New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

HEARTRENDING ACCIDENT.

Death of General Stewart and Wife.

The St. Louis *Democrat* of Saturday contains the following from the Troy, Lincoln county, *Herald* of the fifteenth instant:

A general gloom has been spread over the county by the sad intelligence of the death of General David Stewart and his wife, who were killed by a horse running away with the buggy in which they were going to Louisville last Sunday morning to attend church. No one was near at the time the accident occurred. Mrs. Stewart was found first by persons on their way to church. She was lying in the woods near the road, mangled, torn and lifeless. Her skull was badly fractured, her breast crushed, one arm broken in three places and her thigh broken, the shock being so great that a piece of the thigh bone about six inches long was forced from its place, which was found lying on her breast. About fifteen or twenty steps further on in the woods General Stewart was found. His skull was badly fractured and his face disfigured, and, although there were signs of life, he was unconscious, and in about two hours he breathed his last without having spoken a word. The manner of their death other than this will never be known, as no one witnessed the sad sight.

The funeral took place at his family burying ground, near Louisville, on last Monday. They were both placed in one coffin, and thus interred. Elder Timothy Ford, of this place, performed the burial service, and so universal was the esteem and love for General Stewart that between five hundred and a thousand people were there from this county and Pike, to pay the last sad tribute of respect of the living to the dead. Heavy were the hearts and moist the eyes that turned away from the grave of the good man and his worthy wife.

General David Stewart was born in Montgomery county, Kentucky, January 24, 1798. He emigrated to Missouri in 1829, and to this county in 1830, where he has lived ever since—forty-one years. He was a general of the State militia in the prosperous days of the good old past, and represented the county in the Legislature, at an early day, as an old line Whig, since when he has filled many positions of honor and trust in the county.

General Stewart was twice married. The first time to Miss Margaret Jameson, of Kentucky, in 1826, with whom he lived until her death in 1848, and by whom he had eleven children; six of these survive to mourn his sad death. The second marriage was in 1850, and to Miss Mary C. McFarland, who shared with him the unfortunate accident of last Sunday. One child was born to the general by his second marriage—a daughter—now an interesting young lady of eighteen, who is thus bereft of both father and mother at one fell stroke. May heaven temper the wind to the shorn lamb.

General Stewart and his wife were both members of the Christian Church, he having been a professor for thirty-five years—most of the time an elder—and Mrs. Stewart for twenty-two years.

Thus ends the life of one of the truest and noblest men we ever knew; and the grand concourse of people that gathered around him to bestow the last sad tribute of respect to his ashes, and the looks of sorrowful regret as they gazed upon the mangled forms, speak in far more eloquent tones than any eulogy we could pronounce.

Wendell Phillips on Greeley.

[From the National Standard.]

Horace Greeley looms up in the foreground as a presidential candidate. He seeks no office, but if the nomination should be thrust upon him he would not decline. It would appear that, like Barkis, he is willing. Invited recently to deliver an address on agricultural matters in Texas, Mr. Greeley improved very fully the opportunity thus offered to reassert before the country, and especially at the South, his well known amnesty views. He also joined the discomfited Southern worshipers at the shrine of Lee, Davis and Stonewall Jackson in their tributes of admiration for those "heroes" of the rebellion, and again humiliated himself by hobnobbing with Jefferson Davis and reviving the fact that his autograph was affixed to Davis' bail bond. Mr. Greeley has traveled further, and been absent longer, on former occasions; but this is the first time, we believe, that his return has been signalized by a public reception, the burning of powder, the exhibition of fireworks, and the discussion of political questions. Whatever may have been his intentions, we consider Mr. Greeley more responsible than any other private citizen for confusing the public mind at the North on the subject of amnesty for unrepentant rebels, for adding to the perils and sufferings of the loyal Southern people, white and black, and for the present rehabilitation of the old ruling whites to so great an extent with political power. Mr. Greeley saw no Ku-Klux at the South, and we presume no one else would be likely to be troubled by those masked visitors who should go South and make speeches similar to Mr. Greeley's while there. It is noteworthy that in his serenade speech in this city, on Monday evening, he omitted any special glorification of Lee, Stonewall Jackson, and the bravery of the rebel soldiers, but substituted therefor a condemnation of the Ku-Klux, while at the South he appears to have had little reproof for the Ku-Klux. Mr. Greeley has been a Whig-Anti-slavery man for many years—though never a straightforward uncompromising Abolitionist. We remind the colored voters of the country that Mr. Greeley, while holding out the "olive branch" with excessive "magnanimity," to old-time slaveholders and rebels, has persistently opposed our efforts to secure for the landless and dependent free people available free homesteads, that which is now so successfully and judiciously befriending the Indians. Amnesty, political power and the "fatted calf" for white rebels and negro-haters; but for the landless, still-persecuted negro, Mr. Greeley's rude greeting is: "Go to the Western prairies; root, hog, or die."

Mr. Greeley thinks the time has come to go forward and leave the old issues. But while Bostonians, who go South simply as private citizens in search of health and to see the country, without making amnesty speeches and glorifying rebel soldiers, are advised and constrained, in consideration of personal safety, not to register at the hotels as from Boston, the old issues can not be dropped. Such an instance occurred in Georgia, with very respectable and responsible, well indorsed parties, at a date as recent as Mr. Greeley's own visit to Texas. Instead of the "old issues," Mr. Greeley suggests for the future nothing but his dreary political economy and devotion to the pursuit of material prosperity. We are quite sure that the nation could not long thrive upon such a regimen. There is much yet to do in the sphere of human rights. The equal citizenship of half the people is unrecognized, simply on the ground of difference in sex. But this inequality does not appear to come within Mr. Greeley's purview. The railway and land monopolies are assuming very threatening proportions under the present Republican administration, and there is much that is difficult to be patient with, and which can not be excused. If, however, Republicans are to take a "new departure" from Grant—the real meaning and intent of the Greeley movement—we trust it will be to some one higher up, not downward to the level of Mr. Greeley's platform.

The St. Louis *Times* says the "social evil" ordinance of that city has been in force ten months, and that it has done more toward the suppression of prostitution and the amelioration of the condition of the unfortunate women than all the sermons that have ever been preached or all the philippics ever written against them. It has brought to the city treasury nearly twenty thousand dollars, and a revised ordinance is now before the City Council providing for the erection of a hospital and reformatory institution.

Burlington, Vermont, can boast of the largest planing mill in the world. The lumber yards, docks, sheds, mills, etc., of the firm cover an area of nearly fifty acres, and in this area there are about seven miles of plank road.

CITY COUNCIL—OFFICIAL

REGULAR MEETING.

City Hall, New Orleans, June 20, 1871.

The Council met in regular session at noon.

Mayor Benj. F. Flanders, presided and there were present Administrators H. Bonzano (Assessments), John S. Walton (Finance), James Lewis (Police), F. C. Remick (Commerce), L. T. Delassize (Waterworks and Public Buildings), Alfred Shaw (Accounts), and John Cockrem (Improvements).

Mrs. Gaines.

The Mayor laid before the Council the following report and resolution.

City Hall, New Orleans, June 20, 1871.

To the City Council of New Orleans:

The undersigned, appointed to direct an appeal from the judgment obtained by Mrs. Gaines in the United States Circuit Court against the city, and authorized to procure the necessary security on the appeal bond, have the honor to report that the following named citizens promptly and cheerfully signed the bond: Samuel Smith, John E. Zunts, C. H. Slocomb, C. Roselius, W. B. Schmidt, Charles T. Howard, J. L. Gubernator, Hugh McCloskey, M. Carvin.

We recommend the adoption of the following resolution:

Resolved, That the thanks of the Council be and they are hereby tendered to Messrs. Smith, Zunts, Slocomb, Roselius, Schmidt, Howard, Gubernator, McCloskey and Carvin, for signing jointly and severally the appeal bond in the case of Mrs. Gaines vs. the city of New Orleans, for two hundred thousand dollars.

BENJ. F. FLANDERS,
JOHN S. WALTON.

Adopted.

The Floating Debt.

The Mayor submitted to be printed in the proceedings the following statement, received from the Bank of New Orleans, Fiscal Agent, of the movement of the floating debt:

Bank of New Orleans, Administrator of the Floating Debt, city of New Orleans, supplemental statement of the movement of the floating debt for publication as required by section forty-two of the new city charter. New Orleans, June 6, 1871.

Seven per cent bonds, issue of 1870, received from Administrator of Finance		$3,000,000 00
Issued as per statement A, April 6, 1871		2,915,550 00
Bonds, issued as below		84,450 00
SETTLEMENT B.		
Certificates redeemed		45,387 71
Interest on certificates to June 1, 1871		3,033 12
Cash collected for appoints	$365 36	
Less cash allowed appoints	69 94—	295 42
Bonds issued, $59 050 (first and second coupons off)		$48,716 25
SETTLEMENT C.		
Certificates redeemed		$20,907 71
Interest on certificates to December 1, 1870	$49 69	
Less interest allowed from December 1, 1870	23 14—	26 55
Cash collected for appoints	38 78	
Less cash allowed appoints	18 04—	20 74
Bonds issued, $25,400 (first coupon off)		$20,955 00
Total certificates issued to April 6, 1871		$2,623,920 90
Total certificates issued to May 12, 1871		18,448 39
Total certificates issued to date		$2,642,369 29
Total certificates redeemed as above		2,423,679 64
Outstanding certificates, exclusive of interest accrued		$218,689 65
Cash to credit of floating debt account, as above		$3,175 61
Collected for over issue of $60 on certificate No. 6001, (cash value)		53 76
Total		$3,229 37
Bonds, consecutive numbers from No. 1 to 2545, $1000	$2,545,000 00	
Bonds, consecutive numbers from No. 1 to 610, $500	305,000 00	
Bonds, consecutive numbers from No. 1 to 900, $100	90,000 00	
Bonds, consecutive numbers from No. 1 to 1200, $50	60,000 00—	$3,000,000 00

[E & O. E.]

C. CAVAROC, President.

New Orleans, June 6, 1871.

Sworn to and subscribed this sixth day of June, 1871, before me.

JOHN P. MONTAMAT,
Third Justice of the Peace.

The Mayor said he had applied to the bank for an additional statement of the outstanding certificates, which would be furnished in a few days.

Report.

By Mr. Walton:

Department of Finance, June 20, 1871.

To the City Council of New Orleans:

I have to report the resignation of Mr. F. A. Hitch, Inspector of Licenses, to date from sixteenth instant.

JOHN S. WALTON, Administrator.

Received and adopted.

Financial Business.

By Mr. Shaw:

An ordinance providing for the payment of the several accounts and pay rolls therein named.

Be it ordained, That the following appropriations be and are hereby made for the month of June, 1871, and that the Administrator of Public Accounts warrant on the Administrator of Finance in payment of the same.

Officers, clerks and employes in the Department of Assessments	3094 36
Officers, clerks and employes in the Department of Finance	2075 02
Officers, clerks and employes in the office of the City Attorney	1908 30
Officers, clerks and employes in the office of the Mayor, viz:	
Mayor's office	$885 00
City Council	125 00
City Hall building	255 00
Total	$1265 00
Officers, clerks and employes in the Department of Waterworks and Public Buildings, viz:	
General office	$383 30
Waterworks office	1411 60
Waterworks proper	906 70
Insane Asylum	470 00
Courthouses	200 00
Home of Aged and Infirm	50 00
Total	$3421 60
Officers, clerks and employes in the Department of Public Accounts	2116 65
Officers, clerks and employes in the Department of Police, viz:	
Administrator's office	$340 00
City Workhouse	608 31
Public pounds	399 96
City cemeteries	30 00
City Park	60 00
Public squares	387 00
Boys' House of Refuge	445 00
Girls' House of Refuge	75 00
Burying dead and conveying sick to hospital	100 00
Recorders' Courts	3059 98
Total	$5505 25
Clarendon Davisson, for services as Librarian	150 00
Mary Davisson, for services as Assistant Librarian	50 00
H. Conquest Clarke, for services as Secretary	150 00
Sanitary Inspectors, City Physicians, etc	850 00
Henry Mallum, for adjusting accounts	100 00
Officers, clerks and employes in the Department of Commerce	3066 65
Officers, clerks and employes in the Department of Improvements, viz:	
Department proper	$416 67
Bureau of Wharves and Landings	400 00
Bureau of City Drainage	125 00
Bureau of Streets	2827 23
Surveyor's Department	1191 66
Total	$4960 56
Department of Improvements, viz:	
Bureau of Streets, for fifteen days' wages, ending June 15, 1871	$584 50
Bureau of Wharves and Landings, for fifteen days' wages, ending June 15, 1871	52 00
Surveyor's Department, for fifteen days' wages, ending June 15, 1871	543 50
Total	$1180 00

Read twice and laid over.

By Mr. Shaw, offered as an amendment on third reading:

An ordinance to provide for the payment of the several accounts therein named.

Be it ordained that the following appropriations be and are hereby made, and that the Administrator of Public Accounts warrant on the Administrator of Finance in payment of the same:

J. A. Masicot, Criminal Sheriff of the parish of Orleans, for balance in full of his bills for the months of April and May, 1871; for costs and fees of court and the maintenance of prisoners, as per bills approved by the Judge of the First District Court, $9555 50.

J. A. Masicot, Criminal Sheriff of the parish of Orleans, for fuel, repairs to locks, bolts, keys, etc., for the Parish Prison, as per bill approved by the Judge of the First District Court, $272 50.

Norbert Trepagnier, Clerk of the First District Court, for fees and costs in sundry cases, as per bill approved by the judge of said court, $1494 25.

Adopted.

By Mr. Shaw:

An ordinance providing for the payment of the several accounts therein named.

Be it ordained, That the following appropriations be and are hereby made, and that the Administrator of Public Accounts warrant on the Administrator of Finance in payment of the same:

A. M. Holbrook, for advertising market notices in February, examined and approved, $10 30.

New Orleans Times, for advertising notices to taxpayers, examined and approved by the Administrator of Finance, $49.

P. H. Quinlan, for gas fixtures, etc., for the Department of Public Accounts, $21 50.

Frank N. Butler, for services as curator ad hoc in sundry cases in the Third, Fourth, Fifth and Sixth District Courts, $2085.

Paul Capdeville, for services as curator ad hoc in sundry cases in the Fourth District Court, $50.

Hinck & Co., for stationery for the Department of Public Accounts, $30.

J. J. O'Hara, for costs of court in suit of The State of Louisiana, James J. O'Hara vs. W. H. Bell, City Surveyor, $6 50.

William Henry, for hauling three thousand barrels shells, $300.

William Henry, for hauling two thousand one hundred and eighty-three barrels shells, $218 30.

John S. Walton, for cash advanced to pay sundry law charges, as per vouchers attached, $144 86.

L. H. Pilie, for services as expert in the case of John Rust vs. city of New Orleans, $250.

New Orleans Republican, for advertising notice to taxpayers, approved by the Administrator of Finance, $20.

Price Current, for advertising ordinance No. 870, $6.

Read twice and laid over.

Claims of Weed & Kelly, $245, and G. F. Siskron, $79, were called up on third reading and passed.

All unsettled claims of Coroners Creagh and Jackson were referred to the Mayor, with power.

A claim of J. A. Lanenville, $52 84, was passed under ordinance 882.

By Mr. Shaw:

An ordinance to provide for the settlement of the claims of C. Roselius and Alfred Phillips.

Whereas, Among the assets turned over to this city by the late acting Draining Commissioners of the Second Draining District are three judgments against the city of New Orleans, amounting together to $123,279 65, with interest on same to be added thereto (say $40,682 25); and

Whereas, The attorneys of the said Draining Commissioners, C. Roselius and Alfred Phillips, are by law entitled to ten per cent of said judgments—

Be it ordained by the Council of the city of New Orleans, That said claim be settled under the provisions of ordinance 882, Administration series, by the issue of seven-thirty certificates.

Laid over to be printed.

By Mr. Shaw:

An ordinance relative to claims for over paid taxes.

Section 1. Be it ordained by the Council of the city of New Orleans, That a book of registry of overpaid taxes be opened in the Department of Public Accounts; said book shall contain the number and other particulars of the bill, the name of the person owning the property or paying the same, and the date of payment.

Sec. 2. Be it further ordained, etc., That ordinance No. 885, Administration series, shall not be construed to prevent any person not taking certificates thereunder from applying his over-payment to any other or future taxes upon his property, which he may choose so to settle. But this privilege shall not entitle him to the issue of a certificate, nor be transferable except to a vendee of the same property. In order to have his claim so registered he shall produce his tax-receipt and the Administrator of Public Accounts shall cause the words "Registered under ordinance No. —, Administration series," to be written or stamped thereon, and return the receipt. All bills produced for settlement under ordinance No. 885, Administration series, shall have the words "Settled under ordinance No. 885, Administration series," written or stamped thereon, and the bills so stamped shall be returned.

Sec. 3. Be it further ordained, etc., That the holder of a registered claim as aforesaid desiring to pay a tax owing by him, and which he is entitled to pay, in whole or in part, under this ordinance, shall receive a warrant from the Administrator of Public Accounts for that purpose, adding interest at the rate of seven per cent per annum from the date of his overpayment.

Adopted.

By Mr. Shaw:

An ordinance relative to the issue of seven-thirty certificates.

Section 1. Be it ordained by the Council of the city of New Orleans, That no certificate known as a seven-thirty, under ordinance 882, shall be issued for a less sum than twenty dollars. All claims of a less amount shall be entitled to a sub-certificate not bearing interest, which, with other similar certificates to an amount of twenty dollars or upward, shall be at any time convertible into a seven-thirty certificate.

Adopted.

By Mr. Shaw:

An ordinance relative to the settlement of certain claims.

Section 1. Be it ordained by the Council of the city of New Orleans, That such claims under ordinance No. 197 Administration series, and supplementary or amendatory ordinances as have been duly approved by the Council, but the settlement of which has been prevented by the repeal of said ordinance No. 197, may be settled under ordinance No. 882 Administration series.

Sec. 2. Be it further ordained, etc., That ordinances or parts of ordinances passed by the Council authorizing settlements which were incomplete, or are prevented by the repeal of ordinance No. 197 Administration series, be amended and re-enacted by the insertion of No. 882 Administration series instead of No. 197 Administration series.

Sec. 3. Be it further ordained, etc., That claims for city notes of New Orleans and late City of Jefferson, found correct by the Mayor and Administrator of Finance, be settled by the issue of certificates under ordinance No. 882 Administration series.

Adopted.

Resolutions.

By Mr. Cockrem:

Resolved, That the Administrator of Improvements be and he is hereby authorized and directed to advertise for proposals for fifty thousand barrels bank shells, payment for same to be made in improvement bonds.

Adopted.

By Mr. Remick:

Resolved, That the Administrator of Commerce be and he is hereby authorized to advertise the sale of the revenue of the public markets at public auction, or on sealed proposals, as he may elect, at least five days before the end of each and every month.

Adopted.

Petitions, etc.

Communications from J. Livingston, attorney for Carondelet Canal Company, suggesting a meeting for arranging terms of sale; from citizens of Eighth street, in favor of the granting right of way to the Carondelet and Carrollton railroad through that street; from property-holders on Customhouse and Broadway streets, asking for a banquette, were referred to the Administrator of Improvements.

A petition of residents of Greenville, for light, was referred to the Administrator of Police.

A petition from the officers of the First District Court, for ventilation, was referred to the Administrator of Public Buildings.

Petitions of J. M. Putnam, president Texas Refrigerating Company, for a landing on the levee; and of farmers of Poydras, Treme and Pilie markets, for relief, were referred to the Administrator of Commerce.

An overflow petition of Peter Janden was referred to the relief committee.

An assessment petition of Ed. Barnett was referred to the Administrator of Assessments.

A tax petition of A. Levy was referred to the Administrator of Finance.

A communication from Recorder Campbell, Sixth District, was referred to the Mayor and Administrator of Police, with power to instruct the City Attorney to act in the matter, if they thought it desirable.

A remonstrance of citizens against the construction of a canal on Banks street was referred to the Administrator of Improvements.

On this subject the following communication from the City Surveyor was presented by the Administrator of Improvements, to be printed in the proceedings:

Surveyor's Office, June 19, 1871.

To the City Council of New Orleans:

I have the honor, in obedience to ordinance No. 908, Administration series, relative to filling up the Canal street canal and substituting brick culverts, or a canal in Banks street, to report that culverting would be very expensive, and in view of the fact that other cross canals in the immediate vicinity would remain open, I would recommend that a canal be cut along the northeast side of the New canal commencing at Galvez street and extending out to St. Patrick street, the earth excavated from said canal to be placed upon the southwest side of Canal, so as to form a protection levee against the high waters of the New canal, the whole work to be executed outside of the property lines of the New Canal Company; also extend the present drain along the upper side of Canal Carondelet from Galvez street into Claiborne, to receive the sewage from the drain in Claiborne street, between Canal and Toulouse streets. Should a canal be cut in Banks street thirty-five feet wide at the top the roadways each side would be but twenty-three feet nine inches wide. The expense of excavating a canal in Banks street or along the New canal would be about the same.

Your attention is called to the approximate estimates of the cost of different methods. In conclusion I would recommend that all canals in the settled or urban portion of the city be bottomed, sided up and covered with durable material as soon as the finances of the city will permit.

W. H. BELL, City Surveyor.

11,600 feet of sewer in centre of Canal street, from Claiborne to St. Patrick street, at $21		$243,600
9,947 feet canal, northeast side New canal, from Galvez to St. Patrick street, 95,786 cubic yards, at 50c	$47,893 00	
11,600 feet canal in Canal street, from Claiborne to St. Patrick street, to be filled up	35,000 00	
1,621 feet of small canal along upper side of Canal Carondelet, from Galvez to Claiborne street, 6303 cubic yards at 50c	3,151 50—	86,044 50
Difference between sewering Canal street and cutting a new canal		$157,555 50
9,947 feet of canal in Banks street, from Galvez to St. Patrick street, 95,786 cubic yards excavating, at 50c	$47,893 00	
11,600 feet canal in Canal street, from Claiborne to St. Patrick street, to be filled up	35,000 00	
1,621 feet of small canal along upper side of Canal Carondelet, from Galvez to Claiborne street, 6303 cubic yards, at 50c	3,151 50—	86,044 50

The Lake Front Protection Levee.

Mr. Shaw called up the following resolution, laid over from last week, and moved its adoption:

Resolved, That the Mexican Gulf and Lake Borgne Canal Company be and they are hereby authorized to commence work immediately on the lake shore protection levee, under the direction of the Administrator of Improvements and City Surveyor, according to plans and specifications on file in the office of the City Surveyor.

The Mayor: I wish to ask if the Administrator understands this completes the contract and binds the city to the company for this job?

Mr. Cockrem: Act No. 30 of the Legislature gives the company this work to perform.

Mr. Shaw: We have already passed a general ordinance as to the contract, and I look upon this as a direct action putting them to work on this thing.

The Mayor: I make the inquiry whether this resolution binds the Council and the company to complete this job?

Mr. Shaw: You are opening an old question which I debated for the space of over one hour. You contended it did; I contended it did not. The resolution commits us to work—to have that levee built from beginning to end, but it does not affect our relations with the Mexican Gulf Ship Canal Company at all. This was the subject of a very lengthy debate, and I don't propose to go over it again.

Mr. Bonzano asked what the specifications were in the Surveyor's office—were they iron or wood?

Mr. Cockrem answered iron or wood, whichever was thought best.

Mr. Bonzano: The question is not before us whether the levee should be in the water or not.

Mr. Cockrem: Not at the present time; that may be settled in committee.

Mr. Bonzano understood that all these details, where the company was to commence, and how, etc., had been left to a committee of three by the previous ordinance—the Mayor, the Administrator of Finance and the Administrator of Improvements.

Mr. Cockrem said he regarded the whole Council, in connection with the committee of three, as the committee.

Mr. Shaw said the question was to direct this company to go to work. It was not decided whether the levee was to be one yard outside or one yard inside, but the object was to go to work at once. He looked upon a protection levee as a protection levee. It would do at the water's edge, in the water, or some distance inside. He had no doubt of the effectiveness of a protection levee at each of these three places. The Council had no right to stand debating till the time came when they would regret not entering on this work long before.

Mr. Walton said he did not understand that the committee of three appointed by the previous ordinance was to entirely control the management of the work, but he did distinctly understand they were to notify the company where to begin. The committee had notified them, and the company were already at work. He now understood the present resolution to commit the Council to the construction of a protection levee in accordance with Mr. Bell's plans and specifications. These plans were iron piles driven into the sand and iron facings to a levee outside the lake shore in the water.

Mr. Cockrem: Before the work is commenced it is desired that the Council should in consultation decide whether the levee should be made in the lake or out.

The Mayor: I think the Administrator of Public Accounts (Mr. Shaw) misunderstood the purport of my question. The first ordinance passed by the Council on this subject gave authority to three members of the Council to point out where all work entered upon by this company should be done. The present resolution takes all power out of the hands of this committee and gives it to the Administrator of Improvements and a man outside the Council altogether, the Surveyor. The Mayor is as urgent for a protection levee as any member of this Council. The question with me is where the levee should be put; but this resolution fixes it out in the lake, because that is the plan of the Surveyor.

Mr. Cockrem said the Surveyor had other plans which could be adopted by the Council.

Mr. Bonzano did not see why there should be any change in the reference originally made.

The Mayor: Let me state to the Council exactly how the matter stands. There was opposition on the part of myself and one or two Administrators to the original ordinance accepting this contract with the Mexican Gulf Canal Company, made for us by the Legislature. That opposition was overruled, and an ordinance was passed, fixing who were to direct the company where to commence, to-wit: the Administrator of Finance, the Administrator of Improvements and the Mayor. Immediately upon the passage of that ordinance over the Mayor's veto, I called upon the Surveyor to point out where it was most necessary to put the company to work, and after taking the Surveyor's advice, the committee reported to the Council where they had put the company to work. Now, there is other and more extensive work to be done, and this resolution says that the Administrator of Improvements and the Surveyor alone shall direct it.

Mr. Cockrem said this resolution was exactly in accordance with the resolution organizing the Committee on Drainage.

After further desultory discussion, the yeas and nays were called.

Administrators Cockrem and Shaw voted yea.

Mr. Delassize said: I am in favor of the levee if it is not in the lake. If it is not in the lake I vote yes; if to the contrary, no.

Mr. Remick and Mr. Lewis voted yea.

Mr. Walton: I understand that the law compels us to have this work done, and to have it done by this company. There is no discretion about it. A protection levee I was always in favor of. As to the place where it ought to be put down, and the mode of construction, I don't suppose I could come any nearer to an intelligent decision if I were to study the question for months. I don't think I can be determined till the thing is done, which would be the best course. I vote yea.

Mr. Bonzano also voted yea.

The Mayor obtained leave, in connection with the decision just taken, to publish the replies of prominent engineers and citizens whom he had addressed on this subject. They are as follows:

Opinions of Engineers and Citizens.

New Orleans, Mobile and Texas Railroad, Engineer's Office, New Orleans, June 17, 1871.

Benj. F. Flanders, Esq., Mayor of the city of New Orleans:

Your communication of the thirteenth instant, asking for an expression of my views relative to what should be done to protect the city of New Orleans from overflow, is received.

The limited period allowed for a reply, and the pressure of other duties, prevent my devoting the necessary time to the study of the subject which its importance demands, particularly as regards the question of cost. Estimates of cost can only be made after obtaining reliable data, by means of surveys, levels, measurements, etc., and these are not at my command. I shall therefore not attempt to give estimates of cost.

Protection from overflow is an unavoidable necessity to New Orleans, and will always be so. Therefore it seems to me that some general and reliable plan for permanent and reliable protection should be decided upon and adopted immediately, even if it takes several years, or a decade, to complete it. We should have a plan of the work to be done, an end always in view, and then there will be a chance that some of us will live to see it accomplished. Heretofore we have had no plan—it has always been a system of patchwork, of temporary expedients, etc., poorly devised and imperfectly executed, and altogether unworthy of a great city like New Orleans. I think that the plan to be adopted should be such as to include not only the present built up portions of the city, but such extensions also as are probable within the next generation.

The plan recommended by the committee of engineers, appointed about three years ago to devise such a system of protection and drainage, is substantially the same as that now offered by City Surveyor Bell. I see no reason to change the views then expressed by me in favor of the general plan then decided upon for a protection levee, and therefore I now repeat that I am in favor of Surveyor Bell's plan to build such a levee, and of building the lake shore portion of it in the edge of the lake itself.

While City Surveyor of New Orleans, in 1866, I advocated the building of a levee in the edge of the lake, from the New canal to the Pontchartrain railroad. I see no good reason to doubt the practicability of constructing and maintaining such a levee as Mr. Bell proposes, and I agree with him that the best location for it would be in the edge of the lake, instead of upon the beach. Of course it would be necessary to protect the levee with a revetment of timber and planking, or of iron, supported and stayed by timber piling. Iron piles and plates, if made of hard, fine-grained grey or white cast iron, will not be injured, appreciably, by the water of the lake, whether fresh, brackish or salt.

Several years will, probably, be required to complete the protection levee around the city, and the locks, at the lake ends of the old and new navigation canals. In the meantime, as a matter of course, the city should be protected against a repetition of the late disastrous overflow or inundation. To effect this, it is undoubtedly necessary to have the levees on the margins of the New canal and Bayou St. John canal raised and strengthened, as provided for in the resolution introduced by Administrator Cockrem, and adopted for by the Council.

If the Metarie ridge was not overflowed to any dangerous extent during the late storm, it is not probable that it will be; therefore a levee on the ridge may or may not be deemed essential.

The location of draining machines along the lake shore will not enable us to dispense with the present draining machines. To the contrary, additional machines will be needed, and are now needed, between the foot of the slope from the river and the Metairie ridge, as well as upon the ridge. Water will not flow without a head. It, of course, must rise at the foot of the first slope until the head is sufficient to give a current sufficient to carry off the water as fast as it comes down the slope from the river. This rise during heavy rains, without draining machines at and on the river side of the ridge, would cause the overflow of the city from Claiborne or Galvez streets to the ridge, if we had, no matter how many, draining machine on the lake shore. Draining machines and canals give an artificial slope down a series of inclines.

G. W. R. BAYLEY.

New Orleans, La., June 17, 1871.

Hon. Benj. F. Flanders, Mayor:

In reply to your letter of the fourteenth instant I have to say that the importance of the subject is so great that I can not enter into all the details required in the short time which will elapse before the next meeting of the Council, and shall, therefore, only give the heads of the subjects to be discussed. If my general ideas are approved I shall be happy to develop them at another time.

THE PROTECTION OF THE CITY FROM OVERFLOW FROM THE LAKE OR THE RIVER.

For protection against the lake you are required to build a protection levee, but while you are building this levee, which will take years, how is the urban part of the city to be protected? Answer—By assisting nature, which has furnished the Metairie and Gentilly ridges, which have never been overflowed. If these two ridges, or natural levees, are connected with the river bank by artificial levees and their outlets (the New canal and the Bayou St. John) are properly embanked and furnished with locks to keep out the lake water, you can rest easy against any overflow from the lake, while you are building your grand protection levee, but you must first secure this interior protection, otherwise the urban part of the city will be constantly exposed to overflow.

For this interior protection, I propose to raise the public roads on the Metairie and Gentilly Ridges about one foot, which will give two feet three inches above the last high water of the lake; then guard locks in the New canal and Bayou St. John, to be used when the water rises in the lake. The Metairie ridge must be connected with the river bank by the old embankment of the Jefferson and Lake Pontchartrain Railroad, on Upperline street of Carrollton. This embankment requires but little work. A canal must be cut through the ridge at the junction, to provide for the drainage of the territory above, with a simple flood gate to keep out the lake water. The Gentilly ridge must be connected with the river bank by a levee along the prolongation of the line of the Fishermen's canal, and a draining machine placed at the junction of the ridge and side levee.

This is the first, the essentially important work to be done. Secure the portion where the inhabitants live, and then protect and drain the vast uninhabited swamp between the ridges and the lake.

For this protection and drainage, I propose that the lake swamp be inclosed by a bulkhead as high as the ridges and then filled up by the Mississippi river itself. Proper locks in the bank, and aqueducts to the top of the ridges will, in a short time, fill up this swamp as high as you make your bulkheads and give you a protection levee as high as the ridges and extending from the lake to the ridges, and also give thousands of acres of land as desirable as the ridge land, and which will add immensely to the value of that swamp, which never will be desirable or valuable until so filled up. This grand protection levee should be faced with a concrete wall to protect it against the storms on the lake. The foundation of this wall must go down to the blue clay formation to prevent being undermined.

Protection against the river must be by facing the bank of the river in the bends as low down as the first large stratum of blue clay. I am preparing an essay on this important subject.

The points I make are, first, interior protection for the urban portion where the people live; and, second, a grand protection levee from the levee to the ridges by filling up the uninhabitable swamp and at the same time making thousands of acres of high land.

ALBERT G. BLANCHARD.

New Orleans, June 17, 1871.

Hon. Benj. F. Flanders, Mayor of the city of New Orleans.

In answer to your communication of the thirteenth instant, inviting my views on the subject of protecting the city of New Orleans from overflow, I beg leave to state that this subject has, years ago, been fully considered by me, and that my views relative to protection levees, draining canals, draining machines, etc., will be found lengthily exposed in a report made to the honorable the Common Council in 1857, published in pamphlet form and containing estimates of the probable cost of the works proposed. I have no good reasons to change now my views as then expressed, and I respectfully refer you to said report, remarking only that labor and materials being now higher, fifty per cent should be added to the estimates then made.

But from your communication I am led to believe that your greatest desire, on account of the critical condition of the city's finances, is to hear of the most economical and most efficient manner of protecting and guarding the inhabited portion of the city) the portion between the river and the Metrie and Gentilly ridges) against a recurrence of such a disastrous and ruinous overflow as the one lately experienced. The remedy is simple, and can be understood by any man of common sense. Nature has placed a barrier against all storm waters of the lake. It is the Metairie and Gentilly ridges. This barrier has never been invaded by any storm water, not even by the highest water known, that of the hurricane of 1831, which did not reach their crests by twelve inches. Let this barrier be taken advantage of, and if the city has no control over the same, let full control be immediately acquired in conformity with existing laws. The outlay required will not, in my opinion, exceed $50,000. The inhabited portion of the city is already surrounded by protection levees, which, it is true, are weak and neglected. Let the required attention be given to them; let them be made of sufficient width to enable them to be used as roadways, and let them be sufficiently raised to protect from overflow by the highest storm waters. This will not cost over $70,000. Establish draining engines in sufficient number and of sufficient power to drain the area thus enclosed, and the end so long aimed at will at last be attained at a comparatively very small expense.

The draining and reclaiming of the low lands between the Metairie and Gentilly ridges and the lake surely deserve your earnest consideration, and ought not to be delayed, but many years will elapse before its entire completion. A wise administration should at once order the necessary surveys, and the making of the necessary plans and specifications, and when completed, should submit the same for discussion to a commission of impartial and competent engineers, and should their report be favorable, should adopt the same, and order a commencement of the work, never losing sight of the end to be attained, and the city finances permitting, pushing it with energy to a speedy and successful completion.

LOUIS H. PILIE, Surveyor.

Hon. B. F. Flanders, Mayor of New Orleans:

In reply to your letter of inquiry as to my views with regard to the subject of a protrection levee for the city of New Orleans, I would respectfully suggest what I consider a simple, economical, but nevertheless an efficient plan for a levee, which will answer all practical purposes, endure for all time, and thoroughly accomplish the object sought to be attained.

At a suitable distance from the lake shore, and beyond the reach of the violent action of the waves in the event of storm, excavate a trench seven feet in width by four feet in depth, and throw the earth inwardly upon the bank. Along the trench so excavated, place vertically sheet piling or planks of the dimensions of twelve feet in lenght, four inches in thickness, and of any width which those planks may happen to be sawed. A horizontal girt or ribbon to be placed along both at the top and at the bottom of each row of planks, and each plank to be bolted to this ribbon. The inside row of planks to stand perpendicular, while those facing the lake are to incline therefrom two feet at top, thus forming an interior intermediate sectional area of four feet at top and six feet at bottom, and making said sectional area sixty cubic feet to one foot lineal. The double row of planking above described to be tied together at intervals of every five feet by suitable cross planking.

The intermediate space thus formed to be filled with a concrete composed of one part lake sand, one part lake shells, and one barrel of lime to one cubic yard of shells and sand combined. This composition, well mixed with water, will, in a short period or space of time, become so hard and permanent as to be able to resist the action of weather and water under all circumstances.

The eight feet of embankment wall thus produced above the original surface of the ground to be well backed up by the material excavated from the trench, and by other materials obtained for this purpose, whereupon you will have a levee of ample dimensions and of sufficient strength to resist effectually any force of waters likely to be brought against it.

That portion of the timber planking beneath the ground will not decay, while that part of the exterior planking exposed to the weather will endure until the concrete behind it requires no further assistance for its support. Iron revetments for this purpose, exposed to weather and salt water, would last but little longer than wood, while costing more per lineal foot than the entire levee proposed by the plan above described.

I will construct a levee of the character herein described, and give ample security for its completion, the said levee to be twenty thousand lineal feet in length, for the sum of three hundred and forty-six thousand dollars, and I will furthermore guarantee to keep the same in perfect repair for the sum of twelve thousand dollars per annum.

A further expenditure of one hundred and fifty thousand dollars is, I believe, amply sufficient to build all the levees required for the upper and lower lines connecting the Mississippi with the lake line; and twenty thousand dollars per annum, when properly applied, is sufficient to keep all the said levees in perfect repair, and thus secure the city from overflow from waters beyond the levees.

A very wide levee, with shellroad and railroad, promenade and parallel canal, would look very well on paper, but of what earthly use seventeen miles of shellroad, making three quarters the circuit of the city, out in the swamps and along the lake shore, can be for the public good, is more than I can possibly comprehend. The public convenience does not at present require such a road, and as a place of resort for pleasure it would be an expensive luxury. It would necessarily have to be lighted up at night, and protected by a strong police force, as experience with such roads elsewhere in the neighborhood of large cities sufficiently demonstrates. It would be far better to improve the condition of existing roads and so regulate their irregularities of grade as to insure a more perfect drainage during sudden and heavy rains, than to build new roads which are not required for the accommodation of the public traffic.

I am still further puzzled to comprehend the necessity for twenty thousand lineal feet of canal inside the levee and along the lake shore, as proposed by the City Surveyor. As there would be little or no current through this canal, it would require a constant and expensive outlay of money to keep it in repair and free from alluvial deposits. As a temporary reservoir for the reception of large quantities of water caused by heavy rains, it would be to some extent useful; but the money which it would cost could be much more judiciously expended in keeping the existing canals perfectly free from the accumulations which so much impede the currents of water therein, and in further providing other canals which are absolutely required to perfect your system of drainage. If proper pumping engines are provided for keeping the area comprised within the levee from water caused by rain falls, the canals which convey the water thereto will afford all the temporary reservoir that is needed for the retention of the waters which may suddenly fall.

The existing pumping devices used by the city are a nuisance, and far behind the age in engineering appliances adopted elsewhere for the accomplishment of like purposes. They remind me of a man bailing water from a pond by means of a bucket fastened to the end of a long pole, while he handles the opposite end, and thereby makes himself the fulcrum. If the City Council will advertise for proposals they will find no difficulty in finding responsible parties who will, for a compensation trifling as compared with that at present expended, furnish their own machinery and pump this city so dry, and so keep it, that persons who require wells will be compelled to dig deep to find water.

In concluding the brief suggestions herein made I would venture to assert that I believe you would find great difficulty in protecting and preserving a levee "advanced into the lake," and provided with perpendicular revetments as proposed. I have practiced civil engineering with but little interruption for the last thirty years, and have studied nearly all the important works on the subject, have visited and examined the most important public works in this country, the West Indies and in Europe, but I have yet to learn the new theory advanced by the Surveyor that experience has proved that long sloping beaches require levees of double the height of those provided with revetments. An instance with which many of the prominent citizens of this city are familiar and to whom I can refer, proves the very contrary of the Surveyor's theory.

The Moro Castle at the entrance to the harbor of Havana stands boldly against the deep waters of the gulf stream, and although more than eighty feet elevation, I have seen its summit inundated with the waters of the gulf during a violent wind, while the waters upon the opposite shore expended their fury and force by the traction and friction of a sloping beach, without even sprinkling the street of only ten feet elevation above the water of the gulf, and running closely parallel therewith.

L. J. OLMSTEAD,
Civil Engineer.

New Orleans, June 20, 1871.

To Hon. Benj. F. Flanders, Mayor of the city of New Orleans:

The undersigned respectfully begs leave to offer some remarks on the very important subject of protection from overflows and the drainage of this city, which is now strongly agitated by the people and has been under consideration of the honorable Council over which you preside.

I approach the subject with much diffidence and hesitation, and should not obtrude my views at this time, were it not that I candidly believe that the plan and system proposed for the protection from overflows and drainage of the city involve vast interests, and will seriously affect the interests and future welfare of the people. I will simply state that the few remarks I will offer are the result of much reflection on observations made during a quarter of a century in regard to the matter under consideration.

With respect to the proposed levee along the lake shore, as well as the two levees from the ridge to the lake, I think that the present time, to say the least, is very inopportune to commence so costly an undertaking, for it appears to me that it is all-important that the lands lying between the ridge and the built up part of the city should be reclaimed, redeemed and made suitable for human habitation before the funds of the city and the energy of the people are directed toward the reclaiming of the swamp lands. These lands will be of little if any real value to the city for many years to come; in fact, they will not probably pay the annual expense for the draining a long time to come yet, and they will be a burden upon the city; and this appears to be a reasonable conclusion, considering the immense quantity of vacant land lying between the back part of the city and the Metairie and Gentilly ridges. There are several hundred squares of ground without a building of any kind, the ground not even cultivated, much of it only having a nominal value at present.

But let us consider for a moment the condition of that part of the back of the city from Galvez street to the ridge and between the two navigable canals. We find here but few buildings, and those of an inferior class; probably seven-eighths of the ground is still unoccupied by buildings of any description. These lands are convenient to the business portion of the city; this section is certainly the most important of all the back part of the city, and the lands, if any in that part, ought to be valuable and command a high price; but such is not the case. Drainage has been applied to this section for more than a quarter of a century, still the lands have advanced very slowly indeed, and their low price can to only a small extent be attributed to the overflows from the lake, because prior to 1868 there had been no overflow from the lake for many years.

In view of these facts, the lands lying between the ridges and the lake will not be occupied and built upon for a very long time, and of course be of little value to the