The Daily Bee.

G. P. THOMAS & CO., Proprietors.
G. P. THOMAS, G. SCHEPP, H. DAVENPORT, J. DUPUY.

DAILY PAPER, (one year in advance).....$12 00
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THE DAILY BEE.

THURSDAY MORNING, APRIL 24.

To our friends in the North who are desirous of transmitting advertisements for publication in the *Bee*, we take pleasure in recommending the firm of S. M. Pettengill & Co., 119 Nassau street, New York. These gentlemen will be found prompt and faithful in the performance of contracts.

Subscriptions by the Week.

The carriers of the Bee are authorized to receive subscriptions by the week, at the rate of 25 cents.

THE NORTHERN MAIL came through yesterday with the latest dates.

CITY AFFAIRS.

"What has the present Council done for the city of New Orleans?" is the title of an anonymous pamphlet we have received. It presents a succinct, interesting, and seemingly impartial review of the acts of the Council, and its statements are accompanied by the authority and weight of statistics. The writer begins by charging the Democratic administration of the city in 1853 with the greatest extravagance, with ruinous contracts, and with projected improvements without the means of payment. The improvement of the public works alone, according to the published estimate of that year, was $452,300; for wharves and levees $272,600; for projected improvements, $454,580, while the Democratic Council acknowledged a deficit of income, and a reported failure to collect a large portion of every species of taxation.

The first Council under the reform movement found itself hampered and trammeled by the embarrassment bequeathed to it. Little more could be done than to suffer the old system of extravagance to die out by limitation, to guard the treasury from drains, and above all, to pay off the legacy of debt incurred by its Democratic predecessors. To accomplish this necessitated an increase of taxation, and of course created discontent. The reform movement, however, had enlisted popular sympathy, and the next election reaffirmed the principles upon which its friends had acted. The Council elected in 1855 found a portion of the monstrous liabilities of the city liquidated, but had still to encounter a host of difficulties. The reformers, however, went to work in a spirit of zeal and determination, diminishing expenditures, lopping off excrescences and carrying out a system of rigid economy. The result of their prudence and labors is set forth in the report of the Finance Committee submitted in January last.

From this document it appears that on the 1st January, 1855, the floating debt of the city in treasury warrants and other matured liabilities, amounted to the grand total of $566,546 41.—Every dollar of this large sum has been paid, except about $10,000 which has not been presented to the treasury, and on January 1st, 1856, the balance on hand was $80,367 48. This was effected with the ordinary income, used with great economy, and a rigid adherence to the principle of avoiding all contracts upon the public by the reformers. The present Council adopted the system of farming the wharves. To demonstrate the wisdom of this measure, it is only requisite to state that while, in 1853, there was a deficit of over thirty-five hundred dollars in the revenue from that source, in 1855, '56 and '57, a net income of $155,005 21 is secured to the city. The expenditures of the Surveyor's department in 1855, were $1,352,300. They have been reduced for 1856 to $145,029 28. The expenditures of the Street Commissioner's department, for 1856, though apparently increased $2,500, are in reality diminished, since the excess of expenditures is produced by the annulling of unperformed contracts, and the completion of the work by the city.

The taxes have been materially reduced from those of last year. The diminution in the city tax is 70 per cent.; in the railroad tax, 22 per cent.; in the consolidated loan tax there is no change, save for the State District, in which there is a slight increase, say 8 per cent. The tax on real estate in the Second and Fourth Districts is within the limit assigned by the recent act of the Legislature, while the increased amount in the First and Third was levied in compliance with the then existing law, over which the Council had no control.

The pamphlet adverts to other striking reforms effected by the present Council. The placing of the support of the Fire department under contract has maintained the expenditures for that body at a fixed amount, usually below the sum annually appropriated, while it has greatly enhanced the efficiency of the department, created a feeling of security, and inspired renewed confidence in underwriters. The careful scrutiny into bills and accounts established by the Finance Committee has saved many thousands to the treasury. The assessment of real estate promises this year to be conducted with fidelity and accuracy. Under the old system the Council was compelled to take a transcript of the assessment rolls made by the State Assessors. These were generally swarming with errors and imperfections. Property had been wrongly assessed in the name of the same parties for years. Whole squares had been assessed in the names of persons long since deceased, and all variations considered equitable before improvements had been made. The Council had no control over the Assessors, and no authority to secure the correctness and completeness of the official rolls. The city was forced to pay for assessments, and to accept them without the power of enforcing a proper performance of the duties entrusted to the Assessors. Under the new law they are elected, and exhorted by public opinion from a Democratic Legislature, the fidelity of city assessments will be hereafter guaranteed.

Finally, the revenue from coffee-houses, which had fallen as low as fifty thousand dollars, though estimated at four times that sum, has, by the firmness of the Council in enforcing collections, been rendered a certain and considerable number of income.

We transcribe the following from the concluding pages of the pamphlet:

From a full review of the course of events for two years past, our citizens cannot fail to see the establishment of a system as radical as it is satisfactory. We now begin to experience the advantages of prudence—wisdom, integrity, and economy. Those parties in office, and responsible to public councils. The condition of the city is truly encouraging, and is a striking proof of the value and sincerity of the movement for reform.

Never have the financial affairs of the city been in a more favorable condition than at the present moment. Order and harmony have been established and order; responsibility of officers established by the detection of one who had been emboldened to prey upon the public by the weakness of past administrations; taxation has been reduced, by a judicious movement before the Legislature, to establish a still lower tax on real estate; economy in every department has become the public policy; and prudence and wisdom characterize all its movements.

No public work is in a worse condition than when the Council entered upon their arduous task. No absolutely necessary department is weaker or less efficient than when they took the oath of office. And this has been effected with powers so limited and charter so deficient, that the unanimous voice of the entire community called for amendment in most essential particulars.

HARPER FOR MAY.—We are indebted to Messrs. of Exchange Place, for the May number of Harper's Magazine, and a choice one it is, with another part of Little Dorrit, Commodore Perry's Japan Expedition, The Silver Mines of Central America, and a host of other good reading, abundantly enriched with pictorial illustrations.

CONFESSION, OR THE BLIND HEART.—Our thanks are due the publisher, BENTLEY, through B. M. NORMAN, No. 14 Camp street, for the volume, the 6th, of Simms's Border novels, and romances of the South. "Confession" is a domestic story of great power, illustrative of one of the master passions of our fallen nature.

NEW ORLEANS DRAINAGE COMPANY.—It will be seen by an advertisement in another column, that property-holders in the Second (draining) District are requested to call at No. 82, Bank Place, in order to approve or disapprove the measures of the committee to obtain relief from the judgment recently rendered against them by the Supreme Court.

Dr. WILLIAMS lectures again this evening on Electro-biology at Odd Fellows' Hall. His experiments are exceedingly interesting.

COLORED LITHOGRAPH OF JACKSON.—Messrs. GOUPIL & Co., lithographers, have laid on our table a very fine full sized colored lithograph of Gen. JACKSON, from an original taken a short time before the death of the Old Hero. It is one of the most perfect likenesses we have ever seen.

A carriage containing the Rev. Mr. Jewett and family, came in collision with a train of cars at Hudson on the 14th, and all the occupants were painfully injured. The son died this evening, and Mr. Jewett is not expected to recover.

On the 20th inst., Gen. Robles presented his credentials as Minister from Mexico, with appropriate expressions of friendship, and an earnest desire to prevent causes hereafter the two Republics from mutually interrupted.

By Telegraph.

Transmitted to the New Orleans Bee.

[By the Southern Line.]

DEFENCE FAILURE IN MONTREAL.

MONTREAL, April 22.—The house of Havilland, Routhe & Co. has failed with liabilities to the Provinces amount of one-and-a-quarter million of pounds.

HUNGERS CONGERING THE PACIFIC.

NEW YORK, April 22.—A despatch from Provincetown says that a bottle drifted ashore near that place, containing a piece of paper with the following written upon it:

"Grand Bank—the steamer Pacific. Our masts are gone and the steamer is out of order. Send us assistance immediately.

ASA ELDRIDGE."

The report is generally believed to be a hoax.

CONGRESSIONAL.

WASHINGTON, April 21.—We have no Congressional news of importance to communicate.

The House has rejected nearly all of the Senate amendments to the Deficiency bill.

NEW YORK MARKET.

NEW YORK, April 22.—Cotton market is firm, with sales of 3,000 bales.

Flour still, Ohio $6 75; Corn 65c.

FOREIGN AFFAIRS.

The *Cambria's* mails arrived yesterday, but bring nothing of particular importance. The essential conditions of the treaty of peace have received the signatures of the plenipotentiaries, in Paris, and the treaty ratifications have doubtless been signed, sealed, and delivered by this time. Just before the steamer left, Lord Clarendon had made several visits of leave, and announced that he would quit Paris on Sunday morning, in order to be present at the Tuesday's sitting of the House of Lords. It was matter of gossip, too, that Count Orloff will remain in Paris in the quality of Ambassador Extraordinary, and, on the proclamation of peace, will notify the Court of the Tuileries of the accession of the Emperor Alexander II, whose coronation will take place in the month of August. France—another on dit—will be represented at Moscow on the occasion by an Ambassador Extraordinary, and England by the Duke of Cambridge.

As if apprehensive that the terms of the treaty, when promulged, will hardly be up to the ardent expectations of Englishmen, the *Times* adventures to soothe the public mind thus:

While we regret that the weight of the border of the war on our Allies, and their unwise and undignified demonstrations in favor of peace, have given to Russia better terms than she had reason to expect, we cannot believe that this war has been made in vain. Nothing but the country has done or suffered will be lost—even its shortcomings, so speedily and amply repaired, will add to its fortune. It will be a bad day for Russia if that a nation must be unfit for war and incapable of a high policy, because its people in time of peace devote themselves to those pursuits by which alone the advantages of peace can be attained. These two years have shown that industry and enterprise are the surest basis of military power. Russia can rest. The nation which is said to have recklessly, foolishly, even sordidly neglected the art of war, has, in fourteen, after a short term of hostilities, possessed of the largest armaments, by land and sea, that the world has ever seen, while military monarchies are exhausted and collapsed. This reflection alone should reconcile Englishmen to the results about to be announced. Paris and Constantinople will be those of Paris, and countrymen has not been shed in vain. It should also convince any envoy who may seek to delay or discomfit, that there is at least one power both able and willing to continue the war.

The *beau monde*, in Court circles, are all on the *qui vive* for the marriage of the Princess Royal, (the Queen's daughter) with Prince Frederick, of Prussia. The French Royal Baby, continues to occasion a good deal of chit chat.

A case of some importance to the Collectors of the American revenue, came up before the Liverpool Assizes: an action, we mean, for the recovery of damages, on a breach of contract, arising out of rather singular circumstances, which may be briefly stated, as follows:

The plaintiff is Mr. John Brennan, a silk mercharnt, of Manchester, who has also a place of business at New York. The defendant is Mr. Henry Devine, who held the situation of berthing clerk, in the employ of Messrs. Grimshaw & Co., of Liverpool. In November, 1853, Mr. Brennan, being desirous of forwarding some silk goods to New York, came to Liverpool for the purpose of entering into arrangements with Messrs. Grimshaw & Co., for the shipment of the same. Plaintiff met a person named Devine, to whom he stated his object. Devine then introduced him to the defendant, and the three arranged to meet in the evening, which they did. Plaintiff stated that he wished to forward a considerable quantity of silk goods to New York, partly, not in the usual way, but in fact in hampers, with the view, it must be acknowledged, of escaping the *ad valorem* duty that would be exacted upon their importation into New York. Devine said that the defendant was just the very man, being intimately acquainted with the matters of fraud in the Custom House trade. An arrangement was then entered into between the plaintiff and the defendant, who contracted to deliver the hampers of silk, packed in three-dozen hampers, to imitate bottled porter [laughter]—for which he was to receive £7 upon each. The charge for conveyance of such a package to New York would not be more than 5s. to 10s., while the *ad valorem* duty upon the same in New York, if legally levied, would be considerably more than £7 each. On the 11th Nov., 1853, one hamper, containing silk goods, to the value of £156 8s. 4d., was addressed by Devine for the purpose of his handing it over to the defendant for transit to New York, as per contract; on the 24th December, a second hamper of silk goods, of the value of £127 odd, was similarly sent; and, on the 17th December, of the same year, a third hamper was despatched in the same character, under like circumstances, containing silk goods worth £152 16s. 7d. For each of these hampers defendant got paid by Devine, "Shanghai," forsooth, that two of these hampers had never reached their destination, while the third came to hand with half its original contents abstracted.

The action was, therefore, brought to recover the amount of plaintiff's loss, by the conniving of the defendant and non-fulfilment of contract. The plaintiff was examined, and his evidence corroborated the foregoing. Mr. Brennan cross-examined for a great length, and elicited that he had been in the habit of "smuggling silks to America" during the last 4 or six years, through Devine and the defendant.

His Lordship observed, that he should not be a party to assist a person who had been defrauding the American revenue. The plaintiff, therefore, was non-suited.

Something was said in the telegraphic despatches some days ago of a French expedition to Madagascar, "which the English government did not approve of." We have the following explanation of it, from a Paris correspondent of a Brussels paper:—

"You will remember a fact which was some time ago much spoken of, that some colonists belonging to a French establishment in the Island of Madagascar were massacred by the Ovas, whilst others were carried off as slaves by the Queen, who had commanded the expedition. Some surprise has been felt that the *Moniteur* should have been silent on a subject of so serious a character. A report is now current here that the Emperor will not allow the insult to pass over unpunished, and that an expedition is to be fitted out for the island after the peace. A French colony will be established at Madagascar, which is likely to become a wonderful market for French industry. It is one of the largest islands in the world, and has a population of nearly two millions. It is said that no difficulties on the part of England will be made to this expedition."

We have advices from Rio de Janeiro to the 26th of February. There is nothing new respecting the difficulty between Admiral Johnstone, of the British Navy, and Commodore Salter, relative to the right of search case. The weather was excessively hot, with heavy rains, and cholera was likely to spread extensively. The receipts of coffee from the interior were limited, and holders were firm for higher prices. Flour had improved in consequence of large shipments to the River Plate.

CUBA.—The Washington correspondent of the New York *Herald* reveals the following atrocious plot against the safety and property of Gen. PIERCE's organ:

It is in contemplation to get rid of the Washington *Union* in a most summary manner. A proposition has been submitted by a distinguished Senator, and accepted by the party to whom it was addressed, recommending, at the close of the Cincinnati Convention, the introduction of a resolution severing all further relations between the Union and the Democracy. This course is thought necessary from the general dissatisfaction which prevails against the managers and management of the Union, and in the total absence of capacity and reliability which characterize that journal.

Strong efforts will be made to introduce a new paper in the place of the *Union*, to be conducted by the first talent of the country, and to be under the supervision of a board of managers that shall be selected by the Convention.

AN OVERSEER KILLED BY A NEGRO.—Mr. O. J. Bristow, the overseer on the plantation of W. H. Harris, below this place, (says the Lake Providence *Herald* of the 12th instant,) when pursuing a negro, a few days since, was struck on the head with a piece of iron, which fractured his skull and caused his death shortly afterwards. The negro was sent to jail to await trial.

THE ALBANY HAYMARKET.—A despatch from Albany of the 22d says:

The meeting at the capital last evening, to protest against the friends at the recent election of Hamilton, was largely attended.

The speeches were upon the Seventh and Eighth Wards were rejected by the Common Council last night, on the ground of illegal votes in contested wards, and Mr. Wm. Cullen Bryant, was elected president Mayor, the Board being unable to agree upon a second choice.

CONGRESS.

WASHINGTON, April 16th.—In the Senate, the agricultural portion of the report of the President of Patents was received. Petitions were reported from the Committee on the District of Columbia, a bill to cause the opening of obstructions in certain streets and avenues of Washington, and a bill to repeal so much of the act of the 3d of March, 1855, as provides for an Armory in the District of Columbia. An unimportant resolution was introduced by Mr. Seward in regard to taking possession of and annexing unclaimed or vacant islands lying beyond the maritime jurisdiction of nations—the right of property in the deposits of guano to be vested in the discoverers. The bill in relation to foreign coverts, excluding their from circulation except at a reduced value, was called up by Mr. Hunter, and passed. This bill guards against a repetition of the depreciated coin by providing that all quarters, eighths, and sixteenths of the Spanish, Mexican or American dollar shall be received at all the offices of the United States at twenty, ten, and five cents, and made legal tenders for all sums not exceeding five dollars; and that these fractions of the dollar of foreign coin, when so received, shall not again be paid out, but be recoined. The bill amending the boundary land act of the 3d March, 1855, so as to allow parole evidence in certain cases, was discussed upon amendments as will as upon its general merits, and occupied the greater portion of the day's session. It was laid over at half-past three o'clock, to allow Mr. Jones, of Iowa, to reply to the speech of his colleague, Mr. Harlan, delivered some weeks ago, upon the Kansas question. Mr. Jones argued to show that the opinions advanced by his colleague were not in accordance with the sentiments of the people of Iowa, and reviewed the positions taken by Mr. Harlan in regard to the exercise of power by Congress over the slave question in the Territories. Mr. J. thought the only actual intervention on this subject was in 1850, when the Missouri Compromise was adopted, a measure which, he thought, had produced the direst consequences. The sitting was extended until nearly five o'clock.

In the HOUSE OF REPRESENTATIVES, amongst the bills reported was one explanatory of the pension laws in relation to widows of Revolutionary officers and soldiers; one for the relief of Capt. Thos. Ap Catesby Jones; and one for bounty lands to the officers and crews of private armed vessels. A bill was passed to surrender to Illinois so much of the Cumberland road as lies within that State. Upon a bill for the relief of Mrs. Tillman, of South Carolina, who had her husband and three sons killed in the Mexican war, Mr. Brooks, of S. C., made an eloquent and effective appeal to the House; after which the bill was so amended as to allow her a pension of twenty dollars per month, and was passed almost unanimously. Mr. Tyson reported, from the Committee on the Library, a joint resolution for the purchase of 15,000 copies of Dr. Kane's forthcoming work in regard to the Arctic exploration, at a price not exceeding five dollars for the two volumes; also, to cause commemorative medals to be struck, and presented to Dr. Kane, his officers, and men. This led to interesting explanations, and the resolution was passed by a vote of 74 to 70.

The *New Courier* gives some figures in relation to the population of Paris, past and perspective. Thus:

Census.	Population.	Census.	Population.
1801.	16,336,600	1851.	27,909,970
1811.	18,347,000	1861.	30,000,000
1821.	21,193,000	1871.	33,044,000
1831.	24,300,000	1881.	36,348,000
1841.	27,319,000		

The population for the next three decennial periods is estimated by adding ten per cent., which corresponds nearly to the increase of preceding years of the half century.

Look at the prospects of our own country as to population and products:

Census.	Population.	Great Britain.
1790.	3,929,000	$186,694
1800.	5,405,000	16,326,000
1810.	7,239,000	15,547,000
1820.	9,638,000	21,195,000
1830.	12,866,000	24,306,000
1840.	17,063,000	27,019,000
1850.	23,191,000	30,000,000
1860.	30,921,000	30,040,000
1870.	41,228,000	33,044,000
1880.	54,970,000	36,348,000

According to the foregoing, in 1860 the United States will possess a larger population than Great Britain. The movement will continue in the same ratio from that time forward. The growth of this country has indeed been extraordinary. There is nothing like it in modern history.

The Secretary of War and a large number of Congressmen were present on the 16th at the trial of firearms at the Washington Arsenal. The old muskets, rifled Minié, the new rifle muskets, the old Mississippi rifle, with improved sights, the rifled musket, the twelve-inch carbine, were tested—distance two and five hundred yards. At the shorter distance the balls of each pierced the bullseye; at five hundred yards more than half the shots of the long-range pieces fell within the diameter of two feet; the carbine did not perform so well, but the fault was of the bullet's eye. The Sharp rifle was to be tested at nine hundred yards, but the want of time and accommodations prevented.

Paris Gossip.

The Paris correspondent of the New York *Times* furnishes quite an interesting summary of things theatrical and otherwise. We copy portions of his letter:

AN AMERICAN PRIMA DONNA AT THE ITALIENS.—The great triumph of Madam Biscaccianti, of Boston, at the Italiens in Opera buffa, last evening, has been the subject of much pride to the Americans in Paris. Madam Biscaccianti, formerly Miss Cotesell, of Boston, and niece of Mr. Lowell Mason, of New York, made her appearance for the first time before a Paris audience, under a crowd of unfavorable circumstances which would have crushed any *artiste* of ordinary merit. Madam Biscaccianti is engaged in Italy and at London; but she deserted to secure an engagement in Paris for a later period, and in order to do so was obliged to give a representation. But was she ready? Not at all. The Italian Opera has, this winter, as many prima donnas as pieces, and there seemed at first neither a spare night nor a piece; for, between Grisi, Frezzolini, Barbi-Marchisio, Penco, all the valuable time and pieces are occupied. The Sunday night before Easter, however, is exactly the night of the week on which people do not go to the theatre, and that night was assigned her for her debut. They allowed her to sing the "Sonnambula," she had but one rehearsal with the orchestra, and she had one recital at her house, which satisfied her hearers that they had found, to use their own words, another Malibran. On the morning of the day on which she was to sing she was taken with a sudden hoarseness, and which was worse, the poor *artiste* perhaps from appearing before an audience; but this appeared to be the only opportunity that she could secure for her debut at Paris, and she determined to risk the consequences.

To add to all these difficulties, the house was not more than half full. The Italiens, as you know, is the coldest theatre in the world—nothing but a superior talent can warm it into a brave. It is too fashionable to be moved easily to a cheer, and a boisterous *claque* will not be tolerated. But Madam Biscaccianti was charmed from beginning to end of the piece. Her *debut* was as brilliant as any that has taken place within memory at this theatre. The critics speak of her in the highest terms, and although they do not admit that she is a Malibran, they do all, I believe, without exception, place her before Grisi, and Frezzolini, and Barbi-Marchisio, consequently in a position which will leave her without a rival on the French stage. The consequences is that she will occupy, in all probability, the place of prima donna at the Italiens the coming winter. The French public acknowledge their surprise that America should send them a prima donna who should eclipse all their own; but they find some consolation in the fact that Madam Biscaccianti received her musical education in Italy, the great school of music for all nations.

EDGAR A. POE.

After a long and trying labor on the part of the translator, M. Bedollière, the publishing house of Michel Lévy has at length brought out in one volume a collection of the romances of Edgar A. Poe, already published in the United States.

The work has been well received by the critics. In fact, the admiration of Poe in France is unbounded. They do not hesitate to declare that he has created a new style; that he has made a valuable innovation in the routine of modern romance, and that he is destined to have many imitators in France. A critic characterizes the tales of Poe as bearing the real mark of American fabrication, which, he says, no novelist of the Old World could either have conceived or brought to an end.

DANIEL STERN.

An Italian journal announces the approaching marriage of the Baroness d'Ablat, more known to the public under the name of "Daniel Stern," to Listz, the long-haired pianist, whom you know. The Baroness is about 54 years of age.

Madame George Sand will be in despair at this news, and will find all sorts of reproches for the inconstancy of man.

ALEXANDRE DUMAS.

Alexander Dumas was leaving a *soirée*, the other night, at the same time as a gentleman whose breast was covered with crosses and other decorations. The gentleman with many titles gave to the domestic, who handed him his over-coat, ten sous. Alexandre Dumas drew from his pocket a piece of ten francs and gave it to the valet.

"Pardon, Monsieur," said the domestic to Dumas, "without doubt you have made a mistake."

"No, no, it is not one, it is the other gentleman," said Dumas, designating the decorated individual.

VENISON SAMPTHOS.

A Frenchman was tried the other day in one of the Departments, for having killed his father and mother. The crime was committed under the most revolting circumstances; and at the end of the trial, the culprit was about to be condemned to death, the President of the Tribunal asked the usual question, if he had anything to say in his defence?

"Mon Dieu, mon Monsieur le Président," he replied, "Only I hope you will kindly give us a poor orphan!"

A Word to Mothers.

The mothers among whom we reside, children are subject to worms. In fact it is almost universal. The symptoms of presence of worms are very deceitful. Some children are emaciated. The symptoms are so various that a diagnosis is almost impossible. Mothers should be on the watch for the following symptoms: Capricious appetite, disturbance the digestion, disturbance of the complexion, appearance of the eyes, dullness of the hearing, and if there are, in addition, convulsions, stupor and other nervous and cerebral symptoms, death follows.

In the opinion of one of the learned, and if there are, in addition, convulsions, stupor and other nervous and cerebral symptoms, death follows.

Dr. Jayne's Vermifuge, or the celebrated "French Vermifuge," is the only whole disease which effectually destroys and expels worms. Mothers, if your children are sick, give them a dose of this vermifuge, and you will be astonished at the effect. Sold by all druggists.

FOREIGN ANNUAL REPORT OF THE NEW ORLEANS INSURANCE COMPANY.

To the Stockholders of the New Orleans Insurance and Guaranty Company.

Gentlemen—The President and Directors beg leave to submit, in conformity with law, a report of the present condition of the Company, and of the management of its affairs for the past year.

In regard to the progress of the work on the road during the year, reference is made to the report of the Chief Engineer, which accompanies and makes part of this.

It will be seen by that document, that the road from New Orleans to Oayka, 36 miles, is in such condition that our regular running time of thirty miles per hour is easily made over it. All that portion of it in the pine woods, between Pontchatoula and Oayka, 41 miles, is of a permanent character, and in excellent order, requiring very little repair—that between Pontchatoula and New Orleans, 47 miles, though now in good condition for running, is not so substantial. About seventeen miles of it is being swamp and prairie cribwork, which ought to be filled, as soon as possible, with gravel, the object being to avoid the annual outlay of large sums for repairs, and to secure the safety of trains.

But little has been done during the past year to the work which had been done when this Board took their seats in April, 1855.—The details of the graduation, &c., executed by Messrs. Gooch, Bradford & Co., since that date, on the 41 miles next above Oayka, amounting to $154,539, will be found in the Chief Engineer's report. Between the Northern end of the Grant contract and Jackson, a distance of fifty-five miles, no work has been done, with the exception of some grubbing and clearing in 1853. The iron has been laid since April 1855 on four miles above Oayka. In the last annual report it was stated that a contract for fifteen miles of the work above Brookhaven had been made with Messrs. Latimer, McKie & Co. Since that time a proposal of Messrs. Gooch, Bradford & Co., for twenty miles of graduation, next above the fifteen miles of Latimer, McKie & Co., has been accepted by the Board; payment, one-third cash, and two-thirds in eight per cent mortgage bonds of the Company at par. Bids for the graduation of the remaining twenty miles next to Jackson, on the same terms, have been received, but have not been acted on. Between Jackson and Canton, twenty-four miles, the graduation was nearly finished at the date of the last annual report, and was stated by the Chief Engineer, who said in his report: "The graduation from Jackson to Canton may be considered complete; the track-laying can be commenced and continued to Canton without interruption."—Since that time but little work has been done on the road has been finished, as well as the trestle and truss bridging; and the Board had expected to have the satisfaction of reporting the Stockholders on this occasion, that the iron contracted for by the former Board for the purpose, had been laid, as the Company had found it necessary to make another contract with parties in Mississippi, to complete it by November, 1855. But, from various adverse circumstances explained in the report of the Chief Engineer, this Board has been compelled, twice in succession, to ask an extension of the time fixed for its completion, which has been granted; and it is now believed, that it will certainly be finished by the first of next October. It is proper to state, however, that it will be in bad condition on a considerable portion of its length. The sunny character of the soil, and the extremely bad weather of last autumn and winter, were the cause of frequent and extensive slides in the deep cuts, rendering it a matter of suspension of track-laying for four months, and seriously damaging that which had been done. It has been impossible, thus far, notwithstanding a heavy expenditure of money and labor, to restore the track to the condition in which it was before the occurrence of these slides. Nothing but time and a liberal outlay will do so. The iron ordered by the former Board for the track on this part of our road has been all received, and a sufficient lot in addition was purchased by us on the 29th of October last, and notes at six and twelve months for $46,224 43 issued in payment for the same. Beyond Canton no work has been performed during the year.

Three new locomotives, contracted for by the former Board, have been received during the year. They are not yet paid for, the notes issued for them not having matured. Besides these, we have added to our rolling stock since the date of our last report:

One first-class passenger car.
Twenty three large platform cars.
One baggage and mail car.
One slight-wheeled stock car.
Six slight-wheeled box cars.
Two four-wheeled construction cars.
Six crank and lever cars.
Four large timber trucks.

A statement of the whole rolling stock of the Company will be found in the Chief Engineer's report.

The following is a summary of the whole of the work done on the road from the organization of the Company to the present time:

From New Orleans to Oayka, 88 miles, open for business.

From Oayka to Brookhaven, 41 miles, (known as the Grant Contract,) graduation nearly completed. Cross ties on 41 miles, rails and iron on 4 miles and 5 miles laid; masonry and bridging completed to the twentieth mile, except over the river Tangipaho, for the details of which see report. The whole of the work on this contract, except track-laying, will probably be executed by June next.

From Brookhaven and Jackson, 55 miles, some grubbing and clearing.

Between Jackson and Canton, 24 miles, graduation nearly completed, and ready to lay rails and iron. Between Canton and Chickasaw, on the Tennessee River, 140 miles, graduation, 110 miles completed, and some masonry and bridging.

While admitting that this Board, from the force of circumstances, has not been able to prosecute the construction of the road vigorously since April, 1855, they deem it only a merited tribute to the ability and energy of our affairs in this country and Europe, during their term of service, has not been such as to enable them to make the necessary advances belonging to the Company into cash, at anything short of an unwarrantable sacrifice; and, as a direct consequence, they have had little or nothing with which to carry on the work. Of the securities that came into their hands in April, 1855, the only available one was the state bonds, $1,218,000; bonds of the State of Louisiana, $326,000. All of the city bonds were pledged at the time we took office, for money borrowed, $1,000 being in the office of the Company, in the custody of the Treasurer, and $244,000 in the hands of Messrs. J. Hickey Duncan & Co., of London, for sale. The State bonds have all been disposed of, $67,000 having been sold at prices ranging from 92 to 95½ cents, and $24,000 of the city bonds sold last summer to Messrs. Wm. Hoge & Co., of New York, who gave the Company, on account of them, $200,000 in cash, (the balance of the purchase money to the Company, amounting to that sum,) and $50,000 in short drafts on Messrs. James Robb & Co., of New Orleans, which were negotiated with Messrs. Wm. Hoge & Co. were, that if, on the resale of the bonds by them, they produced more than 86 cents, the surplus was to be paid to the Company, and if they produced less, the Company was to pay the deficiency—an interest account at the rate of seven per cent. was made between the parties, and a commission and brokerage of ½ per cent. to be allowed Messrs. Wm Hoge & Co., on all sales made to the amount of $194,000 have been resold, and the Company owe Messrs. Wm. Hoge & Co. $72,294 64 100, on account of the $250,000 paid for them. The balance of the city bonds that came into our possession, $30,000 have been sold or paid to contractors and others, for labor and materials, and the balance, $20,000 still remains the property of the Company. See statement of city bonds appended to this report.

It is necessary to remark, that although the city bonds belonging to the Company are still represented as amounting to $1,188,000, it is proper to state that a large portion of them are pledged as security for money borrowed, and that the Company receive only the difference between the amount borrowed and the face of the bonds. Nearly documents are appended to this report, which are intended to constitute part of it.

"A" is the report of the Chief Engineer, Gustave H. Hazeltine, Esq., containing much important information.

"B," a statement of the receipts and disbursements of the Company from its commencement, April 24th, 1835. Total receipts, in bonds and cash, $6,971,052 98; total expenditures, $3,762,348 87; balance on hand, in bonds and cash, $3,208,704 11.

"C," a statement of receipts and expenditures for the last year, ending April 19th, 1856. Total receipts, $276,262 72; total expenditures, $715,532 36.

"D," a statement of bills payable outstanding on the 5th of April, 1856, amounting to $719,750 50.

"E," a statement of the disposition of bonds of the City of New Orleans. Balance unsold, $1,188,000.

"F," a statement of the disposition of bonds of the State of Louisiana. All sold.

"G," a statement of collections on account of tolls, since the last report. The total amounting to $130,576 65.

"H," a statement of the assets of the Company, estimated at $4,479,699 24.

All of which is respectfully submitted.

JOHN CALHOUN, President.

ENGINEER'S DEPARTMENT
NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, April 10th, 1856.

John Calhoun, President:

Sir—The following report of operations under my charge is respectfully submitted.

The graduation of the extension above the State line, since the last annual report, has been confined to the first forty-one miles, under contract by Messrs. Jno. T. Grant & Co. On this division, twenty-three miles immediately North of the line are finished continuously, and the balance is well advanced. The track has been laid on five miles, and crossties for twenty-five miles further. The masonry and bridging is complete to the twentieth mile, with the exception of the bridge of one hundred feet span on the seventh section, over the Tangipaho River, which, though framed, has not been put up, on account of the uncertainty of the progress of the track. For the same reason, the bridging and masonry have been discontinued above the twentieth section, the grading alone being prosecuted. A light embankment of sand, of an average height of five feet, forms the roadway in the valley of the Tangipaho; this has suffered somewhat by the high freshets of the last fall and winter, and will probably require some repairs. The rails are now within three miles of Canton, and we confidently hope to be there by or before the first of May.

The Jackson Railroad Company, having thirty miles of iron purchased for the lower end of their road, propose to commence laying the track at Jackson, and continue on for the entire distance, without interruption, expecting to get it down by the first of July next. Should this be done, we may look for a heavy business next winter. Our receipts over that part of our road, between Jackson and Canton, will be about seven per cent. net on the cost of road, but that amount, should the thirty miles of the Central be completed.

As regards the rest of this division, we have two new engines, one old one for ditching, eight platform cars, four box cars, two first-class passenger and one second-class passenger car, and eight dirt carts.

A small freight house, with good platforms, has been erected at Jackson, and a building for a depot has been commenced at Canton. The proper siddings have been put in at way stations, and water tanks, division houses, and stations have been built in addition.

From New Orleans to Oayka, the track has steadily improved, the running schedule time of thirty miles to the hour being easily made. Proper siddings have been put in at way stations, and water tanks, division houses, and stations have been built in addition.

FOR SALE BY AUCTION.

ANTHONY, at the Gallery, to night, the 24th inst., at 8 o'clock, a splendid Parlor Organ, with 2 rows of keys, and 2 octaves of pedals, complete, from Pelton's Celebrated Factory, Boston, Mass., of 16 feet, 8 feet, 4 feet, and 2 feet, with 10 Stops, Diapason, Dulciana, Principal, Flute, Twelfth, Fifteenth, Sesquialtera, Trumpet, Bassoon, Clarion, Vox Humana, Tremulant, Swell, Bellows, Pedal Bellows, Pedal Pipes, Pedal Stop, Pedal Coupler, Swell to Pedals, Swell to Great, Great to Pedals, Swell Tremulant, Swell Octave, Great Octave, Great Mixture, Swell Mixture, Swell Sub-Octave, Great Sub-Octave, Great Octave Coupler, Swell Octave Coupler, Swell Unison Off, Great Unison Off, Swell Mixture Off, Great Mixture Off, Swell Octave Off, Great Octave Off, Swell Octave Coupler Off, Great Octave Coupler Off, Swell Tremulant Off, Swell Sub-Octave Off, Great Sub-Octave Off, Swell to Pedals Off, Swell to Great Off, Great to Pedals Off, Swell Tremulant Off, Swell Octave Off, Great Octave Off, Swell Octave Coupler Off, Great Octave Coupler Off