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# The New Orleans Bee.

NEW ORLEANS, THURSDAY MORNING, JANUARY 26, 1854.

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RATES OF ADVERTISING.

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The privilege of Annual Advertisers is limited to advertisements not to exceed their business card in extent to one square every other day.

## THE DAILY BEE.

Thursday Morning Jan. 26, 1854.

ONE SUPPLEMENT.—We issue a supplement to-day containing a portion of reading matter, and a large number of advertisements.

THE NEW YORK MAIL failed yesterday from beyond Memphis. A few New York papers of the 17th inst. come through.

**Reopening the Seat of Government.**

Bills have been presented in both branches of the General Assembly providing for the transfer of the Seat of Government to New Orleans. Of the propriety and expediency of this measure there can be but one opinion among men unprejudiced by an inveterate and groundless hostility to New Orleans. The Seat of Government has now been some eight years in Baton Rouge, and at every Legislative session the numbers and importunities of the members become louder and more emphatic. It is in vain to expect in that town the ample and suitable accommodation, the access to extensive libraries, and the resources for complete and speedy information on various topics of legislative action, which are readily obtained in New Orleans. Without the least desire to disparage the present Capital, or to grudge the willingness of the citizens of Baton Rouge to contribute every thing in their power to render that place agreeable, we believe it will be conceded that in every attribute of comfort and usefulness New Orleans is a thousand fold better adapted to the necessities and requirements of the General Assembly. The truth is, the Seat of Government was removed from our city at a time when absard jealousy and groundless fear of city influence possessed the minds of the members. Since then, these unworthy sentiments have almost disappeared, but yet the country, having secured the Capital, is reluctant to yield back the boon, and nothing save an overwhelming sense of absolute necessity, will ever bring about the proposed transfer.

In the Convention of 1852, the members from the rural districts took care to guard against the possible success of such a measure by the most stringent enactment. The constitution, Art. 107, declares that the Seat of Government shall be and remain at Baton Rouge, and shall not be removed without the consent of three-fourths of both Houses of the General Assembly." When we reflect upon the inherent difficulty of obtaining the assent of three-fourths of the Legislature to any proposition whatever, it may be deemed how vain that difficulty is enhanced when as in the case now before us, the objection only to be accomplished at the sacrifice of strong predilections and the surrender of bitter prejudices. It looks, indeed, as if it were well nigh impossible to change the Seat of Government. Yet, if rumor may be credited, there exists in the Legislature an earnest disposition to pass a bill to that effect. With our knowledge of the dominant feelings and ideas of the country members, our surprise will equal our gratification in the event of the success of this effort.

In view, however, of the contingency, we notice that at the last meeting of the Common Council of our city, a resolution was adopted to appoint a joint committee of the two boards, to select a suitable location for a State House, to be offered to the State by the city, in case of the removal of the seat of government to this city. The phraseology of the resolution is somewhat obscure, but we presume, it means simply that should the seat of government be transferred back to New Orleans, the city will be prepared to offer to the State a portion of ground as a site for the erection of a State House. This would tend to obviate one of the objections urged against the project of removal, viz: that the State would be compelled to incur the enormous expense of purchasing a spacious lot in New Orleans upon which to construct suitable buildings for the accommodation of the Legislature and the public officers. After all, however, we deem the passage of the bill highly uncertain, and though it is well enough to be prepared to proffer to the State a suitable location, we would caution our city friends against the indulgence of any excessive anticipations of the early adoption of any extraordinary magnanimity on the part of the country. If the seat of Government should be transferred to New Orleans, our opinion of human nature will be materially improved.

**OPELOUSAS RAILROAD.**

We trust that our readers will carefully peruse the interesting and able reports of the President and Chief Engineer of the New Orleans, Opelousas and Great Western Railroad Company which we publish this morning. It will be perceived that in spite of the unpropitious circumstances arising out of the disastrous epidemic of the past summer, and the stringency of the money market in Europe, the Company has pushed forward the enterprise with all reasonable speed. At the present time, besides various sections in which the grading and the laying of the rails are going on, the road has been carried satisfactorily forward a distance of 45 miles, and will reach Bayou des Allemandes, 32 miles, by the month of March. From that spot to Bayou Lafourche, an additional space of 20 miles, is under contract, and will be finished by next June, so that with the commencement of summer, 52 miles of the great route will be railed and ready for active operations.

We refer to the reports for full particulars, and for selected and concise explanation of every thing connected with this important and interesting enterprise.

L. M. GOTTSCHALK.—We perceive by our cotemporary of the *Courier*, that this distinguished pianist has consented to give two farewell concerts prior to his departure from New Orleans. It is said that GOTTSCHALK has completed his grand patriotic composition "Bank of Hilly" and that this celebrated composition will be performed at one of the musical soirees in contemplation. We trust that the public will testify their appreciation of the splendid talents of our gifted townsman by such substantial evidence of regard and admiration as will send him on his way rejoicing.

☞ We are indebted to the officers of the steamer *A. L. Shotwell*, for late Louisville papers.

☞ Steamship PHILADELPHIA will positively sail for New York, via Havana, on FRIDAY, the 27th inst., at 8 o'clock, a. m.

MORE TROOPS FOR CALIFORNIA.—General Wool has gone to New York to replace the officers and men lost in the San Francisco, and arrange the re embarkation of those who have arrived.

ILLNESS OF SENATOR CLAYTON.—Hon. John M. Clayton, United States Senator from Delaware, was confined to his bed with an attack of bronchitis, at Washington, on Saturday. He had to be cupped and leached.

A YEAR OF SUNDAYS.—The year 1854 begins and ends on Sunday. There are five months in the year that contain five Sundays each, and there are fifty-three Sundays in the year.

MASONIC.—The annual convocation of the Grand Lodge of Mississippi is in session at Jackson. On the evening of the 17th, the election of officers was held, when the following gentlemen were chosen for the ensuing Masonic year:

Carroll Posey, M W Grand Master; I N Dunn, R W D Grand Master; Richard Cooper, G Senior Warden; M S Ward, G Junior Warden; J M Pugh, G Chaplain; Burton Tundell, G Treasurer; W P Mellen, G Secretary; R S Boone, G Senior Deacon; Benj L Green, G Junior Deacon; G G Noland, G Marshal; T M Nash, G Sword Bearer; J B Menden, hall, G Pursuivant; Geo W Johnson, G Tyler.

GRAND LODGE OF LOUISIANA I. O. O. F.—At the annual communication of the Grand Lodge of Louisiana, on Tuesday evening, the following Grand officers were elected for the ensuing year:

Henry G Stetson, of Hope No. 14, M. W Grand Master.

Thomas N. Blake, of Commercial No. 12, R. W. Deputy Grand Master.

Bernard Cohen, of Union No. 6, R. W. Grand Warden.

Thomas H. Shields, of Union No. 6, R. W. Grand Secretary.

[illegible], of Commercial No. 12, R. W. Grand Treasurer.

R. Rice, of Hope No. 14, R. W. Grand Representative to the Grand Lodge of the United States.

**AMUSEMENTS THIS EVENING.**

DAN RICE'S AMPHITHEATRE is nightly recerted to by hundreds to witness equestrian exploits. Mons. Tourniaire has always drawn nightly full houses wherever she has appeared.

THEATRE at the foot of Old Levee street, with its gentlemanly hangers is still an object of attraction worth a visit. The fascinating Pauline is to be with us for a short time only.

SOUTHERN MUSEUM.—The place is now occupied a favorite resort of the city. Gotham continues to present crowded audiences, the evidence of good health.

Mr. CHARLES TREMAINE.—This evening will be published the comedy of the Married Rake. This evening will conclude with the fashionable Terpsichorean Ballet *Fair as Fred*.

PLACIDE'S VARIETIES.—The startling comedy of the Belle's Stratagem will come off here tonight. It is enough of itself to ensure a crowded house, but that is to be followed by Mr Turnbulls Mad Man Footbeat and Miss Blanchard, and in conclusion will come the farce of Charming Byron.

Rare summer nectarine of unusual flavor and size, from the manufacturer Mad Gunn—the celebrated French distillery of Old Cognac, Cognac—THIS DAY, this hour, at 10 o'clock, at the Planters' Bar, Old Cognac room, No. 27 Old Levee.

## BY MAGNETIC TELEGRAPH.

(TRANSMITTED TO THE N. O. BEE.)

[By the National Line.]

**STATE LEGISLATURE.**

BATON ROUGE, Jan. 25.

The Apportionment Bill passed the Senate to-day, and will pass the House to-morrow. This bill reduces the total representation in the lower House to one-sixty-eight to eighty-eight. The city will loose by this bill, three members from the Third Representative District, and one from the Fourth, and will have one added to the Tenth. The city will get no Senator.

The committee on elections reported in favor of Dubellon, who contests the seat of Hillaudon, from St. Bernard.

**A HUMILIATING AVOWAL.**

On page 6 of the printed Report of the Superintendent of Public Education we find the following startling statement:

A local parochial and State supervisor of the schools is what is most needed. The school should be, in every parish, a Board of examiners, consisting of three or more, whose duty it should be to examine applicants for the situation of teacher. In some districts the directors are totally incapable of performing this duty, for the very potent reason, *that they themselves do not know how to read or write. In looking over the warrants of Teachers on file in this office, there were found in one parish, the ordinary work of twelve different directors; in two or three of the districts, there were two out of three who signed their mark.* This is truly a deplorable fact, and one of which unprincipled Teachers have not failed to turn to their own pecuniary advantage. Two out of every three of the Directors should be required to know how to read and write!!

We were made aware by the census of 1850, that our State contained a heavy per centage of her population, utterly ignorant of the merest rudiments of education, but we were hardly prepared to admit that of the Directors of the Public Schools in the Districts, many are absolutely unable to write their names—still less did we anticipate the recommendation by the Superintendent that two out of every three Directors should be required to know how to read and write. Knowledge must be at a desperately low ebb, and ignorance at a high premium in many parishes in our State, if the individuals who are selected for the express purpose of controlling and superintending public education, do not in all cases possess the indispensable qualification of reading and writing. The contrast between the wretched condition of our free school system, and its palmy prosperity and brilliant results in New England, is humiliating to the last degree.

ILLNESS OF JUDGE BRONSON.—The Tallahassee *Floridian* of the 14th says:

"The U. S. District Court, for the Northern District of Florida, which was to have commenced its session in this city on Monday next, has been again postponed owing to the illness of the Hon. I. H. Bronson, Judge of the District, who has been confined by dangerous illness for several weeks at Palatka. His Honor is recovering, but so slowly as to require an adjournment of his Court some three weeks further."

HOMICIDE.—The Jackson (Miss.) *Flag of the Union* says: It becomes our painful duty to record the death of Bernard Brennan, engineer on the Southern railroad, who was shot by a man named Patterson, in front of the Railroad Coffee house on Saturday evening last. An investigation of the affair took place before the Mayor, Mr. Fletcher, and Mr. Barrowa, magistrate, which resulted in the discharge of Patterson, who, it was proved acted in self-defence.

BEDDIN BURST IN EFFIGY.—On the night of the 16th, a mob assembled in Cincinnati, with a stuffed effigy of Cardinal Bedin, which after pelting with stones, they burnt and destroyed. The authorities did not attempt to interfere.—One of the city Marshals, however, who hamstrung the crowd, got a broken head for his pains.

THE "COUNTY OF FILLMORE."—The Kentucky Senate has passed, by a large majority, a bill dividing Caldwell county, and forming a new county, to be called "Fillmore," in honor of our late President.

In Mobile on Sunday last an attempt was made to break jail by four of the prisoners, namely, R. J. Boykin, J. B. Eastman, Capt. Hutchison, and a man named Jones. The *Tribune* says:

By some means not known, Jones got out of his cell. He wrenched an iron bar from the railing of the staircase, and with it forced the locks from the doors of the cells occupied by the three other prisoners above named. They thus got out into what is called the "bulling." The four then went to work to get through the yard. With this object they used the bar of iron to break a way through the brick wall, and to undermine some of their pavements; they took all the bedding of the cells and arranged it across the passage. Having done this, they proceeded vigorously to work at the wall. When, however, they had nearly accomplished their objects—there being but the thickness of one brick between them and the yard—a negro confined in the well immediately beneath the place they were excavating, gave the alarm. They attempted by singing and other tolerated noises to drown his voice, but without effect. The negro continued to cry out lustily—not withstanding the conspirators had offered him a gold watch and a piece of gold to be still—until finally assistance came. Word was immediately sent to Marsis. Brooks and Roulston who, with some of the police officers, soon arrived. The prisoners were then seized, put in irons and safely deposited in cells.

[From the St. Louis Democrat, Jan. 9.]

**Perilous Adventure in a Cave.**

On Tuesday, the 3d inst., while the steamer Flag was aground near Ste. Genevieve, Captain Gray, the pilot, accompanied by an Englishman, undertook to explore the great cave situated three miles above that place, taking with them a lamp, ladder, &c. They entered the cave about eight o'clock on Tuesday evening, and had descended a distance of about two miles, when their lamp was unfortunately broken and extinguished. After groping about for a length of time, they found an upward passage or chimney nearly perpendicular that Gray found it impossible to ascend it. The Englishman, however, clung to it as his last hope of life, and succeeded in ascending about, if he reached the top in safety, to mark the spot by tying his handkerchief to a tree and then go for assistance. Gray thought he could not open in safety. It was not yet day, so he was unable to take observations, but marking the place, as agreed, he proceeded to the village for assistance. He reached the city on Wednesday morning with two or three others. He vainly attempted to find the place of his egress. They then proceeded to the mouth, and under the guidance of the Englishman, found the place where he left his friend, but he was not to be found. The Captain, in his uncertainty of the escape of his companion, felt impelled to repeat his efforts to extricate himself, and groped on till exhausted nature compelled him to give up in despair. The party in search returned for further assistance, and were eagerly joined by the officers and crews of four steamers. At two o'clock on Wednesday they entered, and proceeded to the place where Captain Gray was last seen, they divided, and proceeding in different directions, continued the search till three o'clock on Thursday morning, when, to the great joy of all, he was found. He had set himself down to die. He had not only worn his gloves completely out, but his fingers were torn to the naked bone, in his vain efforts to extricate himself. The flesh was worn from his knees, and his boot toes and pant legs were also demolished. He was found a distance of three and a half miles from the mouth of the cave, greatly exhausted. He is now on board his boat and doing well. He was forty-three hours in the cave.

This great cave has many outlets or chimneys, as they are called, one of which is said to be five miles from the mouth.

## BY MAGNETIC TELEGRAPH.

**FURTHER BY THE NIAGARA.**

**Liverpool Steamers.**

NEW YORK, Jan. 23.

The Niagara reports that the steamer Anglo arrived at Liverpool on Sunday, the 1st instant.

The steamer City of Glasgow, left Liverpool for Philadelphia on the 4th instant.

**London Money Market.**

The Niagara's accounts quote Consols at 92¼ at the close—a large decline.

**The Russian Minister Recalled.**

WASHINGTON, Jan. 23.

Baron Bodisco, the Russian Minister, died last night, at midnight.

**Another Death.**

PHILADELPHIA, Jan. 23.

Dr. Robert Montgomery, one of the proprietors of the North American Hospital, is dead.

**Large Fire.**

BALTIMORE, Jan. 23.

The Passenger depot of the Michigan Central Railroad was destroyed by fire last night.

**Gunboat Ship Lost.**

BALTIMORE, Jan. 23.

The Ship Nelson, Captain Stinger, from Calcutta, bound for Baltimore, with a cargo of saltpetre, went ashore off St Thomas. Only twenty lives of grooms saved. The ship is a total loss.

**Congressional.**

WASHINGTON, Jan. 23.

In the House to-day the Committee on Territories was instructed to report a bill for organizing the land office at Olympia, for the Washington Territory.

In the Senate Mr. Douglass, in behalf of the Committee on Territories, reported the bill for the organization of Nebraska Territory, with the amendment introduced in the committee, including the territory between the rivers of Nebraska and Kansas, which divides the territory into two Territories. The bill was then ordered to be printed.

**Body Snatchers.**

NEW YORK, Jan. 23.

The Herald says the body snatchers have published a card in the morning papers, in which they claim that the subject of the dissection, which caused the excitement last night, was not the body of a child, but that the counter difficulty grew out of the fact that the body was that of a full grown man.

**Accident.**

NEW YORK, Jan. 23.

Judge Barton, of Queens, is reported to be so badly injured by a fall from his horse, that his life is despaired of.

**The Cholera.**

WASHINGTON, Jan. 23.

Professor Bache, Professor Gerhard, Professor Dunglison, and others, have left for Philadelphia to-day, to attend the meeting of the Medical Society.

**Cholera.**

CINCINNATI, Jan. 23.

The Louisville papers of yesterday, report the cholera on the increase.

**Opelousas Railroad.**

SECOND ANNUAL REPORT.

To the Stockholders of the New Orleans, Opelousas and Great Western Railroad Company:

GENTLEMEN:—

In January last, the first annual report of the Board, was published to you. Your anticipations then entertained of the favorable action of your Legislature regarding this and other like enterprises, were fully realized. The Convention, of character and with the organization of this Company and been effected, and its operations carried on, with the desired amendments duly invested with the authenticity of a Legislative franchise. Its capital was increased to six millions of dollars, and in conformity to law, one-fifth of that stock, amounting to one million two hundred thousand dollars, was subscribed for by the State. It is deeply to be regretted that promises of further prosperity and progress in this march of this enterprise, commenced with what were then deemed reasonable expectations on our part, have not been equally accomplished.

At the time the civilized world was in a state of profound peace, money abundant, rate of interest low, the country healthy, and in fact, every indication of a continuance of unprecedented prosperity in every department of life. The succeeding interval is replete with disappointment from the unexpected change which came over the political relations of Europe, cutting off at once, all prospect and hopes of maintaining and peaceably, by the appearance in our midst of an epidemic, unprecedented for its malignity, which suddenly checked all the field operations of the company.

Those events, which are matters of wide spread notoriety, have sensibly affected the progress and condition of the Company, in common with all other like enterprises yet in their infancy; but it is confidently believed by the Board, that with the renewed energies which have again been brought to the work, the periods fixed by the contracts for their completion to the extent stipulated, will not be much longer postponed.

At the date of the last report, contracts had been made to the amount of $555,000 on account of Road Construction, Materials and equipment on the first fifty-two miles to La-fourche, which were to be completed by their terms, in the month of April, May, June, July and August last, and shortly afterwards additional contracts embracing the track laying, grading, timber for superstructure, and shells for ballast were let to the amount of $80,000 00; aggregate of contracts on that section $635,000 00.

It will be seen by a reference to the accompanying report of the Chief Engineer, that the entire grading for the first 32 miles, to the Bayou des Allemandes, has been completed, the rails laid down on 31 miles of rift, and the residue will be completed early in the ensuing March. From the Bayou des Allemandes to Lafourche a distance of 20 miles, the contract was relet in June last to Bates, Benson & Co., in consequence of the inability of the former contractors to fulfill their engagements. Fourteen miles of it have been graded, and the iron laid down for a short distance; the remaining six miles is of so low and swampy a formation, generally covered with water, as to have precluded the present contractors from embanking it, and will be cribbed as soon as the rivers in the interior afford sufficient water for the transportation of the required supplies of timber. That work, by the contract with Bates, Benson & Co., is to be finished ready for service by the 1st June next, which we are assured will be done in that time, if not earlier.

The bridging, including that over the Lafourche, is in a state of forwardness which promises no any delay in the working of the Road, when otherwise completed.

Up to about this period no other or more extended measures of importance had been adopted, varying the liabilities or contracts of the Company.

The State Subscription, regarded solvent and in every way reliable, consisted of—

| | |
|---|---|
| Individual Subscriptions | $801,325 00 |
| Probably not Available | 30,000 00 |
| | $771,325 00 |

| | |
|---|---|
| City Tax Subscription | $1,500,000 00 |
| Tax Subscription of Parishes | 745,400 00 |
| Contractors' Subscriptions | 250,000 00 |
| State Subscriptions | 769,181 00 |
| | $3,045,906 00 |

The individual and tax subscription thus enumerated were eligible by instalments in the years 1853, 1854, 1855, 1856, 1857 and 1858, and that of the State, payable in its bonds, to be issued to an amount equal to one fourth of the actual payments on the individual subscriptions.

Notwithstanding this exhibit of reliable resources against liabilities of only a fraction over half a million of dollars, and the increased activity of the public mind in favor of a more rapid prosecution of the work, the Board did not deem it either wise or judicious to enter into large contracts involving the expenditure, until the constitutionality of the act of the Legislature authorizing the City of New Orleans and the Parishes of the State to subscribe to the stock of the Company, and to levy the same as a tax upon the taxable property of the City and Parishes respectively, should be settled by the Court of last resort.

These subscriptions, as been by a reference to the preceding statement, amounted to $2,275,000, which, added to the subscription of the State of $769,181 depending upon that issue, made a total of $3,044,181 (equal to more than three fourths of the entire capital stock subscribed), were involved in the question of constitutionality.

The unanimous decree of the Court early in June last, affirming the validity of the act, effectually put to rest all distrust and apprehension in the public mind as to the value and availability of the stock, and at once decided your Board to contract for the entire construction of the road as soon as satisfactory proposals could be obtained.

Accordingly, after due advertisement and a consideration of the various proposals submitted, your Board concluded to contract with Bates, Benson & Co for the whole work, except iron equipments, and the crossing of the Lafourche and Berwick's Bay. From the former to the latter point, a distance of 29 miles, at $10,500 per mile, and from Berwick's Bay to Washington, a distance of 91 miles, including a branch road of 19 miles, at $6,500 per mile. Subsequently, as already stated, another contract was made with the same parties to finish that portion of road between the Bayou des Allemands and Lafourche, already forfeited, for the sum of $155,925, a comparatively a small advance upon the original contract.

The principal condition of those contracts was, that the entire line to Washington should be finished on the 1st January, 1855, and that 50 per cent of the amount of the former of those contracts, retained as a guarantee for fulfillment, would, when performed, be paid in the stock of the Company.

The contracts thus having been concluded, it devolved upon the Board to provide the necessary iron to supply the contracts within the period stipulated for their fulfilment, and also locomotives, cars, &c., to render it effective as the work progressed.

To do this, it became our duty to provide for the necessary means out of our resources to carry on those measures.

Accordingly the Board authorized the issue of Bonds of the Company to the extent of $1,250,000, payable in from 1 to 5 years, secured by special pledge of the tax subscription by the city of New Orleans, payable $250,000 00 annually from 1854 to 1858, inclusive—said bonds bearing an interest of 7 per cent.

The state of the money market of this country, as well as of Europe, at that time, exhibiting a condition of unusual ease and plenty, with interest in New York and London an unusual low rate, warranted your Board in the belief that these Bonds, bearing 7 per cent interest, their payment secured by a tax on all the real estate of the city of New Orleans, estimated at nearly $100,000,000, could be readily negotiated at par or upwards, when the credit of the city of New Orleans to the extent of $9,000,000, having 40 years to run, and bearing only 6 per cent interest, had a few months previously been negotiated in New York at a fraction above par.

Accordingly, your Board directed the issues thus made to be advertised in the cities of New Orleans and New York, inviting proposals for the purchase of said Bonds, and simultaneously therewith appointed a Commission consisting of Ambrose Laufer, Esq., one of your Directors, and Bernard Fallon, Esq., of this city, to proceed to New York and London for the purpose of negotiating a sale of said Bonds, and to contract for iron necessary for the railway, &c., for the completion and working of the road, when finished.

These gentlemen left New Orleans early in July last, and visited the northern cities and England in the prosecution of the duties of their agency.

On their arrival in New York and subsequently in London, they found a visible and most unanticipatory change in the position and tone of the money market.

The partial failure of the harvest in England and France, and the general derangement in political affairs on the Continent, had brought about a bombarding of nations on the part of capitalists altogether unbooked for.

Railroad securities of the very best character had become unsaleable, except to a very limited extent.

Our commissioners were, however, enabled to purchase 3000 tons of iron at the cash price of $54 00 per ton, payable in the tax bonds of the company dated in 1854 and 1855. They also purchased the iron for other contracts at $54 00 per ton, part payable on delivery, and the remainder at six months after delivery.

All of this iron, with the quantity previously received is sufficient, according to the estimate to finish the entire line to Washington (including the branch), was contracted for to be delivered at intervals from sept. last to April next, or in ample time to enable us to furnish the contractors for building the road as fast as they might require it.

Contracts were also made for eight locomotives, eight passenger cars, freight and other equipments in order to place the road in all other working order, as soon as the rails were laid down.

These contracts have been made on the most favorable terms, and all that is now required for the vigorous prosecution of the work, is the enterprise, in the availability of our resources, that we may be enabled promptly to meet our engagements as they mature.

Two causes have conspired to retard the progress of our work, the epidemic and the want of means to an extent, which, we trust, will not occur in future.

The epidemic had heightened and prolonged the rending difficulties, and the want of means rendered it impossible for us to obtain iron and rail.

The disposition to the resistance of the public authorities and opposition by the Board from the outset.

These difficulties have led to a repetition of bonds, sufficiently to the public mind, to make them unsaleable in the money market, and publicity in the various journals of the country which the Board have adopted.

Notwithstanding the embarrassment of the public and employees of the Company, the Board have succeeded in the purchase of the iron, and have completed the work of the company of 1854 and 1855, and have the iron in the hands of the contractors for the completion of the road to the Bayou des Allemandes, and have made arrangements for the completion of the road to Washington, and have made arrangements for the completion of the road to Washington, and have made arrangements for the completion of the road to Washington