New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

THE DAILY REPUBLICAN

is published every day (Mondays excepted) at No. 94 Camp street. Terms: $12 a year; $6 for six months; $3 for three months—payable invariably in advance. Single copies five cents.

Office—No. 94 Camp street.

RATES OF ADVERTISING:

Squares.	One month.	Two months	Three months	Six months	One year.
One	$12	$22	$30	$50	$75
Two	22	38	50	80	125
Three	30	53	70	110	175
Four	38	67	90	140	225
Five	46	80	105	170	275
Six	54	93	120	200	325
Seven	60	105	135	230	375
Eight	65	115	150	260	420
Nine	70	125	165	290	460
Ten	75	135	180	320	500
Eleven	80	145	195	350	540
Twelve	85	155	210	380	580
Thirteen	90	165	220	410	620
Fourteen	95	175	230	430	660
Fifteen	100	185	240	450	700
Thirty	175	300	450	750	1200

Monthly advertisements, inserted every other day, to be charged two-thirds of the above rates.

Second page monthly advertisements, each square, $20 per month.

Transient advertisements, having the run of the paper, first insertion $1 50 per square; each subsequent insertion seventy-five cents per square.

Second page transient advertisements, each insertion $1 50 per square.

Advertisements inserted at intervals to be charged as new each insertion.

Regular advertisers, who advertise largely, will be allowed such discount from above named transient rates as may be agreed upon; provided, that in no case shall such discount exceed twenty-five per cent.

All business notices of advertisements to be charged twenty cents per line each insertion.

THE WEEKLY REPUBLICAN

is published every Saturday morning, and contains the news by telegraph, miscellaneous reading, editorials, local matters of general public interest, commercial and monetary reports, and everything that appears in the Daily, except such items as are of little or no public moment. The WEEKLY REPUBLICAN is an excellent family paper, valuable as well for instruction and amusement as information on the current topics of the day.

Terms of Subscription.

One year, $5; six months, $2 50.

Advertisements.

Transient advertisements same terms as in the Daily. Monthly advertisements inserted for one-fourth of the daily rates.

A liberal commission allowed to those who send us clubs of five or more.

"DEEPENING" THE PASSES.

Essay Against the Improvement of Navigation at the Mouths of the Mississippi River by Means of Jetties.

BY C. G. FORSHEY, CIVIL ENGINEER.

Read before the New Orleans Chamber of Commerce upon a resolution pending, deprecating the action of the St. Louis Merchants' Exchange in its support of Captain Eads method and proposition to Congress, February 2, 1874.

The appearance of the letter and communication of Captain James B. Eads in the papers of the day, as addressed to Senator Schurz, of Missouri, upon the subject of "deepening the mouth or mouths of the Mississippi river," would seem to call for special comment from men of science, as well as from all those specially interested in the commerce of the river and valley.

Captain Eads proposes for himself and friends, to relieve the public anxiety and interest raised by the necessity of a deeper channel for navigation, by a contract with the United States government to clear out one, at least, of the river mouths, to the depth of twenty-eight feet; and this accomplished, to receive $5,000,000 for the work, and then to receive half a million annually for keeping the channel at twenty-eight feet for ten years after completion. Another condition, and one of significant importance, provides that when a depth of twenty feet shall have been attained, he shall receive $2,000,000.

The boldness of this proposition, coming from a man whose successes in a great engineering enterprise, that of bridging the same river at St. Louis, 1300 miles above the mouth, have given him a just prestige in his profession, is calculated to stagger, at least for the moment, the resolutions of many who had been led led by past failures of a similar kind, to advocate the plan of a canal cut from deep water in the river to deep water in the Gulf, a few miles above the head of the passes.

But for this prestige of Captain Eads, and the earnestness with which he alleges that he "will have no difficulty in convincing the honorable Missouri Senator of the feasibility of his plan," it would scarcely be worth the while to revive and recapitulate all that has been done and said by the best informed engineers in private life, and the ablest body of United States engineers ever assembled in America, all resulting in an abandonment, for the present at least, of the Sysyphus labor of dredging the mouths of the rivers in deference to the plan of a canal.

However, a brief summary of experimental labors in this direction may be useful, in immediate connection with Captain Eads' proposition to furnish ten years navigation of twenty-eight feet for $10,000,000; or to carry the work at twenty feet depth, and receive $2,000,000, even should he then find it convenient to abandon it.

The engineering aspect of this enterprise has these testimonies against the proposition of Captain Eads:

1. The surveys and soundings about the mouth of the river, since 1719, a period of 155 years, have shown the water on the bar of the several mouths to have been fourteen to sixteen feet, in a state of nature; no two passes, ever having had so great a depth at the same time, for any mentionable period. Nor has the water depth on any one of the bars ever exceeded these extremes for a whole season.

A mean depth of fourteen and one-half feet may be stated as the normal depth of the water on the best and deepest bar for 150 years.

2. Alike testimony shows the river currents to have deposited a plastic and yielding bar of such softness that no permanent works could be constructed thereon. The French Fort constructed at the mouth of Balize bayou (whose locality was remembered), could not be found, on the Ricker survey of 1849. It was of brick and of a broad base; yet the magazine had sunk below the prairie.

The solidification of the strata at the proposed canal below Fort St. Philip was demonstrated in the borings of Major Howell.

3. In 1838 Captain Talcott, a most able and skilled officer of the United States engineers, made an elaborate examination at the Southwest Pass (a channel made chiefly since 1719, and unnoticed on some of the maps, and having but seven feet* water on its bar), undertook to dredge a channel for commerce, under orders from his government, and although he succeeded in cutting a channel through this plastic mud with eighteen feet water, a few months of current operations and the lateral pressure obliterated all trace of his work.

4. In the year 1850, a survey was made of the river, below the city of New Orleans, through all the passes. This was under Senator Ricker, as chairman of the Levee Committee—Professor Forshey, civil engineer, conducting the professional work.

Every pass was sounded and perforated, to test the character of the bottom. The channels over the bars sounded were as follows:

Pass-a-l'Outre, eleven feet; Pass-a-l'Outre, nine feet five inches—north channel; Northeast Pass, eight feet; Southeast Pass, eight feet, reached through Selim bayou; South Pass, four feet (!), could not get out with steamer; Southwest Pass, fifteen feet.

The perforations of those bars were made with a smooth, two-inch pole, shod with an iron socket and spear point.

The weight of a man thrust this pole nine feet in the Southwest Pass bar, on a mud lump recently heaved up to the surface.

Similar results were found at all the bars and upon all the "mud lumps" about the outlets.

The conclusions of this survey are thus stated in the engineer report to Senator Ricker, and published in a public document by the Legislature of 1850-1.

"The bars of the passes are composed of soft, sticky mud, generally covered with a thin layer of sand, in high water, when the energy of the currents carry these heavier materials up the inclined planes and over the bars to deep water outside. In low waters the surface of the bars is very commonly of mud so soft that vessels of seventeen feet draft do pass out and in, under tow, when the best soundings show only fifteen feet water. In a few hours after such passage no trace can be found of the channel thus made. * * * *

"I am now satisfied of the practicability of closing useless mouths of the river, and thus concentrating the greater force of currents upon the best bars, say Pass-a-l'Outre and Southwest Pass; but I am not satisfied that these bars would be long benefited by the experiment. They must soon form again at the new point of equilibrium of forces."

The report, too long for literal extract, goes on to recommend a process of stirring and slitting the mud with harrow teeth; these harrows to be dragged behind boats constructed for the purpose, or the towboats continually plying back and forth, half their trips without tows. The engineer predicts a deepening of two feet in soundings, and the passage of boats of nineteen feet draft, on the Southwest Pass bar.

As consulting engineer of the towboat company, Professor Forshey devised the simple harrows, and recommended to its president, Mr. Junius Beebe, to bid for the contract offered by the United States engineers, General Beauregard in charge, to keep a channel of eighteen feet for one year for the sum of $75,000.

The success was complete, and the premium paid. But the effect of this experiment was lost immediately after the work ended, and the channel resumed its normal depth of fifteen feet, for which it appears still to maintain an obstinate proclivity.

About the year 1855 an act of Congress appropriated $350,000 for an experiment similar to that proposed by Captain Eads. Messrs. Craig and Rightor, men of bold enterprise, well backed by their friends, proposed to cut a channel by confining the water of the Pass between jetties. Partial success was attained as they progressed, as in the case of Captain Talcott's dredgings. But a storm came and swept away their works and filled up their partial channel.

During the past five years the United States engineers have used the best abilities known to the corps to the effort to keep a channel a greater depth over the bars at the two main passes, and the amount expended in this process of stirring the mud that forms these bars now reaches about $1,200,000. In all cases they have succeeded in the temporary accomplishment of the effect aimed at, but in every abandonment, even for a few weeks, of any portion of their work the channel has been lost by lateral pressure, and the new material brought forward by the currents of the river.

It has transpired, however, that the depths attained are about the limit practicable by stirring and dredging; that nineteen feet has been pretty well maintained, and twenty feet reached, while at work.

But the breadth of the bar at that depth becomes so great and it approaches so near the level of the wide plateau outside the bar as to render the task too great for any reasonable number of boats to maintain the channel of miles in length. * * *

This brings the whole subject up to the present time, without pretending to give the details of operations or the many investigations that led to them. The report of Generals Humphreys and Abbot, of 1861, upon the delta of the Mississippi, recites these details to that date; and the appendix to the memorial of the Merchants' Exchange, addressed recently to the Forty-third Congress, contains a good summary of the same down to the present time.

While using both these authorities, and the yearly reports of the chief of United States engineers to the latest dates, it is proper to say that none of them contravene the synopsis here given. And believing that we recognize in the appendix above referred to the pen and preferences of Captain Eads himself, I must say that he has fairly stated the situation and the exigency before us, while I take direct issue with him upon the practicability of permanent relief by means of *jetties* and *stirring*. And for the following facts and reason:

LEVEES.

When we reach the mouth of the river, say at the pass most available, the Southwest Pass, we find the level of the sea. Any water arriving there can run but little farther, except from the *ci-devant*, the momentum of one to four feet per second.

Assume the high water velocity, at bottom on the bar, with a mean of two feet per second. This was the result of the experiments of Professor Forshey in 1851-2, and these were confirmed by Mr. George Fuller seven years later.

This velocity will not cut the bar, though the sand brought up the inner slope will be rolled forward, over the crest, by this velocity.

The bar once deposited is plastic clay for ever, except in the special localities where the river channel may locate itself, centuries afterwards, and apply the energies of a greater velocity to cut out a new channel.

Greater velocities are to be attained only by greater fall. Water can not be hurried except by the forces of gravity.

The convergence of jetties can only accelerate the velocity and grooving force by raising the surface plane. And when, by converging your jetties upon the banks, you slam up the river, *pro tanto*, the water will accept the situation, and prefer to run out by other passes, and over the banks along the channel above.

It follows, then, that the jetties, to perform the function expected of them, must be reinforced by wings and levees extending up the banks, closing such openings as the Northeast Pass and Willard's Jump, etc., or if not thus assisted, the water will pass out in the less obstructed channels.

Moreover, suppose these auxiliaries, namely: secure levees up to the forts, forty miles, reared so high that storm tides of six feet, when thus obstructed, shall not ride over or destroy them, closing the passes (Northeast and Willards, one 1250 feet wide and 3.2 feet mean depth, the other 1440 feet wide and 5.2 feet mean depth), then I admit the result claimed for this enterprise, that the channel would be cut within the jetties to a depth something like that in the present pass two miles this side the bar, namely, 28 feet; and this would continue till the abrasions of the sides, analogous to those on the bottom, should carry away the jetties by undermining, to make a channel for the discharge of the threefold amount of water due to the closure of the other outlets.

But suppose the jetties built a mile apart, a distance needed if we would avoid their destruction by lateral abrasion, then, just outside their terminus, another bar would immediately form, whose crest would not have more than fifteen feet of water. No one denies this allegation.

The jetties must, then, be extended a distance of near 1300* feet per year, and in ten years a distance of two and three-fifths miles must be added to each side of our river-canal, out in the sea. This would cost, I submit, more than the sum demanded in Captain Eads' proposition, to maintain our jetties and preserve navigation.

Will it be necessary to add to these nearly insurmountable difficulties the consideration that in the normal condition the alluvion carried forward has some 400 feet of annual advance, and lies in crescent form, for some two miles on each side of the bar, and that when confined within the jetties it must all be cast down in a nearly right line in front and around their terminus, having less than two miles in breadth, and hence an advance more than double that already estimated?

All these considerations were before that most grave board of engineers, on their recent investigation of this whole subject, on the ground and in subsequent sessions. It is proper to say, too, that they called into free consultation three civil and military engineers, who have spent many years of labor and thorough experience—personal, scientific and practical—upon these very propositions. The conclusion was unanimous in favor of the canal, below the forts, and only a single member of the board favored an experiment with jetties at one of the passes.

Can it be possible, then, that at this late day, after thirty-five years of tampering with dredges, jetties and stirrings, the Congress of the United States can be staggered by the proposition of any man, and especially one who has never given the subject personal investigation, to experiment further for a period of ten or twelve years, in the face of such formidable difficulties and adverse experiences, and nearly unanimous judgment of all who have earned the right to an opinion in the premises.

What guarantee or indemnity is offered for ten years' blockade of commerce while testing this purely theoretical scheme. There is no sum of money computable to repay the damages to Western commerce and national wealth in case of the failure of this individual experiment.

We forbear to dwell upon the minor proposition of Captain Eads, to be paid $2,000,000 upon attaining a channel of twenty feet—a depth already attained—as an extreme of both the harrowing method of 1852 and the stirring method of 1868-74. Still, it is too obvious that if the experience of attaining twenty feet, say at a cost of less than half a million, should not promise well for further prosecution, the contractors could collect their $2,000,000 and retire without further labor. No considerable sums have ever been collected by the United States as security for failure to perform works, nor would this be expected.

We conclude by merely adding what should be stated in the engineering considerations above, that the examples quoted of the Danube and Rhone, to recently testing the virtue of jetties, are entirely without force, and must so continue till a half or a whole century of experience shall have been added, to test their value.

And, finally, we insist that this grand scheme, based upon personal prestige, and individual guarantee, is wholly wanting in deference to those who so long prayed for relief for the commerce of the valley, as for those who have longest and deepest investigated the matter; and is liable to the charge of being most inopportune and mischievous.

*Sevigny gives fourteen feet in the Balize bayou, which was the pass of navigation in 1719. He gives seven feet for Southwest Pass.

*The Northeast Pass has a section of 76,360 feet; the Southeast Pass has 61,480; the Jump, 45,000. The Southwest Pass, then, vents only one-third of the river. In measuring the progress of bar seaward, we must multiply the rate measured in recent years by three. My measures in 1850 showed a progress in twelve years—since Talcott's survey of 1838—of almost exactly one mile: 5280-12 equals 440; then 440 times 3 equals 1320.

FINANCIAL RELIEF OF NEW ORLEANS.

Report of the Committee to the Chamber of Commerce, Febuary 2, 1874.

BY G. W. R. BAILEY.

NEW ORLEANS, February 2, 1874.

To the President and Members of the Chamber of Commerce:

GENTLEMEN—Your committee, to whom was referred the question, What legislation is needed for the financial relief of the city of New Orleans? respectfully submit the following report:

The city debt, bonded and certified, on the thirty-first of December, 1873, was $22,322,965. The floating debt, "not including Metropolitan Police warrants, of which the sum is unknown," was $456,896, or a total, probably, in excess of $23,000,000. The present assessed value of the taxable property, real and personal, within the city limits, is stated to be $139,913,356, much more than its actual cash value now. The debt is, therefore, about seventeen and a half per cent of the assessed valuation of taxable property. The rate of taxation, exclusive of the drainage tax, is three per cent. The "interest, payable in 1874, on the bonded debt," not including "wharf bonds, payable out of wharfages," is $1,375,629, and the amount of $672,806 is required for the reduction of the principal of the bonded debt.

The amount of back taxes due and unpaid at the beginning of 1874 was $4,103,652, including $1,413,431 for 1873. Many who are able to pay their taxes have not paid, but a very large number are delinquent because of inability to pay. It is considered probable, if three per cent as the rate of taxation for 1874 is to stand, that the deficit for the year will be much greater than for 1873. The burden of taxation has become unendurable. Property holders have become, as a class, unable to pay, because of a loss of revenue and depreciation of property. Retrenchment and reform can no longer be deferred, if general insolvency is to be avoided.

About two and seventy-seven hundredths per cent of the three per cent tax now levied, is required to meet payments made compulsory by existing laws, leaving less than one-quarter of one per cent for the current expenses of municipal government. The city pay rolls are now, therefore, about six months in arrears, and all disbursements are augmented by the inability of the city to pay cash. The city Administrators have made large reductions in expenses, but much greater must be made (and to effect this legislation is indispensable), if any reduction of taxation is to be accomplished. Without adequate legislation, a still higher rate of taxation than three per cent is probable, and with an increase the bankruptcy of the city is inevitable.

Aided by legislation, the rate of city taxation for the present year, 1874, can be reduced to two per cent, and in succeeding years to one and a half per; the interest on the bonded debt can be regularly and promptly paid; the city administration, on an economical basis, can be sustained, and cash payments, after a few months, can be resumed.

To accomplish the needed retrenchment, and to secure the ends desired—the restoration of city credit, a reduction of taxation, a return of business prosperity, an advance in the values of property, and the construction of a railway to Texas—it is suggested that legislative authority and sanction should be given to provide for the following objects, to wit:

1. To abrogate or annul the existing contract for the digging of canals and building of levees with the Mississippi and Mexican Gulf Canal Company, either directly or by proceedings to establish by law the illegality of the transfer of said contract to an individual, and to suspend indefinitely, or until the city is in a condition financially to complete said work, all work on canals and levees north of the Metairie and Gentilly ridges, and the issue of bonds therefor.

2. The payment by the State of the Metropolitan Police, and of all expenses of the police department, and to relieve the city from all obligations and liabilities therefor other than the payment, monthly, into the State treasury of $25,000, or $300,000 per annum.

3. To authorize the city to retain, and use for general expenses, all of the surplus remaining of the fund derived from the tax levied for city park purposes, after paying the amounts due, from time to time, on account of the purchase of the park property and valid obligations connected therewith. To secure the property, but suspend all improvements indefinitely.

4. The suspension for a term of five years, including the year 1874, of the collection of the tax now required to be levied for a sinking fund for the retirement of bonds, on condition that the interest on said bonds is regularly and promptly paid.

5. That city taxes shall be collectible from and after the first of January, and exigible from and after the thirty-first of March, in each year, including the year 1874.

6. To limit all future assessments of property subject to taxation, to what it will fetch at a cash sale.

7. To afford adequate ways and means to enforce the collection of taxes when exigible.

8. To carry into effect a reduction, to the extent of twenty per cent of the present salaries or compensation of all officers and employes paid by the city, from and after the time when the same are paid regularly, in money, during the month immediately following that for which they are due; and for the substitution of salaries for fees of office wherever practicable.

9. The abrogation of the present system of paying the criminal sheriff for the keeping and maintenance of prisoners in the Parish Prison, and to allow for its being done directly by the city, as it now or has heretofore been done in the City Workhouse; to allow the city to make use of the compulsory labor of those confined as vagrants, or for petty offenses, to clean the streets of the city, and to abolish the City Workhouse.

10. As recommended in the published report of the Mayor and Administrators, to reduce the official fees of the sheriff, clerk of the Criminal Court, district attorney, etc., and to abolish the system of paying jurors altogether, as well as to reduce the number of police courts. We concur also in the opinion of the city Administrators, that the insane should be taken care of and provided for by the State.

In the report above referred to it is stated, in relation to "general city expenses," that "it would probably be possible to diminish it (the budget) to the extent of about $100,000 more" than they had done. It is due to these gentlemen to say that this further reduction was to be accomplished by a reduction of salaries and the pay of employes, including their own, and that they themselves proposed such a reduction.

Your committee are of opinion that the further issue of interest bearing bonds should cease, except for consolidating or retiring the present outstanding bonds; and that no new bonds, with this exception, should be issued until the bonded debt shall have been reduced below $15,000,000.

If legislation can be obtained to carry into effect the retrenchments and reforms proposed it is considered certain that taxation can be immediately reduced, for 1874, one-third; that repudiation will be averted; that the credit of the city will be fully restored, and that a new era of prosperity will commence for New Orleans. Business will revive and improve, there will be an immediate advance in the values of all property, and capital will seek investment with us.

On the other hand, it may be said, with equal assurance, that it is absolutely impossible to go on as we have been going; we have reached the "end of our row," and must turn, or utter and irretrievable ruin and practical repudiation will be the inevitable result.

It is not yet too late to realize for New Orleans that future of prosperity and wealth to which her unrivaled natural advantages, as the entrepot of the Mississippi valley justly entitles her.

Respectfully submitted.

G. W. R. BAYLEY, Chairman.

CITY COUNCIL--OFFICIAL

REGULAR MEETING.

CITY HALL, NEW ORLEANS, Tuesday, February 3, 1874.

The Council met this day at 12 M., in regular session.

Present—Hon. Louis A. Wiltz, Mayor, presiding, and Administrators Brewster, Calhoun, Fitzenreiter, Lewis, Schneider, Sturcken and Turnbull.

The minutes of the last meeting were approved.

Communications from the Mayor and Administrators.

The Mayor presented the following report, which was received:

To the City Council of New Orleans:

I have the honor to report that, by the request of the Council sitting in committee of the whole, I communicated to J. H. Keller, their offer in settlement of his claim against the city for land taken for canal and streets as referred to in his petition of January 20, 1874, to wit: The sum of $1500 payable in a tax warrant, said settlement to be full and final. His answer, declining your offer, is herewith submitted.

LOUIS A. WILTZ, Mayor.

The monthly report for January of the Administrator of Public Accounts was submitted and received.

Mr. Schneider presented the annexed reports and they were received.

Joint monthly report of the Administrators of Finance and Public Accounts for the month ending January 31, 1874:

RECEIPTS.

Balance on hand January 1, 1874	$11,560 24
Bills receivable	1,520 00
Cemeteries, 1873	45 00
City railroads, 1873	727 99
Drainage tax	296 85
Fines and fees, 1873	354 00
Fines and fees, 1874	608 00
Ground rents	665 33
Interest, 1873	2,650 22
Interest, 1872	3,268 65
Law charges, 1873	254 00
Licenses, 1873	100 00
Levee dues, 1874	16,421 32
Lyceum Hall, 1874	40 00
Levee dues, 1873	2,663 63
Law charges, 1872	83 50
Markets, 1874	43,434 32
Metropolitan Police warrants, 1872	1,095 80
Metropolitan Police warrants, 1873	6,293 32
Million loan, 1868	37 50
Million loan, 1869	19 00
Million loan, 1870	23 62
Million loan, 1871	1,608 95
Printing tax list, 1873	305 00
Public pounds, 1873	150 75
Printing tax list, 1872	50 25
Water rents, 1873	2 00
Water rents 1874	15,300 77
Waterworks, general service, 1873	70 20
City taxes, 1866	12 00
City taxes, 1870	165 38
City taxes, 1871	6,273 80
City taxes, 1873	14,864 14
Consolidated loan tax, 1871	3,740 85
Consolidated loan tax, 1873	10,786 39
Extra tax, 1872	4,105 93
Gold consolidated bonds, general series, 1873	1,641 73
Interest on current account, 1873	795 84
Jefferson City bonds, 1873	198 09
Fink Asylum bonds, 1873	49 57
McDonogh school bonds, 1873	98 89
Metropolitan Police tax, 1871	1,005 89
Metropolitan Police tax, 1873	6,333 32
New Orleans Park tax, 1871	1,005 89
New Orleans Park tax, 1873	2,474 06
Pontchartrain Railroad tax, 1873	158 31
Railroad bonds, 1871	1,206 69
Railroad bonds, 1873	4,224 94
Street improvement bonds, 1871	60 34
Street improvement bonds, 1873	405 75
School tax, 1871	2,445 25
School tax, 1873	5,781 76
Seven per cent bonds, 1869	3,770 31
Seven per cent bonds, 1870	3,958 50
Ten per cent bonds, 1871	1,166 52
Ten per cent bonds, 1873	3,712 86
Waterworks bonds, 1873	1,355 74
Licenses, 1874	57,121 00
Vehicle numbers, 1874	484 25
Cemeteries, 1874	95 00
Total	$454,126 20

DISBURSEMENTS.

Aged, infirm and indigent, 1873	$15 00
Cost of removal of sick and dead, 1873	189 45
Contingent, 1873	2,817 92
Certificates of appropriation	5,668 26
Drainage, general service, 1873	12,747 43
Drainage fund	296 85
Fire department, 1873	35,000 00
Furniture, 1873	49 00
Five-eighths tax excess	43 75
Fiscal Agent's security fund	21,716 66
House of Refuge, boys, 1873	3,439 11
Ice, 1873	84 00
Insane Asylum, 1873	604 25
Inquests, 1873	1,481 77
Interest, 1872	2 45
Interest on seven-thirty certificates	104 20
Jury service, 1873	4,227 00
Jury service, 1872	225 00
Lighting city, gas, 1873	32,681 52
Lighting city, oil, 1873	2,004 64
Law charges, 1873	4,626 00
Law charges, 1872	1,161 68
Markets, 1874	160 00
Metropolitan Police warrants, 1872	355 40
Metropolitan Police warrants, 1873	25,505 80
Metropolitan Police warrants, 1874	17,053 07
Million loan, 1868	37 50
Million loan, 1869	19 00
Million loan, 1870	23 62
Million loan, 1871	1,608 95
New Orleans Park commissioners	35,000 00
Office expenses, Mayor, 1873	56 11
Office expenses, Department of Finance, 1873	108 95
Office expenses, Department of Commerce, 1873	120 00
Office expenses, Department of Assessments, 1873	233 25
Office expenses, Department of Improvements, 1873	121 00
Office expenses, Department of Public Accounts, 1873	359 40
Office expenses, Surveyor, 1873	716 60
Printing tax list, 1873	5,331 00
Public school warrants	4,239 35
Recorders' courts, 1873	18 35
Recording births and deaths, 1873	101 50
Repairs to courthouses, 1873	533 75
Repairs to markets, 1873	130 43
Repairs to public buildings, 1873	1,747 41
Salaries, employes Bureau of Streets, 1873	6,199 99
Salaries, employes Surveyor, 1873	6,374 00
Salaries, employes of public squares, 1873	1,902 50
Salaries, employes of public pounds, 1873	866 58
Salaries, employes of Insane Asylums, 1873	1,517 00
Salaries, city physicians, etc., 1873	1,074 99
Salaries, employes House of Refuge, boys, 1873	289 50
Salaries, employes of Workhouse, 1873	1,435 78
Salaries, employes of courthouse, 1873	800 00
Salaries, employes of recorders' courts, 1873	4,809 96
City Attorney and employes, 1873	680 00
Salaries, employes Waterworks office, 1873	1,715 00
Salaries, employes Waterworks proper, 1873	1,546 66
Salaries, employes Bureau of Wharves and Landings, 1873	633 32
Salaries, Mayor and Administrators, 1873	4,625 00
Salaries, employes Mayor's office, 1873	2,275 00
Salaries, employes City Hall building, 1873	560 00
Salaries, employes City Council, 1873	770 00
Salaries, Department of Finance 1873	5,005 00
Salaries, Department of Commerce, 1873	3,653 31
Salaries, Department of Assessments, 1873	5,341 52
Salaries, Department of Improvements, 1873	258 33
Salaries, Department of Police, 1873	325 00
Salaries, Department of Public Accounts, 1873	4,510 00
Salaries, Department of Water Works and Public Buildings, 1873	768 00
Salary Surveyor, 1873	361 66
Sanitary expenses, 1873	189 98
Street repairs, 1873	32,197 99
Tax warrants, 1873	3,904 58
Wages, Waterworks, 1873	1,721 25
Wages, Wharves and Landings (Improvements), 1873	12,495 97
Wages, wharves and landings (Commerce), 1873	351 54
Waterworks, general service, 1873	1,390 30
Wharves and landings, 1873	1,233 25
Workhouse, 1873	779 11
City money	686 50
Consolidated loan tax, 1871	3,760 85
Consolidated loan tax, 1873	10,786 39
Gold consolidated bonds, general series, 1873	1,641 73
Jefferson City bonds, 1873	198 09
Fink Asylum bonds, 1873	49 57
McDonogh school bonds, 1873	98 89
Metropolitan Police tax, 1871	1,005 89
Metropolitan Police tax, 1873	6,333 32
New Orleans Park tax, 1871	1,013 14
New Orleans Park tax, 1873	17,592 32
Pontchartrain railroad tax, 1873	158 31
School tax, 1873	5,781 76
Railroad bonds, 1871	1,206 69
Railroad bonds, 1873	4,224 94
Street improvement bonds, 1871	60 34
Street improvement bonds, 1873	405 75
Seven per cent bonds, 1869	3,770 31
Seven per cent bonds, 1870	3,958 50
Ten per cent bonds, 1871	1,166 52
Ten per cent bonds, 1873	3,712 86
Waterworks bonds, 1873	1,355 74
Contingent, 1874	40 00
Total	$426,888 20
Balance	27,238 19
	$454,126 20

LOUIS SCHNEIDER, Administrator of Finance.
JOHN CALHOUN, Administrator of Public Accounts.

DEPARTMENT OF FINANCE, February 3, 1874.

Statement of city taxes unpaid and due January 31, 1874:

Tax years.	Uncollected Dec. 31, 1873.	Collected in January.	Uncollected January 31.
1860 to 1867	$331,614 12	.....	$331,614 12
1868	194,543 77	.....	194,543 77
1869 to 1872	606,739 46	$49 50	606,739 46
1873	136,021 69	19 00	136,002 69
1870	245,215 90	189 00	245,026 90
1871	545,032 96	22,640 11	522,442 87
1874	1,499,394 41	60,210 20	1,439,184 21
Total	$4,103,562 13	$83,107 81	$4,085,544 32

LOUIS SCHNEIDER, Administrator.

Financial Business and Other Bills on Final Passage.

Mr. Calhoun called up the ordinances described as follows, which, having been read twice and passed both readings, were now on third reading and passed unanimously, the yeas and nays having been called on each and all the members present, at roll call, voting:

"Providing for the payment of the several accounts and pay rolls therein named," beginning, officers, clerks and employes in the Department of Improvements.

"Providing for the payment of the several accounts therein named," beginning, New Orleans Republican Printing Company, $50. Passed with an amendment proposed by Mr. Calhoun, striking out the item of G. De Feriet & Co.

"Providing for the payment of the several accounts therein named," beginning New Orleans Times, $14. Passed with certain amendments, correcting clerical errors.

"Providing for the payment of the pay rolls of the Department of Improvements and Surveyor for the thirty-one days ending January 31, 1874." Passed with the following amendments, moved by Mr. Calhoun: Changing the item of Bureau of streets to $3,452 90; the item of Bureau of Wharves and Landings to $7499 35; the item of Bureau of Drainage to $6063 52; the total to $37,016 77; the item of Surveyor's department to $3574 25, and the grand total to $40,591 02.

"Providing for the payment of the several accounts therein named," beginning M. Carvin, $131.

Reports of Committees.

Mr. Lewis submitted the annexed report, which was received and the recommendation contained therein was adopted:

DEPARTMENT OF IMPROVEMENTS, New Orleans, February 3, 1874.

To the City Council of New Orleans:

I have the honor to report that the following bids were received in answer to the advertisement inviting proposals for furnishing lake and oyster shells.

For Lake Shells—

Nicholas Connell, in cash forty-nine cents, in improvement bonds seventy-three cents per barrel.

William Henry, on levee, in cash thirty-nine cents, in improvement bonds sixty-eight cents per barrel.

William Henry, on basin, in cash thirty-three cents, in improvement bonds sixty cents per barrel.

Ann McGuinn, on basin, in cash thirty-three and one-half cents, in improvement bonds sixty-one and one-half cents per barrel.

For Oyster Shells—

Anthony Williams, in cash sixteen cents, in wharf bonds twenty-one cents per barrel.

I hereby recommend that the foregoing bids be rejected.

JAMES LEWIS, Administrator.

The Mayor, from the committee of the whole, reported unfavorably on the proposition of E. D. Frost, representing the New Orleans, Jackson and Great Northern Railroad Company, to build a bridge over the New canal, at Magnolia street, at the expense of the city. The report was adopted.

Mr. Lewis reported favorably on the petition of Antonio Cordero, relative to damages suffered by him from the construction of the lake shore levee. Received.

Mr. Sturcken submitted a favorable report on the proposal of A. J. Ward to purchase a lot of ground from the city, and upon the recommendation of the Administrator the subject was referred to the committee of the whole.

Ordinances and Resolutions Offered.

By Mr. Lewis, and read twice:

Resolved, That the Administrator of Finance be and he is hereby authorized to issue to Antonio Cordero new consolidated bonds, drainage series, at par, for the amount of $2000; provided said Cordero will receive said amount so paid in full settlement for all damages heretofore sustained or hereafter caused to the real estate or personal property owned, leased or occupied by him on or near the lake shore, by reason of the construction of the lake shore levee and the operations of the dredge boats along the same, and that he renounce and relinquish all claims under this settlement for himself and his heirs and assigns forever.

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, whenever there shall be money in the city treasury to the credit of the appropriate fund, for each account not otherwise appropriated:

DEPARTMENT OF IMPROVEMENTS.

Department Proper—

R. L. Bruce, forage	$50 00
Henry Baliard, reimbursement	63 45

Bureau of Wharves and Landings—

A. M. Moulin, ballast	325 00
Len Higby, towing nuisance boats	310 00
W. G. Wilmot, coal	12 50

Bureau of Drainage—

R. D. Maclin, coal	312 50
H. & C. Tyler, coal	312 50
Beals & Laine, coal	312 50
D. C. McCan & Son, iron work	406 62
John W. Madden, stationery	184 75

Bureau of Streets—

Spencer Field, Jr., & Co., coal	75 00
D. B. Wood & Brothers, coal	4 50
John W. Madden, stationery	92 75
Isaac Bradley, brickbats	217 00
A. De Monasterio, depot rent	25 00
Thomas O'Neil, office rent	25 00
F. Vonder Haar, office rent	25 00
H. Ringgold, office rent	30 00
Vecchini & Mariano, oyster shells	50 20
W. H. Morgan, oyster shells	138 00
Total	$2681 27

SURVEYOR'S DEPARTMENT.

John W. Madden, stationery	$101 00
Henry Oertling, lumber	131 11
Total	$232 11

By Mr. Calhoun, and read twice:

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

Be it ordained, That the following appropriations be and are hereby made to defray the expenses of the Department of Police for the month of January, 1874, and that the Administrator of Public Accounts warrant on the Administrator of Finance in payment of the same, whenever there shall be money in the city treasury to the credit of the appropriate fund for each account, and not otherwise appropriated:

ADMINISTRATOR'S OFFICE.

James Buckley, stationery, $48 65.

MUNICIPAL POLICE COURTS.

James Buckley, stationery, for the Second Municipal Police Court, $8 50.

James Buckley, stationery