ovington—John Hutchinson—
Caddo—Bienville—Iberville—Daniel D. Riggs.
Caddo—Bienville—Iberville—St. Joseph—Capt. N. R. Steele—Capt. A.
Caddo—Bienville—Iberville—Donnie—Houma—F. Marie—U. Dupart.
Caddo—Bienville—Iberville—Baton Rouge—Lobdell's Store—Theodore
Caddo—Bienville—Iberville—Pelicana—St. Francisville—J. P. Newsham.

Texas.

Galveston—Galveston—Ridge Paschal.
Galveston—Galveston—W. W. Gamble.
Galveston—Galveston—Georgetown—George R. Stubblefield.

## LOCAL INTELLIGENCE.

PUBLIC SCHOOL EXAMINATIONS.—Yesterday was set for public exercises in the [illegible] of the first district, and we of course [illegible] bent our steps toward those temples [illegible] attention, delighted to very our daily [illegible] in chronicling crimes and [illegible]. It has been a pleasant task with [illegible] the consolidation of the municipal[illegible] and during those many years we have [illegible] watched progress and changes in [illegible] school.

[illegible] Webster, Dryades street, we found [illegible] Cavadally still presiding, as intent on [illegible] her pupils in the mysteries of [illegible] knowledge as she was when some of [illegible] present were unborn. She has [illegible] more control over her girls than [illegible] teacher here; and she enforces [illegible] in every department. In her room [illegible] elder misses, who have mostly [illegible] so proficient that we think [illegible] majority of them can easily [illegible] ordeal that will entitle them to ad[illegible] into the high schools. One class [illegible] metic is certainly far in advance of [illegible] standard, promptly and correctly [illegible] abstruse questions selected by [illegible] Cavadally at random from the book. [illegible] may well be proud of such chil[illegible] and praise our public school system. [illegible] exception the scholars are well ad[illegible] in their studies, and at the same [illegible] remarkably neat in their attire. [illegible] motto is "Labor conquers all [illegible]" There were many visitors in at[illegible] in this building, not a few of the [illegible] having themselves once been pupils [illegible] and consequently have a lasting af[illegible] for the building and teachers. The [illegible] averages 586 scholars, but the number [illegible] attendance is not quite so large. All the [illegible] teachers are fully aware of the du[illegible] pertaining to their position, and faith[illegible] perform all work incumbent on them. [illegible] building is a good one, but entirely too [illegible] for the number of pupils.

[illegible] Jefferson school, next door, we [illegible] over four hundred lively boys, all seem[illegible] aware of the necessity of laying a fair [illegible] for future education. That they [illegible] advancing is apparent, greatly to the [illegible] of parents and teachers. In [illegible] man's room we heard a lad deliver a [illegible] to visitors that was really excellent [illegible] would be creditable to older heads. [illegible] name is Ernest Young. The building [illegible] good one, and is not too large.

[illegible] the Fisk school, we were unfor[illegible] in arriving just as the boys were [illegible] into the yard joyously taking a re[illegible] Not wishing to lose time, we went to [illegible] Jackson, in the rear of this district, on [illegible] street, and only one glance was [illegible] to assure us that perfect system [illegible] prevailed throughout the build[illegible] fact, Mrs. M. E. McDonald is [illegible], and former visitors at the [illegible] school will favorably remem[illegible] as having during the [illegible] there raised the children to the [illegible] grade of excellence. The exer[illegible] were above ordinary, and the young [illegible] were evidently priding themselves on [illegible] hard-earned acquirements. That they [illegible] made much progress in all branches [illegible] be disputed by parents or teachers. [illegible] dry pages of grammar, in interesting [illegible], in troublesome figures, in exten[illegible] history, and in original compo[illegible] there was a good display of solid per[illegible] and a kindly feeling existed that [illegible] has something to do with their [illegible]. The assistant teachers are [illegible] Wagner, Brugniens, McCord, Mrs. [illegible] and Miss Flanagan. There was a [illegible] attendance of visitors, who took a real [illegible] in the proceedings. So extraordi[illegible] has been the continual increase in the [illegible] of children here that the building [illegible] too small to accommodate all, ne[illegible] the establishing a branch at the [illegible] of Liberty and Gasquet streets, [illegible] Misses Porter and Cuggy teach an [illegible] lot of little ones.

[illegible] we made it an especial point to [illegible] two schools for colored children [illegible] street. In one we found Mr. P. [illegible]ams as principal, assisted by Mr. [illegible] and Mrs. M. H. Williams, and Miss P. [illegible], a volunteer. Here in a miserable [illegible]ding were crowded together over [illegible]dred bright-looking boys and girls [illegible] appreciated the business before [illegible] prompt and very correct in responses [illegible] questions pertaining to primary [illegible]. General good nature prevailed. [illegible]tanding the poor accommodations [illegible] for them, Mr. Williams expressed [illegible] satisfied with the advance made by [illegible] in his charge, and thinks it only a [illegible] a short space of time to bring his [illegible] a high state of cultivation. They [illegible] and willing to receive lessons.

[illegible] school for colored children in [illegible] street is in a shed, and a very [illegible] at that, but roomy enough to seat [illegible] and fifty, a few less than are [illegible] the roll of average attendance. [illegible]ng and the locality are both alto[illegible]mitable for educating those who [illegible] a need of it, but Messrs. Collins and Hope are making the best of their dis advantages. Here, too, are both boys and girls, but they agree together remarkably well. Professor Dimitry, we are pleased to state, passed some time in personally hearing a class recite, and giving each a word of encouragement. Superintendent Rogers called in at this and the school at No. 301, opposite, but we did not hear that any directors found out the rickety old buildings. The scholars are quite up to their years in their books, and we were shown good handwriting that had been accomplished in three months, and several specimens that were perfected in five months. Nearly every child attending can write a passable hand, can read understandingly and quickly, accomplish a sum in arithmetic, and is tolerably conversant with most primary branches. That these children will become good scholars does not admit of a doubt, as proof of this their great advancement is on record, and may be witnessed at any time by those who will take the trouble to call at the schools on Gravier street.

We were unable to attend Miss C. Clarkson's school, Common street, but will have something to say of it hereafter. We regret that our time was too much occupied to permit us to call in on her.

Other schools will engage our attention in due course.

There will be exercises in all the public schools of the second district to-day, and it is hoped that parents and others will think it worth their time and attention to visit the buildings during the day, and by their presence encourage teachers and pupils.

FRANKLIN SCHOOL.—This school was for many years an object of the greatest interest to the parents residing in the district. No other establishment of the kind in the city had a higher reputation for excellent scholarship and faithful teaching. In those days an examination at the Franklin was a real intellectual treat, and was listened to with the gravest respect and highest admiration by parents and visitors who were themselves endowed with a liberal education. Under the present management, however, it is suggestive of a primary department of the Academy of Music, where the highest ambition of the young misses seems to be fixed upon making a good stump speech. All the exercises of the latter part of yesterday were devoted to declamation, and the like unsuitable performances for young girls. None of the Directors nor the Superintendent were present at any time for more than a fleeting moment. Three of the present teachers have taught in the Franklin for terms varying from four to six years. The others, including the Principal, have been employed more recently. It was impossible to obtain any idea of the progress made in the necessary scholastic branches.

THE MARSHALL SCHOOL.—This is the institution for boys in the same school district as the Franklin. For the past four years the principal charge has been under the direction of Mr. George W. Lane, who is without doubt one of the best teachers we have in the city. He taught one year as first assistant, in 1863, when Mr. Clark was principal. Mr. Lane keeps up the old fashioned idea of the proper exercises for examination, and in the course of the day subjects every pupil to a rigid review of what has been taught during the year. But he is a man, and his classes are usually composed of boys that can undergo strict scrutiny in such exercises. There is a seeming manly consciousness of intellectual strength and intelligence manifested by each young lad as he is called upon to demonstrate a problem in mathematics or explain a sentence in history. Not only in his own room, but in those of Miss Moony and Mrs. Boyden, there at the central station, from whence he was conveyed to the parish prison. When a judicial investigation shall have developed particulars our readers will have them in detail.

A BIG ROBBERY.—The residence of Mr. J. L. Delfaras having been left alone Sunday night was robbed of jewelry to the value of $600, gold and silver amounting to $340, old State bank bills to the extent of $540, three gold watches, a dozen silver spoons, $7000 in confederate paper, and other articles estimated at $500. The house is near the corner of Bourbon and St. Peter streets. It is not known who committed the robbery.

CITY ITEMS IN BRIEF.—False alarm—the one rung out Sunday evening between nine and ten o'clock.

The body of a drowned boy has been found at the head of Louisa street. The supposition is that it is the remains of a lad who fell from the Canal street ferry several days ago.

Antonio Rodriguez, a Mexican who is not considered one of the noblest works of God, has been captured in the second district. Police eyes have been squinting at him for weeks.

The residence of Mr. J. Ould, on Barracks, between Bourbon and Royal streets, was robbed on Saturday night of $250 in gold and jewelry.

The firemen did not hold their picnic on Sunday on account of unpleasant weather. Postponed until next Sunday.

A man tired of this life and its trials left this world on Sunday by throwing himself into the river off Delord street, and has not been seen since. It is not known who he was.

Frank McGuire behaved rather badly toward Frank Hufft by throwing a handy tumbler at his head on Gravier street. An examination will be given the subject by Recorder Becker.

Mr. J. R. Conway has appointed. A. D. Guesnon Commissary of the Treme market.

James S. Zacharie qualified yesterday as alderman of the second district, in place of Victor Prados, who was unable to qualify.

## POLITICAL NOTICES.

**Days of Meeting of the Different Ward Clubs of this city:**

First Ward Club—TUESDAY evening.
Second Ward Club—FRIDAY evening.
Third Ward Club—SATURDAY evening.
Fourth Ward Club—WEDNESDAYS and SATURDAYS.
Fifth Ward Club—FRIDAY evening.
Sixth Ward Club—TUESDAY evening.
Seventh Ward Club—MONDAY evening.
Eighth Ward Club—SATURDAY evening.
Ninth Ward Club—WEDNESDAY evening.
Tenth Ward Club—FRIDAY evening.
Eleventh Ward Club—MONDAY evening. je23

**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 each subscription 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 Committees.

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

## SPECIAL NOTICES.

**Headquarters, G. A. R., Department of** Louisiana, New Orleans, June 23, 1868.—Circular No. 1.—Post Commanders will report in person at these headquarters THIS DAY at 7 o'clock P. M., corner of Customhouse and Royal streets.

Business of importance demands the presence of every Post Commander.

By command of the Grand Commander.
je23 1t CHARLES H. MERRITT, A. A. G.

**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 SCHOOLS—First Public Exercises—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,
je18 6t Superintendent of Public Schools.

**Office of Factors' and Traders' Insur**ance 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 al**ready low Dental charges one-half till further notice.

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

## CONSTABLE'S SALES.

**E. Jouvion vs. J. Assuenaker and Wife.**
Therese Langenbecker, formerly Widow Stegle,

BY VIRTUE OF A WRIT OF FIERI FACIAS to me directed by the Hon. C. O'Neil, First Justice of the Peace for the parish of Orleans, I shall proceed to sell at public auction on THURSDAY, July 23, 1868 at 12 o'clock M., at the Constable's Office, the following property, to wit:

ONE CERTAIN LOT OF GROUND with the improvements thereon, being lot No. 25 of square 20, First district of this city, bounded by Canal, Claiborne, Gasquet, and Derbigny streets, as per plan drawn by Joseph Pile, Surveyor, dated May 1, 1860, measuring 25 feet front on Gasquet street by 108 feet and 7 inches deep between parallel lines, English measure.

Seized in the above suit.
Terms—Cash in United States Treasury notes.
TERENCE COOK,
je23 jy11 23* Constable First Justice's Court.

**David Day vs. Mrs. Gallaher.**

FIRST JUSTICE'S COURT—No. 8204.—BY VIRtue of a writ of fieri facias to me directed by the Honorable E. Gifford, First Justice of the Peace for the Parish of Orleans, I shall proceed to sell at public auction, on WEDNESDAY, the twenty-first day of June, 1868, at 122 Delord street, at 12 o'clock M., the following property, to wit:—

One Lot of Ground, one Card Table, one Dining Table, one Washstand, and three Cane-bottom Chairs.

Seized in the above entitled suit.
Terms—Cash in United States Treasury notes.
TERENCE COOK, Constable,
je18 2t 24 First Justice's Court.

NOTICE.—LOST, BETWEEN THE CITY Hotel and the Republican office, on St. Charles street, Two Notes, one for $300 and one for $40, dated January 1, 1868, signed by D. H. Shannon, payable to A. S. Mansfield and indorsed by Thomas Hills. The $300 note payable one year after date, and the $400 note payable two years after date. All persons are cautioned not to buy or negotiate the same, as payment has been stopped.

je21 2t 30 J. M. G. PARKER.

**GEORGE H. VINTEN,**
PRINTERS' WAREHOUSE,
**No. 100 Gravier Street, New Orleans,**
(Between Camp and Magazine streets.)

Agent for the sale of R. Hoe & Co.'s PRINTING PRESSES and James Conner's Sons' TYPE. A full supply constantly on hand at Manufacturers' Prices. jal4 1m&w

## 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 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, down North Poydras street to Liberty street, down Liberty street to Perdido street, up Perdido street to Carroll street, up Carroll street to Fulton street, down Fulton street to the starting point at the intersection of Canal and Magazine streets. The passenger cars of 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 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 north 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 the 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.

SEC. 6. The said railroads, rolling stock, equipment, 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, the 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.

SEC. 7. The said railroads, rolling stock, equipment, 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, the 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) E. H. CHADWICK,
President Board of Assistant Aldermen.
(Signed) JAMES COGHLAN,
President Board of Aldermen.
Approved May 25, 1868.
(Signed) E. HEATH, Mayor.
A true copy:
DANIEL R. WHITAKER, Secretary.

CONTROLLER'S OFFICE, CITY OF NEW ORLEANS, City Hall, May 26, 1868.

NOTICE IS HEREBY GIVEN THAT THE Controller will, at his office, on SATURDAY, the twenty-sixth day of June, 1868, at 12 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 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 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, down North Poydras street to Liberty street, down Liberty street to Perdido street, up Perdido street to Carroll street, up Carroll street to Fulton street, up Fulton street to the starting point at the intersection of Canal and Magazine streets. The passenger cars of the Canal and Claiborne Streets Railroad company a fair and reasonable proportion of the value of the portions of their 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 streets 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 stringers 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, and eight feet long; at such places where the same are already paved with square blocks shall not be taken up, but grooved so as to allow the rails to be bedded in the grooves. 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 stones 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 and rolled in a hard foundation, upon which the crossties 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 purchaser, 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 macadam, which is made of four bright-inch plank, in the best workmanlike manner.

The spaces between the tracks and the gutters shall be graded or paved so as to conform to 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 contractor at his own expense and in the same manner of making bridges hereinafter specified, etc.

The cars shall be of the same description and pattern as those used on the St. Charles Street Railroad. They shall be drawn by one mule, and if more than 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 contractors 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 railroads between sunset and daybreak shall be provided with good and ample head and rear lights, placed in such conspicuous places and positions, and for the violation of this condition, 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 macadamized roadway upon which the said tracks pass, as well as all the bridges and all the wings radiating therefrom on said street 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 of his securities, and to immediately report the same and the cost thereof to the Common Council; and in the event of a refusal by the purchaser to pay to the city 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 by the Common Council 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, 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, rolling stock, etc., as a main trunk for other railroads which the city may from time to time order to be constructed, and for the same to pay 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 as to said proportion the 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.

The contractor reserves the right of rejecting any and all bids.

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

(Signed) E. HEATH, Mayor.
(Signed) D. E. MANDELL, Controller.
(Signed) S. HOWELL, Treasurer.
(Signed) E. W. BURBANK, Chairman Finance Committee Board of Aldermen.
(Signed) J. P. SELLVAN, Chairman Finance Committee Board of Assis't Aldermen.
Attest:
O. ARTHUS, Secretary, Room No. 22 City Hall.
je4 1p10

**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 law and the regulations 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; 8 boxes (300) Cigars; 1 bbl. (75 gallons) Molasses; 5 boxes (50) Cigars; 2 empty Molasses Barrels; 1 empty Molasses Barrel; 3 boxes Vermicelli Paste; 17 baskets Champagne, quarts; 8 Baskets Champagne, pints; 448 Roofing Tiles; 1 bale Patent Medicines; 1 case (30) Cigars; 15 lbs. Tobacco Stems; 9 kegs Bicarbonate Soda; 2 cases (6 dozen) Ale.

WILLIAM P. KELLOGG,
je11 13 14 16 19 21 22 23 30 jy7 Collector.

**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 22, 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, shanks, and kidney tallow to be excluded), to be furnished in such quantities and as the Post may be required.

The deliveries to be secured by a contract with a good and sufficient bond, to be in force for 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 adjusted by the Paymaster, 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 N. COE,
je18 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 and Public Accounts be and is hereby extended to the first day of July, 1868.

In view 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 responsible for a refusal by the purchaser to pay to the city 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 by the Common Council 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, 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, rolling stock, etc., as a main trunk for other railroads which the city may from time to time order to be constructed, and for the same to pay 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 Judges of the Courts of New Orleans, the decision rendered by them to be final.

The purchaser shall annually pay into the city treasury the sum of twenty cents for each road and fixtures the annual tax levied on real estate; and the value of said roads and fixtures shall be assessed in the usual manner 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 annum, payable in the cars, or per centage of the gross receipts per passenger 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 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 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 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 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 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 Common Council 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,
F. W. PERKINS, Chairmen.
Registered May 30, 1868.

S. G. BROWER,
Deputy Controller.

my30 20t

STREET COMMISSIONER'S OFFICE, Room No. 7 City Hall, New Orleans, June 21, 1868.

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

Three Steers, 3 Pts 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 THURSDAY, June 25, 1868, at 12 o'clock M.

WILLIAM BAKER,
Street Commissioner.

C. BLACK, Sen., for Controller. je21 3t

## 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, twenty third instant, for the delivery in this city of—

136 Panel DOORS, 3.6x7.0.
136 Sash and Window 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 301 Camp street.

R. N. BATCHELDER,
Brevet Colonel and Quartermaster U. S. A., in charge of Office.
je18 5t

**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 at maturity the debt of the old corporations falling due in the year 1868, and also by virtue of ordinance No. 6238, approved twelfth of August, 1868, authorizing the conversion of the notes of the denomination of $20 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 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 Lizo, 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 above said.

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

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

(Signed) E. HEATH, Mayor.
(Signed) D. E. MANDELL, Controller.
(Signed) S. HOWELL, Treasurer.
(Signed) E. W. BURBANK, Chairman Finance Committee Board of Aldermen.
(Signed) J. P. SELLVAN, Chairman Finance Committee Board of Assis't Aldermen.
Attest:
O. ARTHUS, Secretary, Room No. 22 City Hall.
je4 1p10

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