CORN MARKET—There has been an extensive business transacted in WHEAT during the past week, at an advance of 2d to 3d per bushel. In FLOUR and INDIAN CORN the business transacted has been of less extent, partly from the limited quantities now in stock. Both articles are firm at the full quotations of last Friday. Western Canal Flour, ℔ barrel, 23/0 to 23/6; Baltimore and Philadelphia, ℔ barrel, 23/6 to 24/0; Ohio Flour, ℔ barrel, 23/0 to 25/0; Sour, ℔ barrel, 20/0 to 20/6; Wheat, U. S. white, ℔ 70lbs., 7/0 to 7/3; Red and Mixed do., ℔ 70lbs. 6/4 to 6/10; Yellow Indian Corn, ℔ 480lbs., 31/0 to 32/0; White do., ℔ 480lbs., 32/0 to 34/0.

ASHES are dull of sale at 27/@27/6 for Pot, and 28/@28/3 per cwt. for Pearls.

RESIN—1,500 bbls. American have been sold at 5/@5/6 per cwt.

TURPENTINE—No sales reported. Spirits of Turpentine are worth 50/@52/ per cwt.

TALLOW is in fair inquiry, and Y. C. brings 45/ per cwt. on the spot, South American 38/@43/, and Australian 42/6@44/ per cwt.

LARD—American is nominally worth 63/ per cwt., with very little doing.

OILS—Palm Oil is in steady demand; 250 tuns on the spot sold at £39 5/@£39 10/ per tun. Pale Seal Oil is in fair demand at £35/@£35 10/ per tun. Rape Oil steady at 35/ per cwt.

DYEWOODS—The sales have been about 700 tuns Logwood at £7 per tun for Campeachy, and £4 5/ per tun for St. Domingo. 300 tuns Spanish Fustic sold at £5 15/@£3 17/6 per ton. A small lot of Camwood brought £27 15/ per tun, and 15 tuns Green Ebony £5 15/ per tun.

Yours respectfully, A. DENNISTOUN & Co.

James M'Henry's Prices Current of American Produce.

Per Asia.] LIVERPOOL, Friday, Nov. 5, 1852.

PROVISIONS—Beef is in fair request, and anything fine brings good prices. Pork and Bacon are nominal. Lard sells slowly. Cheese is wanted.

RICE active and again dearer.

QUERCITRON BARK has advanced to 9/ for Philadelphia.

SPERM OIL is more inquired for. Of WHALE the market is still bare.

TALLOW is less brisk, and /6. cheaper.

BREADSTUFFS—The advance on Wheat and Flour last advised has been fully maintained, with a business quite equal to supplies. Indian Corn slackens a little, under heavy imports. I am, very respectfully, JAMES MCHENRY.

CITY ITEMS.

RANGE OF THE THERMOMETER AT *A. J. Delatour's, (formerly Lynch & Clark's,) 285 Wall-st.*

1852.	7 A.M.	Noon.	3 P.M.	5 P.M.
Nov. 19	38	44	44	42

AMUSEMENTS, ETC., THIS DAY AND EVENING.

Broadway Theater—Richard III; Young Couple; Spoiled Child, etc.
Niblo's Garden—Box and Cox Married; Sailor Boy's Return, etc.
Niblo's Saloon—Enfield's Classical Quartette Soirees.
Wallack's Theater—Two Can Play at that Game; Simpson & Co., etc.
Burton's Theater—The Two Queens; The Toodles, etc.
Barnum's Museum—The Lost Sail, etc.
Chinese Buildings—Grand Moving Pictures.
Society Library—Bryan's Gallery of Christian Art.
Circus—New-York Amphitheater—Equestrian Performances, etc.
Wood's Minstrels, No. 444 Broadway—Concert every evening.

QUICK AND CORRECT WORK.—The returns of the Election in this City were collected by *The Tribune* for the Associated Press. There were one hundred and twelve Election Districts, varying from a few rods to ten miles apart, and nearly sixty thousand votes to be counted; yet the whole return was in but a little after midnight, and with an accuracy never before equaled. We gave the vote for Scott at 23,000—the official return which we publish this morning makes it 23,115; we had Pierce's vote 34,276—the official says 34,277, being a difference of but *sixteen* votes in one case, and *one* only in the other; and in the first instance the main difference was a clerical error in transcribing the vote of the Ninth Ward, where 2,218 was put down instead of 2,228. The return made by us eight hours after the closing of the polls, varied only seven votes in all from the official result.

BROADWAY RAILROAD.—Ald. Sturtevant last night called up the report of the Special Committee in favor of building a Railroad in Broadway, which was read by himself. The reading being finished, Ald. Ward presented a minority report against the project. He protested against it, first, in consequence of most of the property owners in Broadway being opposed to it, as likely to be injurious to them; and, secondly, in consequence of its impracticability. He objected to giving the grant to construct a railroad to any parties at the low rate proposed—$20 per car per annum—when gentlemen of high responsibility, owning property in Broadway, offered a large bonus for the privilege, and $1,000 per ann. for each car run beside.

After other objections, he concluded with a resolution calling upon the Controller to advertise for proposals for laying the railroad, and conditions, and report the result to the Common Council, to the end that the contract might be made with the highest bidder. This report was submitted and ordered to be printed. The next question, being on adoption, was lost by a vote of 15 to 4, Ald. Boyce, Pearsall, Ward and Alvord in the negative.

Ald. Ward made a long speech, disapproving of the project, which was pretty much the same in substance as the minority report. The report of the Committee being submitted for adoption,

Ald. Doherty moved to amend the resolution by making the terminus in Fifty-ninth-st. instead of Fifty-seventh-st., which was carried.

Ald. Sturtevant then replied to the remarks of Ald. Ward, and further contended for the adoption of the report, and that the project would be highly practicable. He was not willing to consult the Broadway property owners in the matter, but the public, who required the proposed accommodation. If the property owners would be injured by the construction of the road, he thought they would not have petitioned to obtain the privilege of building and conducting it themselves. This action on their part, however, he had heard was to crush the measure.

Ald. Boyce moved that all the owners of real estate who desire to become associates in the building and management of the road be admitted, which was rejected by a vote of 16 to 3.

The resolution granting the lease to the parties selected by the Committee was adopted by the following vote: *Affirmative*—Moore, Haley, Sturtevant, Oakley, Boyce, Barr, Tweed, Compton, Bridley, Francis, Smith, Bard, Denman, Cornell, Alvord, Doherty and Peck. *Negative*—Pearsall and Ward.

The Board then adjourned to Monday.

CUNARD STEAMSHIP COMPANY'S IMPROVEMENTS.—Owing to the contemplated increase of the business of *The British and North American Royal Mail Steamship Company* by the establishment of a line of screw propellers, as below stated, and to better accommodate the Company's present line of New-York and Liverpool R. M. Steamships, quite extensive improvements have been commenced—consisting of the enlargement of piers and warehouses—at the landing place of those steamers at Jersey City, opposite New-York. The piers referred to, at present in use, were constructed six years since by the Associates of the Jersey Company, and are three in number. The north pier is on the line of York-st., and is used by the Company for receiving coal, &c. It is 300 feet in length and 40 in width. The center pier is on the line of Grand-st., the next street south of York-st. It is at present 200 feet in length by 70 in width. It is used exclusively by the Company for the landing of the steamers; and connected with it is the warehouse, attached to which is the building called "The Barracks," for the accommodation of the officers and crew of the steamships while in port. The warehouse is of brick, fifty feet square and three stories in hight. The south pier is 300 feet in length by 40 in width, and is open to public use. These piers are situated about 500 feet distant from the Jersey City Ferry to New-York, the boats of which run every ten minutes. The width of the river is one mile, and the boats accomplish the trip usually in five minutes, landing in the business portion of the City. These piers were leased by the Associates of the Jersey Company, at the time of their construction, for a period of ten years, to the Cunard Company, but five years time has been added to that lease, which now extends to December 31, 1862, that being the time when the existing mail contract with the British Government expires. In the proceedings of the Board of Aldermen, as we reported in *The Tribune* of the 10th inst., the fact is mentioned of the concurrence of the Board to the contemplated enlargement of the pier, and extension of the lease to December, 1862. The original expenditure in constructing these piers, warehouse, &c., was over $100,000. One great advantage of the location of them is the depth of water, which is there twenty-four feet at low tide. Beneath the water is soft mud of a depth of twenty feet, under which is a foundation of rock. The Cunard piers are sixty-four feet in hight from their rock foundation to the top. There is, therefore, at these piers, no danger of injury to the hulls of the largest vessels in the world. The improvements at these piers consist of an extension of the center pier 200 feet into the river, and the enlargement of the brick, fire-proof warehouse to double its present size, so that it will be 100 feet in length by 50 feet in width. This enlargement of the warehouse causes the construction of a new barrick, which will be erected on the north pier, and will be 50 feet front by 25 in depth, and three stories high. These improvements will occasion an outlay, by the Jersey Associates, of about $30,000. The object of these improvements is to afford greater facilities to the New-York and Liverpool line of mail steamers; but more especially to accommodate a new line of screw propellers about to be established by the Cunard Company, which are eventually to run twice a month between Liverpool and New-York; New-York, Kingston, and Chagres; Chagres, Havana and New-York; and New-York and Liverpool. These screw steamers are new vessels, now completing at Glasgow for this line, and are as follows: The Andes, Alps, Jura, and Etna, each of 1,400 tuns burden, and the Taurus and Teneriffe, each of 2,000 tuns burden, British measurement, which considerably exceeds the American rule of measurement. The Asia and Africa are of 2,000 tuns burden. The first one of these new vessels is expected to arrive here in a short time. It is understood that these vessels will run only between New-York and Liverpool the first voyage or two, until the required number of vessels are ready for service. They will be supplied with two steam engines of 400 horse power each, to each propeller. They will be adapted to the transportation of passengers and freight, with particular reference to the latter department of commerce. Upon the full establishment of this line, we shall dispatch from this port from ten to fifteen large ocean steamers every week, reaching to Liverpool, Havre, Bermuda, Havana, the lesser islands, Chagres, San Juan, New-Orleans, and nearer Southern ports.

The City of New-York is rapidly rising to her foreordained position of the most important commercial city on the globe, and we trust to a position of moral and intellectual worth in some degree equal to her political eminence.

THE INSTITUTION FOR THE DEAF AND DUMB.—The quarterly examination of the pupils took place at this Institution in Fifteenth-st. yesterday afternoon, at 2 o'clock. Many of the influential friends and several of the managers of the establishment were present. The chapel was filled at the appointed time—those enjoying the educational advantages of the Institution being present. The exercises were commenced by remarks of the President of the Institution—Harvey P. Peet, LL. D. The exercises of the pupils were performed upon eight upright slates in the rear of the rostrum. These slates were each about six feet high and three feet wide. Four male and four female pupils, representing a class, were upon the rostrum at once. The communications of the teachers made by signs were written out in remarkably correct sentences and in a rapid and beautiful style of penmanship. The teacher gave them, by signs, the names of several characters in the Bible and in History, including Aaron, Gideon, David Sardanapalus, Semiramis and Mahomet, and a brief sketch of the life of each was promptly written. During the examination a son of Prof. Peet, apparently twelve years of age, at the request of the teacher, communicated by signs, expressed by pantomimic action, various acts, such as the loading and firing of a gun, smoking, riding a horse, washing clothes, putting on boots, sewing sweeping, catching fish, shaving &c.,—all done in a very correct and amusing manner. Two lads conducted a debate in their language of signs—one contending that Napoleon was greater than Washington, the other taking the negative. The teacher stated the substance of the debate to the audience as they progressed. One of the young ladies expressed very forcibly, by signs, the Life of Christ, from his infancy, representing his lying in the manger, how he caused the deaf to hear, the dumb to speak, the blind to see, the lame to walk, and his raising the dead. Also, how he was disbelieved in by the Jews; by them crucified, was buried, arose again, ascended into Heaven in glory, and will come again to judge all people. As the time for the departure of the guests approached the exercises were brought to a close, and all repaired to the dining hall where a beautiful collation was spread for their refreshment. Members of but four of the classes were examined, and those were under the tutorage of Messrs. Isaac H. Benedict, Thomas Gallaudet, and Isaac L. Peet. There are, at present, in attendance about 260 pupils, who are divided into fourteen classes, having eleven male and three female teachers. There are among them members of some of the first families in the country. The annual expense for the support of each is $130 per annum, besides their clothing and traveling expenses. Of this number, 192 are supported by the State Government. Who can calculate the amount of good done by this Institution, in providing so pleasant a home for the mutes, where they can be made so happy and so intelligent, and learned a trade by which they can become independent supporters of themselves.

NAVIGATION AS AN ART.—New-York sends to sea a thousand goodly vessels, but for officers to command them she is mainly indebted to the Eastern States. One reason for this is said to be the want of a School of Navigation in this City, such as exists in Boston and other Northern Cities. To supply this want, Mr. William Thomas, a sea-captain of twenty years' experience, started a school six months ago at No. 184 Cherry-st. but has hitherto met with little encouragement. Whether this results from the public apathy or his want of capacity we do not know, but we should think this City ought to possess and support at least one thoroughly good School of Navigation. If the Down-Easters should by-and-by fancy they could do better than by officering our ships, what would our Commerce do?

GREAT CURIOSITY.—One of the greatest curiosities in Natural History ever seen in this City is the Sea Tiger now at Barnum's Museum. The animal is of the seal species, about twelve feet long, and is remarkably intelligent, playing with his keeper like a dog, and performing various antics at the word. The intelligent and interesting stranger is a great attraction to wonder-seekers.

☞ Messrs. Lawrence & Foulks will launch from their yard at the foot of Grand-st., E. R., at 3½ o'clock, P. M., this day, the steamer Joseph Johnson, owned by Messrs. Parks & Duvall, and intended for harbor towing, to be commanded by Capt. N. O. Parks.

☞ Mr. Haydock, the ex-woodsawyer of Hudson, will lecture on Temperance, on Sunday, 21st inst., at 1 o'clock, foot of Grand-st.; 3 o'clock, foot of Third-st.; 7 o'clock, Temperance Hall, No. 335 Third-st.; 8 o'clock, No. 25 Avenue D.

SPIRITUALISM.—We are informed the Spiritualists relate some startling facts at their conferences, held every Tuesday evening in the Methodist Vestry, No. 149 West Sixteenth-st. They are open to the public, and are well attended.

FALLING OF A SCAFFOLD IN MURRAY-ST.—*Two Men Terribly Injured.*—On Friday morning, about 10 o'clock, a scaffolding, erected at the fifth story of the new building ajoining the Manhattan Hotel, Murray-st., gave way, in consequence of too many cornish stones and bricks having been placed upon it, and fell upon a temporary platform erected over the vault and even with the ground floor. This platform yielded to the immense weight of stone, brick, &c., letting the whole mass fall to the bottom of the vault in which, at the time, were at work two stone masons and brothers named Peter and John McIntyre, who were terribly bruised and cut by the falling mass. It is feared that they are both so badly hurt that recovery will be impossible. The left hand of John was literally flattened, the middle finger being pealed and nearly cut off. He also received a contused wound on the head, and a compound fracture of the right arm. The Third Ward Police were early on the ground and carried the injured brothers to the New-York Hospital where they are under the care of Dr. Cheesbrough. They both resided at No. 91 Mulberry-st. The builders and boss mason state they considered the scaffolding was perfectly safe, otherwise they would have at once made it so.

MEETING OF CARTMEN.—The third meeting of the Cartmen of the City of New-York was held on Thursday evening at Hermitage Hall. The chair was occupied by Mr. James Riley, and Mr. P. McCabe was selected as the Secretary. The Association has been effectually organized. Appropriate by-laws and articles of association were adopted, and also the rates of cartage among the cartmen employed by the coal merchants, which on an average is an advance of six and a quarter cents additional to the prices now paid them. They further state that they do not ask for this advance to take effect until April next. The meeting was numerously attended, and a large number enrolled themselves as members of the Association. After the transaction of some preliminary business, the meeting adjourned until Thursday night next, when a general meeting of the cartmen will be held at the same place.

NEW BAPTIST CHURCH.—The Baptist citizens of the Sixteenth Ward met on Thursday evening at Knickerbocker Hall, to take into consideration the propriety of erecting a Church in the Northern portion of that Ward. The meeting was organized by choosing Mr. Andrew Bridgeman to preside, and Mr. F. S. Miner, as Secretary. Prayer was then offered by one of the brethren. The Chairman stated the object of the meeting. After some debate pro and con., Dr. E. W. Ranney moved that a Committee of eight be appointed to investigate the matter, and report at a subsequent meeting as to the propriety of establishing a Baptist Church to be located in the Northern portion of this Ward. The following gentlemen were appointed by the Chairman such Committee: E. W. Ranney, D. Y. Ogden, Lyman Taylor, R. R. Randolph, John S. Seal, Peter Wentzel, David Morris, and Andrew Bridgeman. The meeting was then adjourned for two weeks.

EXTENSIVE FIRE—FOUR BUILDINGS BURNED.—About 7½ o'clock last evening, a fire broke out in the large brick and frame buildings in the rear of Nos. 24 and 26 Grove-st., occupied by Robert Paton as a carpenter's shop. The alarm was promptly given, and the firemen in large numbers were soon on the ground, but in consequence of the great amount of combustible matter in the buildings, the flames spread with the most astonishing rapidity, and before they could be subdued the premises were, with their contents, consisting of about fifteen tool-chests and other property, entirely destroyed.

Mr. Paton estimates his loss at about $2,000. The flames communicated to two frame buildings, occupied by a number of families, in the rear of Nos. 126 and 128 Barrow-st. These buildings being very light, were also destroyed. Loss about $2,000. The occupants lost a large amount of their furniture and other property. Captains Lovett and Taft of the Ninth Ward, Turnbull of the Eighth, Carpenter of the Fifth, Brennan of the Sixth, and Banta of the Fifteenth, were present with a large force of men, and prevented a large amount of property from being stolen.

A fire was discovered at 6¼ o'clock last evening, in the second story of Messrs. R. Hoe & Co.'s pattern shop, corner of Broome and Columbia-sts. The damage to patterns, &c., cannot be readily ascertained, but is supposed to be several thousand dollars, fully covered by insurance. The firemen were soon on the ground, and with admirable promptness succeeded in extinguishing the flames, which were confined to the apartment in which they originated. As no lights or fire have ever been allowed in the building, the cause of the fire has not been ascertained. It will cause no serious interruption to Messrs. Hoe & Co.'s business.

THE BROADWAY RAILROAD.—THE MINORITY REPORT.—The minority of the Special Committee to whom was referred the petitions of Jacob Sharp, William Menzies and others, for the privilege of laying down and making a Railroad in Broadway; also, numerous petitions and remonstrances, in favor of and against such project, respectfully reports as follows:

In examining into the propriety of a railroad in such a thoroughfare as Broadway we are met at the outset with the great fact, that of the many thousand owners of real estate on the line of that avenue, but about a solitary dozen are in favor of the measure, while the whole of the residue are unanimously opposed to it.

And further, when we reflect that of this vast number of opponents are men not only of enlarged views, occupying the highest position in our community, it is proper that arguments and objections stencil and and put forth by them, upon a project seriously affecting property to the value of millions of dollars, should be carefully examined and weighed, before any legislative body concludes itself on a subject of such importance.

It seems to have been conceded upon the argument before this Committee that the original plan or proposition of the petitioners to lay three tracks, with cars of four feet in width, two stories in hight, and twenty-four feet in length, was entirely impracticable.

Resort is therefore had to another expedient.

On page 1,413 of the Majority Report, it appears that the cars are to be of the width of an omnibus—*i.e.* seven feet—and it, as stated by the petitioners, there should be a necessity for having three tracks, thus, at least, twenty-one feet six inches of the street would be occupied by their rail cars, instead of twelve feet six inches, as originally proposed, leaving the space of nine feet on each side between the rail and the curb, wherein all carriages and vehicles using that part of the street below the Park would be obliged to confine their travel; and the whole street can be taken for the railway, upon the mere approval of the Street Commissioner.

The mere statement of this fact is sufficient to show why the owners oppose this project. No argument can be required to convince any person who has seen Broadway in motion, that nothing short of a space at least seventeen feet in width on each side of the outer track would be required to allow two vehicles to pass while the cars are in motion; nothing less would be sufficient to meet the wants of those vehicles necessarily obliged to use that portion of the street below the Park.

It may be borne in mind by those who have given attention to this subject, and the arguments adduced in favor of it before the Committee, that the petitioners in the outset, proceeded with the assertion that Broadway was sixty feet in width, and afforded plenty of room for the laying down of a railway.

A portion of that committee—and certainly the public must have been—astonished upon being informed that Broadway only, in truth, averaged forty-one feet in width. That the portion needing any relief, and which is that part situated below the Park, scarcely averages thirty-five feet in width, while at Rector st. it is but thirty-two feet nine inches wide, as ascertained by actual admeasurement.

This important fact would, in ordinary cases, be sufficient in itself to create a suspicion in the mind of any person as to the spirit actuating the applicants for a gigantic monopoly which, thus early, has not only swallowed up all the omnibus lines in this City, but has likewise produced such an accelerated movement on part of this Committee and Common Council, as to cause in the minds of the community a doubt of the truth of the old proverb, "wise bodies move slowly."

But it would seem to be a matter of no importance that these petitioners have been obliged to abandon all their previous plans, so carefully matured, for the relief of Broadway. No matter that the main fact—and which must have been within their knowledge, as to Broadway not averaging thirty-five feet in width, from curb to curb, below the Park, was carefully concealed? Yet, it appears, a majority of this Committee conceive such mistakes or concealments to be perfectly immaterial; and the parties who made them are deemed sufficiently public-spirited to be entitled to this immense monopoly, amounting substantially to a gift of $200,000 per annum from the City Treasury; and all this, too, while the Committee and the Common Council have before them petitions from such responsible persons as Alexander T. Stewart, Stephen Storms, D. Henry Haight, Thomas A. Davies, and others, offering to give the City a bonus, ranging from $100,000 to $200,000 per annum, for the privilege of laying these rails, and running cars thereon.

There can be no question as to the responsibility of these gentlemen, or of their good faith in making the application, because they frankly tell you that they expect to realize from this monopoly a sum sufficient to indemnify them for the losses their property on the street will sustain in the construction of such a railway.

Then why not give to them the privilege? Why give it to those petitioners who possess no property on the street? Why give it to individuals who have not only shewn themselves entirely impracticable, but have based their application upon a false statement as to the width of Broadway.

It may be said, in answer to this, that the law officer of the City advises us we "cannot exact any bonus for this privilege." (p. 1,432.)

Well, admitting that such is the law, is there any execution here? Was this argument ever heard in times when our ferries have been leased to the highest bidder! or when our wharves had been similarly let? or when many other franchises have been similarly disposed of in former days?

Is it possible that the people of this community—the tax-payers—will fail to perceive the flimsiness of this answer? No. And if any member of this Committee expects a tax-payer to perceive the difference between letting a ferry and letting the privilege to railway a street, he will be signally mistaken.

There is no difference between the two cases; and it is no exaction when parties voluntarily come forward and offer to give us this large sum per annum.

But admitting, for the sake of the argument, that the taking of this voluntary offer would be an exaction, let us see where we stand, and let us see whether, in giving this privilege to these petitioners and merely getting in return the ordinary license fee for each car, we are not making gifts of the rights of our constituents to the tune of about $175,000 per annum!

It was shown, upon the argument before the committee, that the parties having this monopoly could pay $1,000 per annum license fee for each car, and then realize enormous profits. Indeed, this sum has been offered to us.

Now, the right of the Common Council to fix the sum to be paid for any license, certainly will not be questioned; and no one can deny that if they can fix that license at $20, which it is clearly shown should be fixed at $1,000, they are giving away valuable rights without receiving an equivalent.

Our Corporation is called great and rich, and it should be so in fact, before we can be warranted in making gifts of this magnitude.

It is stated and considerably commented upon, in the Majority Report,

That these owners have at last met on the same ground with the applicants in bearing a substantial testimony in favor of a railway in Broadway, by themselves running applicants for that which they, at the outset, so vehemently resisted. (P. 1,469.)

To show how unfair and disengenous this statement is in all its parts, it is only necessary to refer to their numerous remonstrances and petitions presented and on file in this Board.

From an examination of them, it will distinctly appear that the owners have never "borne testimony in favor of a railroad in Broadway;" they, on the contrary, have objected, and still do object to it, but are convinced that a great monopoly, such as this railroad promises to be—which at its birth has sufficient strength to nearly stifle all opposition to it, even in the Common Council chamber—must award to those engaged in it large profits.

Therefore it is, the owners say:

If our property must be injured by a railroad running through Broadway—if this Common Council determines to place a railroad in that street, against our remonstrances, then give us the privilege of realizing from the profits which must inevitably result from the possession of such a valuable monopoly, the losses which we will, beyond a doubt, otherwise sustain in the depreciation of our property.

One other point, and one that seems to have received not the attention its importance demands.

Broadway has just been laid with a Russ pavement, at an expense of nearly half a million of dollars, making the street, in fact, a railway from curb to curb, and which, for beauty and durability, commands the admiration of all. The tenants on the line of the street have not even yet been relieved from the annoyance to their business necessarily attendant upon the laying of this pavement; the cement is yet wet, on which this pavement rests; the bills of expense have not yet been paid; when, with a shrill cry of "improvement" and "progress," which for centuries has been the "stalking horse" for all kinds of monopolies, this pavement has to be torn up and destroyed, for the purpose of testing experiments in "railroad traction."

In conclusion, and in accordance with the views above expressed, the adoption of the following resolution is recommended:

Resolved, That it is expedient to lay a railway in Broadway.

If, however, the Common Council conclude that a railway in Broadway is necessary, then the following resolution is recommended for adoption:

Resolved, That the Controller advertise for two weeks in the Corporation newspapers, for the proposals of laying a railway in Broadway, such proposals to specify the kind of railway intended, the kind of cars proposed to be run thereon, the fare for each passenger; the money, or bonus which will be paid into the treasury per annum for the privilege of laying such rails, in lieu of license fees, and also the amount which will be paid for license fees for each car, without paying any bonus; and that the Controller report the result to this Common Council, to the end that a contract may be made with the highest bidder, of the character and conditions substantially as recommended on pages 1,439, 1,440, 1,441, 1,442, 1,443, of the majority report of this Committee.

All which is respectfully submitted.

(Signed,) S. L. H. WARD,
Nov. 19, 1852. of Special Committee, &c.

☞ The following sales of property were made by Albert H. Nicolay, Nov. 19:

Two-story brick-front House and Lot, 266 Broome-st.	$6,050
1 Lot south side of 145th-st., 25 by 99.11	210
2 Lots south side of 143d-st., 25 by 99.11 $250 each	500

BOARD OF ALDERMEN—*Friday*, Nov. 19.—Richard T. Compton, Esq., in the chair, and a quorum present. The minutes of the previous meeting were read and approved.

Petitions Referred.—Of John Lynch and others, for permission to run small cars on the Harlem Railroad track from Thirty third-st. to the Astor House; of Engine Company No. 8, to have their house repaired; of Thos. Brady, for extension of time for the sewer in Division-st.; of owners of property on the First-avenue, in favor of giving Garrison, Merriam & Co. the grant of the First-avenue Railroad; of Wm. Radford and others, for the privilege of laying a Railway in Ninth-avenue, Gansevoort-st. Washington-st., Battery-place and Greenwich-st.; of J. Hagan, to build a Railroad in Third-avenue.

Ordered to be Printed.—The Report of the Committee on the Obsequies of Hon. Henry Clay. Two thousand copies ordered to be printed.

Resolutions Adopted.—Empowering the Clerk of Common Council to employ a temporary Clerk in his office to act in capacity of scrivener at the rate of $350 per annum.

STRANGERS—At the METROPOLITAN—Hon. J. Turrill, Oswego; Capt. W. P. Sisson, Virginia; Wm. G. Harris, Boston; J. L. Mitchel, Apalachicola; A. Sevier, Maine; R. M. Sherman, San Francisco; Edward Powers, England; C. Haywood, St. Louis; George Hall, Hamilton, Canada; H. A. Ogden, Ohio; Chas. Semple, St. Louis; J. Rhynas, Montreal; J. D. Evans, Philadelphia; H. Stevens, Vergennes; H. A. Ogden, Cincinnati; J. Spooner, Rhode Island, and others.

At the ASTOR, Hon. W. H. Seward, Auburn; Hon. Wm. C. Dawson, Georgia; Grove Lawrence, Syracuse; D. L. Seymour, Troy; C. A. Johnson, Utica; J. H. Willard, Troy; R. H. Bacon, Rochester; E. Higgins, N. Y.; J. Burnside, New-Orleans; D. T. Chapin, Elmira; E. B. Street, Troy; J. D. Foot, Cincinnati; T. T. Bloomer, Buffalo; V. Biddle, Philadelphia; H. Eldridge, Binghampton; W. L. Doggett, Charleston; Hon. Truman Smith, Washington; M. W. Chapin, Hartford; J. Brewster, Calcutta; A. Ericson, Rochester, Lt. Col. O'ilvy, England; Hon. B. C. Burter, England; Nathan B. Clapp, Georgia; Danl. Robinson, Troy; R. F. Bruce, Madison, and others.

At the HOWARD Hotel, Major Williams, Georgia; W. E. Hunt, New-Bedford; J. M. Daniels, Cincinnati; Capt. Parish, steamship Roanoke; Capt. Day, Philadelphia; S. Samson, Charleston, D. E. Miller, Ohio; S. Bryant, Boston; G. Rogers, Baltimore; F. D. Stuart, Washington; S. Little, Georgetown.

At the IRVING, Rev. Theod Spencer, Utica; Commander Harwood, U. S. N.; R. R. Alden, U. S. A.; Lieut. E. B. Hunt, U. S. A.; J. L. McAlpin, Paris; H. Burstall, Quebec; Phillip Meher, Louisiana; J. Mackey, Baltimore; J. L. McGregor, Havana; J. J. Greenough, Washington, D. C.; Rev. J. C. Heron, Pittsburgh; Dr. Stille, Philadelphia; J. C. Converse, Boston; J. W. Zacharie, Louisiana; G. L. Thayer, Boston; C. W. Hervey, New-Orleans; W. R. Phillis, Illinois; Major A. A. W. Bee, California; D. Ames, Springfield.

CHARGE OF FALSE PRETENSES.—A gentleman who formerly held official station in the State of Pennsylvania, was yesterday arrested by Officer Crossett of the Lower Police Court, charged by Mr. Geo. R. Hazewell, of No. 11 Wall-st., with having on the 30th ult. obtained from him by false representations the sum of $120. It appears from the affidavit of complainant that the accused called at his office and stated that Mr. Stephen D. Dillaye, a boarder at the Metropolitan Hotel, who was then temporarily absent from the City, had authorized him to draw upon complainant for that sum, and further that he (the accused) had that amount of money in Mr. Dillaye's hands. On these representations the complainant parted with his money, and, s he alleges, has since ascertained that the statements of the accused are false. He was taken before Justice Osborne who allowed him his parole until Monday next, when an investigation in the matter will take place. The accused states that he can show his innocence when the case comes on for investigation, and could do so at once if Mr. Dillaye was in the City.

THE LATE FATAL ACCIDENT BY THE FALLING OF A BUILDING.—An inquest was yesterday held at the house No. 97 Charlton-st. upon the body of Thomas Linn, a native of Ireland, 65 years of age, who was killed on Wednesday last by the falling of an old frame building on the corner of Bleecker and Hammond-sts.

The testimony of Mr. Wm. B. Hayes, Fire Warden of the Eleventh District, was taken. Mr. H. stated that on the same afternoon on which the building fell, and previous to its falling, he had, by request, examined the building, and stated to Mr. Murray, the Superintendent, and also to Mr. Bentley, another of the head men employed in the building, that it was unsafe. Other testimony was taken, but it was not of material importance. The case was then given to the Jury, who rendered the following verdict, viz: That the deceased came to his death by injuries received by the falling of the two-story building situated on the corner of Bleecker and Hammond-sts. The Jury are of the opinion that the removing of the partitions on the first floor by Mr. Bentley left the building insecure, and further, that it was the duty of the Superintendent, Mr. John Murray, to have seen that the building was perfectly secured. The Jury, therefore, recommend that John Murray and Wm. Bentley be held by the Coroner for further examination.

THE LATE ACCIDENT ON THE NEW-HAVEN RAILROAD.—James Tracy, the young man who is alleged to have been pushed off one of the cars of the New-Haven Railroad on Thursday evening, by one of the employees of the Company, and in consequence thereof was run over by the train and had his legs dreadfully crushed and mangled, died on the same night at the New-York Hospital, whither he was taken immediately after the occurrence. His remains were yesterday taken to his late residence, No. 430 Fourth-av., where an inquest will be held upon them to-day. The individual implicated denies having pushed the deceased off the car, and we forbear publishing his name until after the inquisition is held, in hopes that he may be able to prove himself innocent.

FATAL ACCIDENT.—The Coroner held an inquest yesterday, at the New-York Hospital, upon the body of James Kennedy, a native of Ireland, 24 years of age, whose death was caused by injuries received about ten days since. The deceased, it appears, while engaged in a stone quarry at Upper Closter, N. J., near Piermont, was badly injured in consequence of a rock which rolled from an embankment having fallen upon him, striking him in the abdomen. Immediately after the occurrence of the accident, he was brought to this City and placed in the Hospital, where he died on Thursday night. The testimony adduced showed that the occurrence was purely accidental, and a verdict to that effect was rendered by the Jury.

SERIOUS ACCIDENTS.—Miss Matilda Bedell, a young lady residing at No. 45 Goerck-st., while crossing one of the streets of the XIIIth Ward, on Thursday afternoon, was run against by a horse and cart, and received a severe bruise and cut upon her head. She was conveyed to her residence by a Police Officer.

A man named John Passony, in the employ of the Hudson River Railroad Company, was severely injured, on Thursday evening, about the head and face, in consequence of having been caught between two cars belonging to that Road. He was taken to the residence of his brother, corner Twenty-seventh-st. and Tenth-av.

DEATH FROM SCALDING.—An inquest was held yesterday, by Coroner Ives, at the house No. 173 Thirty-third-st., upon the body of Pierce Lynch, an infant 11 months old, who died on Thursday last. It appears that the child was sitting upon its father's lap, at the dinner table, when it upset a cup of hot coffee over its neck, and was so badly scalded that it died a few hours afterward. The Jury rendered a verdict of accidental death.

[Advertisement.]

CIRCUS.—Two entertainments will be given to-day at the Bowery Amphitheater—one at 2½ for the accommodation of the little folks, and the other at 7 in the evening.

[Advertisement.]

SPLENDID SHAWLS AND SILKS.—Columbian Hall, No. 281 Grand-st., continues to offer the greatest bargains in rich Shawls, Silks and other Dress Goods, of any house in this City. Their stock of elegant Broche, Cashmere, and Woolen Long and Square Shawls is unsurpassed. While their assortment of rich Plain, Black, Brocade, Glace and Plaid Silks, for richness of styles and colors, is only equaled by the unprecedented low prices at which they are offered their Merinos, Cashmeres, Paramattas, Muslin De Laines, Merinos, Saxony and Stuart Plaids; also offer the greatest inducement for the Ladies' preference; whilst their stock of Mantilla and Cloaking materials, such as Velvets of every width, and Pelisse Cloths of every color, quality and form, constitute the largest and most varied assortment of Rich Dress Goods, ever offered in this city.

[Advertisement.]

☞ Whatever may be the weather to-day, ROOT will take his beautiful Crayon Daguerreotypes as usual. Clouds and storms do not interfere at No. 363 Broadway, corner of Franklin-st.

[Advertisement.]

TO THE PUBLIC.—To get the most for your money, pay four cents for a copy of *The American Union* newspaper, each number complete in itself, thoroughly American in tone, and well filled with original domestic stories, racy sketches, histories, American biographies, interesting editorials, choice poetry, news and theatrical intelligence. *The Union* is the cheapest and best family newspaper in the City. DEXTER & BRO., Agent.

BROOKLYN ITEMS.

DEATH BY BURNING.—A little girl, two or three years of age, the daughter of a German woman named Gardiner, residing at No. 99½ Sands-st., was so shockingly burned a few days since by her clothes taking fire, that she died shortly afterward. But for the opportune arrival of some of the neighbors, several other children might have shared the same melancholy fate. The mother was temporarilly absent at the time.

SCHOOL EXAMINATION.—Public School, No. 8, under the charge of Mr. Joshua Reeve, situated in Middagh-st., went through an examination yesterday afternoon, in the presence of the City Superintendent, several members of the Board of Education and a number of the parents and friends of the pupils. The exercises were in the usual branches, and passed off creditably.

DONATIONS.—The Managers of the Protestant Orphan Assylum state, that they received donations amounting to $42 52, besides clothing and other necessary articles for those under their care, on the occasion of the anniversary of the Association on the 9th inst. The receipts were less than the year previous.

BOARDING-HOUSE THIEF.—A fellow, rather decently dressed, called at the house of Mrs. Draper, No. 163 Fulton-st., yesterday morning, and engaging board, carried his trunk up stairs. Some time after he was seen going out by the landlady, having under his arm a bundle which he represented to be dirty linen. On proceeding to his room it was found that he had ransacked the closets and trunks of the boarders, and carried off a quantity of clothing, and a number of other articles of less value. The new boarder's trunk was found to contain nothing whatever.

MALICIOUS MISCHIEF.—Yesterday a boy named Michael Tustin, belonging to New-York, was committed to jail by Justice King, on the charge of malicious mischief in setting fire to a hay-stack belonging to Mr. Folhemus, at Gowanus, the day previous.

WILLIAMSBURGH ITEMS.

RACING.—On Thursday evening some "fast" young gents from New-York, who were returning from the races, drove down Grand-st. at a furious rate, and without stopping to pay the usual compliment to the ferry master of the Houston-st. Ferry, passed through the gate as the boat was leaving the bridge. The forward wagon succeeded in getting on board the boat. The other carriage, having two horses attached to it, did not reach the end of the bridge until the boat was several feet from it; the horses being, however, under full headway, made a spring, cleared the intervening distance and landed safely on board the boat. The carriage became disengaged from the horses and fell into the stream. The two young men, perceiving their danger too late to check the horses, jumped from the carriage unharmed, and were left behind a sufficient time to pay their ferriage and ruminate on the consequences of fast driving. The carriage was secured and taken on board the ferry-boat.

TEMPERANCE MEETING.—The City