Workhouse grounds, was referred by the Council, at its last meeting, to the Department of Police. Before giving advice in the matter, I would humbly state that all matters relating to the fire department properly belongs to the Department of Commerce.

Upon investigation I learn that the nearest bell to which a fire alarm is attached is the one at Dr. Palmer's church. In most states of the wind this is entirely inadequate to apprise the people in the neighborhood of the Workhouse of a fire. Their houses, with few exceptions, are of wood, and I find that the people in that locality generally desire the Council to grant the request of the petitioners.

The striking apparatus is already on the ground, and the connection with the fire alarm telegraph can be easily made.

I, therefore, recommend that the Council make an appropriation not to exceed four hundred dollars for the purpose, and authorize the Administrator of Commerce to make the purchase and see that the bell is properly placed.

Very respectfully,
your obedient servant,
E. W. PIERCE, Administrator.

Resolved, That the Administrator of Commerce be and he is hereby authorized to cause a bell to be placed on the tower within the Workhouse grounds, the same to be connected with the Fire Alarm Telegraph and used as a fire alarm, at a cost not to exceed four hundred dollars.

Adopted.

From Mr. West:

DEPARTMENT OF IMPROVEMENTS, City of New Orleans, May 31, 1870.

To the Honorable the Council of the city of New Orleans:

The undersigned reports bank the petition of P. M. Barker and others for the right of way for a street railroad, with an ordinance granting the same.

Very respectfully,
Your obedient servant,
J. R. WEST,
Administrator.

An ordinance granting the right of way for a street railroad from Eighth street in the city of New Orleans, to the upper line of said city, to intersect with Second street, in the city of Carrollton.

Be it ordained, That the right of way and privilege be and is hereby granted to P. M. Baker, E. Fulton and N. Commandeur, and their successors, to lay a double track railroad, with the necessary turnouts, switches and turn tables, through the following named streets: Commencing at Eighth street, through Apollo street to Bordeaux street, through Bordeaux street to Dryades street, through Dryades street to Peters avenue, through Peters avenue to St. David street, and thence through St. David street to the upper limits of the city; and that the said right of way and privilege are granted for twenty years, upon the following conditions:

ARTICLE 1. The rails used, to be of the same pattern as those now in use by the city railroads, the lumber to be of the best quality of swamp cypress, or upland yellow pine, free from sap, and of size to be designated by the City Surveyor.

ART. 2. The cars to be similar to those now used upon the city railroads.

ART. 3. The lines and levels for the road to be fixed by the City Surveyor, and the lumber and materials used in the construction of said road and bridges to be approved by the City Surveyor and Administrator of Improvements, and said road to be built under the supervision of the City Surveyor.

ART. 4. The rate of fare for the entire or intermediate distance up or down, not to exceed five cents for each passenger, and the rate of speed not to exceed six miles per hour.

ART. 5. That for and in consideration of said right of way, the road, cars, mules, fixtures, etc., are to be assessed and made to pay an annual tax as other property of like nature.

ART. 6. On the expiration of said grant of right of way, the road, rolling stock, equipments, depots and fixtures, to be taken by the city at an appraised value, to be ascertained by the appointment of two disinterested persons, one to be appointed by the city, and the other by said grantees, and in the event of a disagreement an umpire shall be selected by said two appraisers, whose decision shall be final.

ART. 7. The said road to be completed, and in running order by the first of January, 1872, and the term of twenty years to run from date of completion.

ART. 8. That the streets through which said grant extends, as well as the bridges thereon, shall be kept by said grantees in perfect good order and condition, during the term of this privilege.

ART. 9. That whenever the Administrator of Improvements discovers that said company have failed to keep any street in repair, according to the foregoing articles, it shall be his duty to issue a written notice to be served upon them, at their domicil, directing the required work to be done, and if they shall not commence said work within forty-eight hours after the service of such notice, the said Administrator is hereby authorized and required to employ a force, purchase the necessary material, and do the work for and on account of and at the charge and risk of said company, and that all costs, charges and expenses there incurred shall be reimbursed to the city on demand.

ART. 10. That the said P. M. Baker, E. Fulton and N. Commandeur shall accept and agree to all the provisions of this ordinance by notarial act, within thirty days after the passage of said ordinance, and failing therein, this ordinance shall be null and void.

The report and ordinance were ordered to be printed and laid over.

An ordinance changing the name of the upper part of St. Charles street to St. Charles avenue, and establishing lines for the same, was called up by Mr. West and adopted.

Mr. West called up the following resolution, which was passed:

Resolved, That whenever the Administrator of Improvements shall discover that any or all of the city railroad companies have failed to keep any of the streets of the city in repair, according to the terms of the contract between the city and said companies, or any one of them, it shall be his duty to issue a written notice, to be served upon the said company or companies at their domicil, directing the required work to be done, and if the said company or companies shall not commence such work within forty-eight (48) hours after the service of such notice, and proceed without delay to the completion thereof, the Administrator of Improvements is hereby authorized and required to employ a force, purchase necessary material, and to do the work for and on account of and at the charge and risk of such company or companies.

Resolved, That all costs, charges and expenses thus incurred shall be reimbursed to the city, on demand, by the railroad company or companies concerned.

Article 21 of the rules was repealed, on motion of Mr. Emley.

From Mr. Walton:

In the matter of the petition of E. Hacker to be relieved because of his having paid two licenses for 1870 in error, referred to the Administrator of Assessments, and by him transferred to me, I have to report that I have examined the subject, and find that Mr. Hacker's statements are true, and that he is justly entitled to the relief asked for. I therefore submit the accompanying resolution.

JOHN S. WALTON,
Administrator of Finance.

WHEREAS, Mr. E. Hacker has paid two licenses for the year of 1870, amounting to an excess of his proper license, therefore be it

Resolved, That the Administrator of Public Accounts be and he is hereby instructed to warrant on the Administrator of Finance in favor of Mr. E. Hacker for the sum of one hundred and five ($105) dollars; provided, that the above amount shall not be paid to Mr. Hacker until he shall have taken out his proper license.

Adopted.

An ordinance defining the jurisdiction of the Department of Waterworks and Public Buildings and the Department of Commerce in relation to market houses and markets, and in relation to the Fire Department and buildings occupied by the Fire Department was called up by Mr. Emley and adopted.

The following ordinance, inroduced by Mr. Emley, was amended by striking out the words "contracts with the city," and passed.

An ordinance defining the jurisdiction of the Department of Improvements and of the Department of Commerce, in relation to railroads.

Be it ordained by the Council of the city of New Orleans, That the Dopartment of Improvements shall have general superintendence of so much of the matters of all railroads as relates to their tracks, turntables, etc., as attached to the streets and highways of the city; and that the Department of Commerce shall have general superintendence of railroads in all matters appertaining to their commerce, contracts with the city, movements, and general business relations to the city.

Mr. Bonzano's resolution, dividing the city into fifteen assessment districts was called up and passed.

Mr. Shaw called up the following ordinance:

An ordinance to authorize the Administrator of Assessments to investigate claims arising from the collection of taxes and licenses.

Be it ordained by the Council of the city of New Orleans, That the Administrator of Assessments be and is hereby empowered and required to investigate and report to the Council all claims against the city for correction and reimbursement of taxes and licenses, and the withdrawal of suits for the city taxes past due; and is further authorized to refer to the proper Administrator for information, and return any claim embraced in the title of this ordinance; provided, that no such claim shall be allowed except on report of the Administrator of Assessments after resolution of this Council.

Mr. Bonzano moved to amend by striking out Administrator of Finance, and inserting Administrator of Assessments.

Mr. Shaw remarked that the Administrator of Finance had nothing before him but the tax bills, and these claims were generally based upon the assessment rolls. A number of these things had been referred to the Department of Assessments, and no report had been made on them. He wished now to bind the matter by an ordinance.

Mr. Bonzano asked to be relieved of the trouble of investigating these claims; they were so numerous that they could not be investigated without neglecting other business.

Mr. Shaw said it was no reason that public business should not be attended to because there was other business. The Council had voted the gentleman a very handsome corps of officers. The other day some thought too many to attend to these very things.

The roll was called and the ordinance was adopted by six yeas to one nay (Mr. Bonzano).

Mr. Pierce introduced an amended dog ordinance, as follows:

An ordinance fixing a tax upon dogs.

SECTION 1. Be it ordained, etc., That hereafter all owners or keepers of dogs shall be required to pay to the Department of Finance the sum of two dollars per year as a license on each and every dog owned or kept by them, said licenses to be issued by administrator of said department.

SEC. 2. Be it further ordained, etc., That it shall be incumbent on the owners of all dogs so licensed to have the number of their license plainly indicated on a metal plate attached to a collar on the dog's neck; said plate to be furnished by the Department of Finance, for which plate said department shall and is hereby authorized to charge twenty-five cents additional.

SEC. 3. Be it further ordained, etc., That any person or persons counterfeiting the metal plate indicating the license shall, upon conviction thereof, be fined not less than one hundred dollars nor more than five hundred dollars, or be imprisoned not less than three months nor more than twelve months for each and every offense; and any person or persons using any such counterfeit plate shall, upon conviction, be fined not less than twenty-five dollars nor more than one hundred dollars, or be imprisoned not less than one month nor more than three months, one half of the fines so collected to go to the informer.

SEC. 4. Be it further ordained, etc., That after the first day of July, all dogs found running at large on any of the thoroughfares of this city, without the license plate attached to the collar, shall be taken up by the police and impounded in the public pound of the district where the arrest is made, and that the impounding party shall receive fifty cents for each and every dog at the time of impounding, and the dog, if not claimed within forty-eight hours, shall be killed; and any claimant for animals so impounded, shall be required to pay a fine of three dollars and pound keeper's fees of fifty cents per day.

SEC. 5. Be it further ordained, etc., That any person charged with having taken off from any dog the license plate, shall, on conviction in any Recorder's court, be fined not less than fifteen nor more than twenty-five dollars, or be imprisoned not less than ten nor more than fifteen days.

Laid over to be printed.

Mr. West presented the following report, of which the same disposition was made:

DEPARTMENT OF IMPROVEMENTS, City of New Orleans, May 27, 1870.

To the Honorable the Council of the city of New Orleans:

In the matter of the petition of the Southern Paving Company, to be paid for Nicolson pavement laid in the late city of Jefferson, the undersigned respectfully transmits herewith the opinion of the City Attorney, that the contractors have been paid by that corporation all, or nearly all, that the city of Jefferson was bound for. An investigation of the account shows that upward of thirty-four thousand ($34,000) dollars, has been so paid, and the company claim nine thousand three hundred and eleven dollars and twenty-six cents ($9,311 26), as due by the city directly, and a further sum of fifty-three thousand one hundred and seventy eight dollars and twenty-two cents ($53,178 22) as due by the city for the share of the property holders.

Under advice by the City Attorney, the claim is reported upon adversely.

Very respectfully, your obedient servant,
J. R. WEST, Administrator.

OFFICE CITY ATTORNEY, Room No. 13, City Hall, New Orleans, May 26, 1870.

Hon. J. R. West, Administrator of Improvements:

DEAR SIR—The decisions of the Supreme Court in Burgess, Bennett and others vs. the City of Jefferson, which accompanied your favor of the twentieth instant, goes only so far as to give validity to the ordinance adopted by the City of Jefferson to the extent of the liability attaching to that city. It does not, however, fix the amount of that liability, and such amount I consider open for future adjustment. Under the contract Burgess, Bennett and others must be regarded as having given credit to the proprietors of the property to the extent of two-thirds and to the City of Jefferson for only one-third, and if under a mistaken view of the law those contractors have lost their recourse against the owners, they have no right to turn around and saddle the city with an indebtedness which, it is clear from the argument, she never contemplated assuming.

I do not consider the city of New Orleans as bound for more than one-third, and a liability beyond that figure is not declared in the decision above referred to.

I herewith return statement of Southern Paving Company received from you, with the *seven* documents accompanying the same.

Yours, truly, etc.,
GEORGE S. LACEY,
City Attorney.

Mr. West called up the following resolution, which was put on its final passage and passed:

Resolved, That the Administrator of Improvements be and he is hereby authorized to advertise, by ten days' notice in the official journal, for proposals to supply his department with ten thousand (10,000) barrels of lake shells for repairs to shell roads, and he is also empowered to reject any or all bids or proposals that are not for the interest of the city.

Mr. Emley desired to call up the ordinance creating the office of Superintendent of River Landings.

Mr. Shaw moved to postpone consideration of the matter. These long ordinances were too fatiguing to be taken up at half-past ten o'clock.

Mr. West seconded the motion, which was carried.

Petitions, etc.

The following communication, in the nature of a petition with accompanying resolution, was read and adopted:

WHEREAS, In a test suit instituted by the city of New Orleans, against Van Norden & Co., to recover amount of license for the year 1869, due the same, having been tendered by said defendants in Metropolitan Police warrants, which were refused, and, whereas, the Seventh District Court, in which said suit was brought, in its decision, get the amount due from defendants at three hundred and nine dollars ($309) and costs, and whereas, said sum is the amount due by law from *three* partners in one firm, and there being but *two* partners in said firm of Van Norden & Co., at the time the license was due, and consequently but two hundred and six dollars ($206) to be paid, therefore,

Resolved, That the Administrator of Finance is hereby authorized to receive from said Van Norden & Co. the sum of two hundred and six dollars ($206), and costs, in full payment.

Petition from Sam Houston, proposing to lease the iron building at the foot of Canal street, was referred to the Department of Public Buildings,

Mr. Shaw submitted the following petition and asked that it be printed:

The undersigned, propecty holders and residents surrounding and living in the vicinity of Annunciation square, dolrespectfully request the Administrator of Police, Mr. E. W. Pearce, to have the same completed according to plan soon as possible.

Respectfully submitted,

William Barnes,	John H. Landwehr,
Anna Mary Joachim,	E. J. Hart,
W. H. Cook,	J. Waters,
William R. McKenzie,	George C. Hooper,
R. C. Huston,	H. W. Mason,
C. N. Moore,	Thomas Keefe,
F. W. Fullmer,	P. B. Fouke,
W. L. Jewell,	C. H. Chase,
C. W. Dearon,	George W. Holleman,
G. T. Peyton,	A. Peyton,
Mr. Frank Shaw,	S. Shaw,
L. Popham,	R. M. Levy,
L. L. Levy,	Mrs. E. C. Rugeley,
James D. Blair,	Joseph Stadler,
S. Shields,	R. B. Pleasants,
F. G. Pleasants,	B. H. Watkins,
B. C. Shields,	Thomas H. Shields.

Communications and petitions from the following named persons, with reference to tax seizures and assessments, were referred to the Administrator of Assessments: George P. Desher, S. Bier, Lorenzo Hodsdon, G. King & Co., T. Goldsmith, W. H. Letchferd & Co., S. Jones & Co., H. D. McGinnis, J. H. Massey, William Dauphin, M. Seraset, Seelye & Taylor.

A communication from Charles F. Fisher, on drainage matters, was referred to the Department of Improvements.

A petition for a main water pipe on Melpomene street, was referred to the Department of Waterworks.

A communication from J. W. Yardley, proposing to lease the Waterworks, was referred to the Department of Waterworks.

A petition of property holders for a bridge across the New Canal, was referred to the Department of Improvements.

A claim of Thomas McCormack was referred to the Department of Accounts.

A petition of William Condon respecting plank walks across Canal street, was referred to Administrator of Improvements.

A petition to have waterworks extended to Keller Market, was referred to Department of Waterworks.

A petition of Mr. Roch for the use of part of the levee for the wood business, was referred to the Department of Commerce.

A petition of butchers to change the St. Mary's Market, was referred to the Department of Commerce.

A petition of property holders on Josephine street for sidewalks, was referred to the Administrator of Improvements to advertise.

A petition to change the name of Bienville street beyond Claiborne was referred to the Administrator of Improvements.

A petition of W. A. D. Anderson to continue his spar making business was referred to the Department of Improvements.

An estimate of cost of extending fire alarm and police telegraph was referred to the Department of Commerce.

A claim of Mrs. George W. McCerran was referred to a committee consisting of the Administrators of Accounts and Finance.

A communication from Louis Bouchereau, asking the Council to buy his sugar statistics, was referred to the Mayor and Administrator of Assessments.

Monthly Reports.

Administrator Walton presented his monthly report as follows:

Administrator of Finance report for the month ending Tuesday, May 31, 1870.

1870.	Dr.
Balance from April	$33,763 45
Balls, collections	80 00
Bank of New Orleans, credit of city for May	100,000 00
Bills receivable, sundry notes collected	25,927 02
Cemeteries, collections	745 50
City railroads, collections	734 68
City tax on real estate, 1867, collections	6 92
City tax on real estate, 1869, collections	1,223 83
City tax on personal property, 1869, collections	42 50
Consolidated loan tax, 1869, collections	3,299 02
Consolidated loan tax, 1867, collections	6 96
City of Jefferson, proceeds of E. J. Rigney's note	598 05
Fines and fees, collections	3,482 85
Ground rents, collections	27 00
Interest, E. Bermudez, Special City Attorney, T. L. Maxwell, Sheriff, and others	5,813 49
Interest on railroad bonds, 1869, collections	859 36
Law charges, collections	684 14
Levee dues, collections	21,455 33
Licenses, 1870, collections	8,949 00
Litigated taxes, E. Bermudez, Special City Attorney, T. L. Maxwell, Sheriff, and others	46,786 74
Markets, collections	5,154 30
Markets, 1869, proceeds of market notes in city money	83,025 00
Metropolitan Police tax, 1869, from Southern Bank, collections	4,028 25
New Orleans Park tax, collections	671 37
Orleans parish, right bank, ground rents	100 00
Printing collections on tax bills	263 00
Public pounds, collections	51 65
Pontchartrain Railroad tax collections	268 47
Railroad tax, 1867, collections	2 12
Tax, redemption military loan, 1869, collections	2,631 79
Waterworks, collections	27,307 53
Workhouse, collections	2,629 00
Streets, Bureau of, dirt sold	669 40
Public schools, amount in excess of pay rolls for April	90 00
Railroad stock, 80,000 shares New Orleans, Jackson and Great Northern Railroad, on account from Louisiana National Bank of New Orleans	300,000 00
Total	$681,377 72
Balance from April $33,763 45	
Receipts during month of May 647,614 27	
Total as above $681,377 72	

	Cr.
Assessments Department of, charity	$1,676 00
Cemeteries, disbursements for	30 00
City notes in suspense, John S. Walton, Administrator of Finance	79,973 00
City property, disbursements for	247 00
City Attorney Bureau of, disbursements for	1,215 83
City Park, disbursements for	80 00
Commissions on collections	535 42
Contingent, disbursements for	1,710 43
Consolidated Loan tax, 1867, Bank of New Orleans, Fiscal Agent	6 96
Consolidated loan tax, 1869, Bank of New Orleans, Fiscal Agent	3,299 02
Commerce, Department of; Disbursements for	799 53
Drainage, Bureau of, Disbursements for	7,499 20
Fire Alarm Telegraph, Disbursements for	300 00
Fire Companies, Disbursements for	10,158 00
Finance, Department of, Disbursements for	1,330 78
House of Refuge, Disbursements for	1,924 65
Interest on sundry accounts	201 18
Interest on railroad bonds, 1869; Bank of New Orleans Fiscal Agent	859 36
Improvements, Department of, Disbursements for	1,030 33
Inquest, Coroners' warrants recorded	336 00
Judgment, John L. Martin	400 00
Law charges on sundry accounts	5,779 73
Lighting, New Orleans Gas Company	40,086 12
Markets, Disbursenfen-s for	1,745 91
Mayor, Department of, disbursements for	1,980 58
Metropolitan Police, Metropolitan warrants received	80,376 03
Metropolitan Police tax, 1869, State Treasurer	4,028 25
New Orleans Park tax, 1869, Bank of New Orleans, Fiscal Agent	671 37
Parish Prison, expense of	7,979 65
Pontchartrain Railroad tax, Bank of New Orleans, Fiscal Agent	268 47
Police, Department of, disbursements for	1,652 78
Public Schools, disbursements for	26,682 45
Public Pounds, disbursements for	623 26
Public Squares, disbursements for	391 00
Public Accounts Department, disbursements for	1,734 68
Railroad tax, 1867, Bank of New Orleans, Fiscal Agent	2 12
Reimbursement of licenses, 1870, exchange of license	657 50
Disbursement of taxes, correction of taxes	9 00
Recorder's Courts, disbursements for	4,334 99
Salaries, disbursements for	2,159 73
Sanitary expense, salaries of inspectors	708 33
Streets Bureau of, disbursements for	26,057 72
Tax redemption million loan, 1869, Bank of New Orleans, Fiscal Agent	2,631 79
Wharves and Landings Bureau of, disbursements for	6 841 20
Waterworks, disbursements for	10,479 25
Waterworks and Public Buildings Department, disbursements for	4,462 04
Workhouse, disbursements for	1,749 53
Levees, disbursements for	248 00
Surveyor's Department, disbursements for	1,562 33
Ground rents, Louis Senechal, Collector	277 63
Balance	330,196 59
Total	$681,377 72

At 10:45 P. M. the Council adjourned.

H. CONQUEST CLARKE,
Secretary pro tem.

SPECIAL MEETING.

CITY HALL, NEW ORLEANS, June 1, 1870.

A special meeting of the Council was called to-day, at 1:15 P. M., Mayor Flanders presiding.

Roll called.

Present: Administrators J. R. West (Improvements), Alfred Shaw (Accounts), L. T. Delassize (Public Buildings), S. C. Emley (Commerce), E. W. Pierce (Police), and H. Bonzano (Assessments).

Absent: J. S. Walton (Finance).

The Floating Debt.

The Mayor stated the main object of the meeting was to arrange for the speedy signing of the floating debt bonds now being prepared in New York in order that Governor Voorhies, (attorney, in fact, of the Bank of New Orleans), fiscal agent, might convey a portion of them without delay to Mr. Cavaroc, in Paris, with a view to their negotiation there.

Mr. Shaw offered the following resolution which Mr. Pierce seconded:

Resolved, That on registered bills of the city of New Orleans, approved by the Mayor and Administrator of Finance, in the floating debt statement, where no resolution or contract is shown, interest at seven per cent per annum shall be allowed from the approval of the Finance Committees, pay rolls excepted.

The Mayor stated that the thirty or forty sheets containing the list of floating indebtedness, had been revised by the Administrator of Finance and himself, and would be signed that afternoon. The amount thus far ascertained being:

Registered bills, certificates, etc	$616,609 50
Pay rolls, etc	428,999 41
Total	$1,045,608 91

The resolution was carried.

Mr. Delassize offered the following resolution:

WHEREAS, It is for the interest of the city of New Orleans that the bonds of the floating debt, for the three million loan of 1870, now being printed in the city of New York, should be signed at the earliest possible moment by the Mayor and Administrator of Finance, therefore,

Be it resolved, That the Mayor and Administrator of Finance be, and they are hereby authorized to proceed to New York and to sign the aforesaid bonds in that city.

Resolved, That discretion is hereby granted to these officers to send to Europe such amount of the foregoing bonds as they may deem judicious.

Mr. Shaw seconded the resolution, which was carried.

The Mayor designated Administrator S. C. Emley to act as Administrator of Finance in the temporary absence of Administrator Walton, which position, by the charter, carries with it the duties of Acting Mayor, during the absence of Mayor Flanders.

On motion of Mr. West the action of the Mayor was approved and confirmed.

On motion of Mr. Shaw, the action of the Mayor and Administrator of Finance in approving the statements of the Floating Debt was confirmed.

The Council then adjourned.

H. CONQUEST CLARKE,
Secretary pro tem.

The Baltimore *American* says:

We learn from a Toledo paper that Mr. Abram W. Fox, "a full-blooded African of rare intellect and attainments" has purchased an important interest in the Detroit *Free Press*, and will become managing editor of that Copperhead journal. The stock in trade of the *Free Press* has heretofore been its fear that the negro would soon get the upper hand of the white man, and we must admit that, in the case of the *Free Press*, the result seems to have justified the apprehension.

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The oldest and most efficient and successful Commercial College in the United States. There is a full faculty. Citizens and strangers who wish a business education for themselves or sons, are invited to call. Students can enter in any or all the departments of the College and at any time.
N. B. NOT ONE of all the numerous GRADUATES of this College, for the past THIRTY-SEVEN YEARS, is now out of profitable employment so far as known. A word to the wise is sufficient.
For catalogues, etc., address
RUFUS DOLBEAR, President.
de6 1y

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THE CROMWELL LINE.
For New York via Havana.
This line is composed of the steamships
GEORGE WASHINGTON, CORTES,
GEORGE CROMWELL, MARIPOSA.
ST. LOUIS.
The steamship
CORTES,
HORATIO NELSON, Commander,
Will leave her wharf, foot of Toulouse street, on
FRIDAY, June 3, at 5 P. M.
Passage ..... $50.
The steamship Bienville, Baker Commander, will follow and sail on her regular day.
Freight for Liverpool, Bremen and Havre taken by this line, and through bills of lading given for the same. For freight or passage apply to
ALFRED MOULTON,
my21 No. 41 Carondelet street.

FOR NEW YORK.
MERCHANTS' STEAMSHIP LINE,
Comprising the first-class steamships
CRESCENT CITY ..... Captain Geo. L. Norton.
SHERMAN ..... Captain Miner B. Crowell.
GENERAL MEADE ..... Captain A. W. Sampson.
UNITED STATES ..... Captain A. Blanchard.
MISSISSIPPI ..... Captain W. P. Henry.
WESTERN METROPOLIS .. Captain H. S. Quick.
EMILY B. SOUDER ..... Captain ——.
COMPRISING THE FIRST-CLASS Steamships
SAILING FROM NEW YORK EVERY SATURDAY.
The Steamship
GENERAL MEADE,
A. W. SAMPSON, Commander.
Will leave her wharf, foot of Jefferson street, on
SATURDAY, June 4, at 5 P. M.
These steamers have superior accommodations for passengers.
Cabin Passage $50
Steerage Passage 25
Bills of lading signed through to Liverpool, Glasgow and Bremen. Through tickets for first-class and steerage passengers for Liverpool and the Continent, connecting with Guion's Line of steamers, sailing from New York every Wednesday.
For freight or passage, apply to
LOW & LUDWIGSEN,
No. 190 Common street.
The steamship SHERMAN, will follow, leaving on SATURDAY, June 11, at 5 P. M. oc20 1y

FOR NEW YORK VIA HAVANA.
Carrying the United States mail.
To sail FRIDAY, June 3, at 6 P. M.
The magnificent A1 sidewheel ocean steamship
RAPIDAN,
WHITEHURST, Commander.
Will leave her wharf, post 14, First District, as above.
For freight or passage, having unsurpassed accommodations, apply to WM. CREEVY, Agent, 35 Carondelet street, corner Gravier.
The steamship Bienville, Baker, commander, will follow and sail on her regular day. oc31

FOR FLORIDA PORTS AND HAVANA.
ALLIANCE LINE UNITED STATES MAIL STEAMERS.
FOR PENSACOLA, WARRINGTON, APALACHICOLA, ST. MARKS, CEDAR KEYS, TAMPA AND KEY WEST. Through bills of lading to Columbus, Georgia, and Fairbridge, Georgia, and all regular landings on Chattahoochee river; also to FERNANDINA and JACKSONVILLE.
This line is composed of the following steamships, to sail EVERY SATURDAY:
LAVACA ..... E. F. Schellenger, Commander.
FLORIDA ..... M. O'Leary, Commander.
BEAUFORT ..... J. McC. Baker, Commander.
MARGARET ..... William Blakeney, Commander.
TAPPAHANNOCK ..... C. W. Reed, Commander.
The steamship
BEAUFORT,
J. MCBAKER, Commander.
Will leave her wharf, foot of Calliope street, on SATURDAY, June 4, at 8 P. M. For freight or passage, apply to
P. W. PERKINS & CO., Agents,
26 Carondelet street.
N. B.—Shippers will please procure orders from Agent's Office before sending freight to steamer. No freight received on the day of sailing. fe2 1y

RAILROADS.

THROUGH SLEEPING COACHES
ON THE
GREAT SOUTHERN MAIL ROUTE.
This line is one hundred and four miles shorter from New Orleans to New York than any other route. It is the only direct route to the Virginia Springs. Best and quickest route to Nashville, and only route to Atlanta and the Southeast running two daily trains.
All transfers, ferries and night changes avoided.
The most elegant Sleeping Coaches ever built in this country run through from New Orleans to Chattanooga.
Births secured through to New York. For through tickets and information apply to
A. D. SHELDON, Ticket Agent,
Corner of Camp and Common streets.
C. A. R. FOSTER, Ticket Agent,
New Orleans, Jackson and Great Northern Railroad Depot.
JULIUS HAYDEN,
General Southern Agent, New Orleans.
my31 1mo

PASSENGERS GOING EAST,
VIA LOUISVILLE OR CAIRO,
Should purchase Tickets by the
ERIE AND ATLANTIC AND GREAT WESTERN RAILWAY,
Forming the best and most comfortable Line to New York, Boston and Northern and Atlantic cities, with magnificent Palace Combined Day and Night Coaches, through to New York without change.
Two Lightning Express Trains Daily.
This is the only Line from Cincinnati to New York under one management; the only Line from Cincinnati to New York without break of gauge; the only Line whose trains run through to New York without change; the only Line running coaches through without using compromise wheels; the only Line running Palace Broad Gauge Coaches through without change.
If you desire prompt time and certain connections, finest scenery on the Continent, most comfortable cars in the world, most magnificent dining halls and ample time for meals, and the safest, best and most comfortable route—go to New York by the
Erie and Atlantic and Great Western Railway.
Tickets by this Line for sale at all ticket offices through the South.
WILLIAM R. BARR,
General Passenger Agent, New York.
W. B. SHATTUC,
General Southern Agent, Cincinnati, Ohio.
fe21y

TO THE NORTH AND EAST!
VIA
Cairo and Illinois Central Railroad.
Two Daily Express Trains leave Cairo on arrival of trains from New Orleans. No change of cars from Cairo to St. Louis. No change of cars from Cairo to Chicago.
ONLY ONE CHANGE FROM CAIRO TO NEW YORK.
This is the only direct route to Chicago, and to all points North and East, via Chicago. It is from 100 to 150 miles shorter, and from twelve to twenty-four hours quicker, than any other route.
At Chicago, direct connections are made for Cleveland, Niagara Falls, Buffalo, New York, Boston, Montreal, Pittsburg, Philadelphia, Baltimore, and all parts of the East; also, for Milwaukee, St. Paul, Lake Superior, and all points North.
New and elegant Drawing-Room Sleeping Cars on all Night Trains between Cairo and Chicago, and Cairo and St. Louis.
Baggage checked to all important points.
For through tickets, apply at the New Orleans, Jackson and Great Northern Railroad ticket office, corner Camp and Common streets (under City Hotel), at 150 Common street (under St. Charles Hotel), and at the New Orleans, Jackson and Great Northern Railroad Depot.
B. F. LONGLEY,
General Southern Passenger Agent, New Orleans.
W. P. JOHNSON,
General Passenger Agent, Chicago.
W. N. HUGHITT,
General Superintendent, Chicago.

AGENCY FOR THE SUPPLY OF CHINESE LABORERS.
Having made the necessary arrangements with an American house of the highest standing in Hong-Kong, China, the undersigned are now prepared to contract with planters and others for the delivery of any required number of able-bodied, docile and experienced agricultural laborers, to be drawn from the interior Chinese provinces, whose climate most nearly resembles that of the cotton and sugar regions of the South.
The period of engagment will be from three to five years. Wages, for plantation work, eight dollars (coin) per month; six dollars payable monthly, two dollars to be retained to the end of engagement to secure fidelity to contract.
Ship charges and other expenses at the lowest figure. For details, address
O'FALLON & HATCH, or
GENERAL JOHN G. WALKER,
ap30 3m eod&w 140 Gravier street, New Orleans

$1000 REWARD.
DEBING'S VIA FUGA cures all Liver, Kidney and Bladder Diseases. Organic Weakness, Female Affections, General Debility, and all complaints of the Urinary Organs, in male and female. $1000 will also be paid for any case of Blind, Bleeding or Itching Piles that DEBING'S PILE REMEDY fails to cure. Sold everywhere. Send for Pamphlet.
Laboratory 142 Franklin street,
my11 d&wly Baltimore, Maryland.

STEAMBOATS.

CAIRO AND CHICAGO.
CAIRO AND CHICAGO—THE ILLINOIS CENTRAL Railroad and Blue Line via Cairo, take freight from New Orleans on first-class steamers leaving daily at 5 P. M.
FOR CAIRO, CHICAGO AND all points North and West via Cairo—The
Great Republic,
Virginia,
Henry Ames,
Belle Lee,
Indiana,
Magenta,
Nicholas Longworth,
Robert E. Lee and
Continental.
Are among the first-class steamers of this line.
Through tickets to all points North via Cairo, for sale at No. 150 Common street, under the St. Charles Hotel.
All rates and all through bills of lading from New Orleans by the above given and signed only at the office of the company, No. 26 Carondelet street. Shippers by this route save drayage and transfer charges, and their goods are always under cover. Insurance one-quarter less than by any other route, and rates lower.
JAMES T. TUCKER, General Agent.
mh15 6m

ST. LOUIS.
For St. Louis Cairo, Memphis, the Bends, Vicksburg, Natchez, Baton Rouge and all intermediate landings—The first-class passenger steamer
CONTINENTAL.
JOHN MCCLOY, Master: H. M. HALL, Clerk.
Leaves TUESDAY, June 7, at 5 P. M. je2

MISSISSIPPI VALLEY TRANSPORTATION COMPANY.
For St. Louis, Cairo (connecting with Illinois Central Railroad), and Memphis, the steamer
KELLOGG AND BARGES,
J. H TOWNSEND, Master.
Leaves THURSDAY, June 2, at 5 P. M., taking freights for Chicago and all points on the Illinois Central Railroad and its connections.
T. BURDEAU, Agent,
je1 18 Poydras street.

For St. Louis, Cairo, Memphis, Vicksburg, Natchez, Baton Rouge and all intermediate landings—The mammoth steamer
THOMPSON DEAN,
J. H. PEPPER, Master. N. B. FOWLER, Clerk.
Leaves SATURDAY, June 4, at 5 P. M. my29

For St. Louis, Cairo, Memphis, Vicksburg, Natchez, Baton Rouge and intermediate landings, the low-pressure
GREAT REPUBLIC,
W. B. DONALDSON, Master.
J. H. ATKINSON and W. A. HURD, Clerks.
Leaves SATURDAY, June 4, at 5 P. M.
A plan of the cabin can be seen, and state-rooms secured by applying at the office of Sinnott & Adams, No. 25 Commercial place. my19

LOUISVILLE.
For Louisville, Evansville, Paducah, Cairo, Memphis, Vicksburg, Natchez, Baton Rouge and all intermediate landings—The fast packet
NICK LONGWORTH.
LEW KATES, Master, EUGENE BOWERS, Clerk
Leaves FRIDAY June 3, at 5 P. M. my29

For Louisville, Evansville, Paducah, Cairo, Memphis, Vicksburg, Natchez, Baton Rouge and all intermediate landings—The favorite packet
INDIANA.
R. E. NEAL, Master: CHARLES MILLER, Clerk.
Leaves FRIDAY, June 3, at 5 P. M. my29

For Louisville, Evansville, Paducah, Cairo, Memphis, Vicksburg, Natchez, Baton Rouge and all intermediate landings, the elegant passenger packet.
P. W. STRADER,
ALBERT STEIN, Master.
Leaves SATURDAY, June 4, at 5 P. M. my29

For Louisville, Evansville, Paducah, Cairo, Memphis, and all intermediate landings—The fast packet
MAGENTA,
J. STUT NEAL, Master, KINNEY SMITH, Clerk.
Leaves SATURDAY, June 11, at 5 P. M. my17
A plan of her cabin can be seen and state rooms secured at the office of Sinnott & Adams, 25 Commercial Place.

RED RIVER.
REGULAR TEN DAY PACKET.
COMMENCING WEDNESDAY, JUNE 1.
For Jefferson and Shreveport—The new elegant side-wheel passenger packet
BRADISH JOHNSON.
W. S. BASSETT, Master; JOHN W. BRYANT, Clerk.
Leaves on FRIDAY, June 10, at 5 P. M., for above and all way landings. my20

BATON ROUGE.
New Orleans, Coast and Baton Rouge semi-weekly passenger packet
ST. JOHN.
W. R. GREATHOUSE, Master. | J. A. COMSTOCK, Clerk.
Leaves New Orleans every WEDNESDAY at 10 A. M., and SATURDAY at 5 P. M.; leaves Baton Rouge THURSDAY and SUNDAY EVENINGS, coming down the coast below Donaldsonville in daylight, Fridays and Mondays.
E. O. MELANCON, Agent,
mh3 86 Old Levee street.

UPPER COAST.
COAST AND LAFOURCHE PACKET Company.—The new and elegant steamer
Henry Tete,
Leaves every MONDAY at 5 P. M