ton's Birthday. Adopted and Messrs. Samuels, Frye, Kimbark, Holden and McClane appointed the Committee.

Report in favor of a new truck for Hook and Ladder Company No. 13. Adopted by a similar vote.

From Board of Aldermen—That John Haywood be appointed Inspector of Election in the 11d District, Tenth Ward. Concurred in.

The papers from the Board of Aldermen for 1853 were referred to appropriate committees.

Some papers from other Boards were referred or returned, and sundry papers referred.

The Board then adjourned to Monday next, at 8 o'clock.

THE NEW CHAMBER.

The new Council Chamber being completed, the Board of Councilmen met in it for the first time, on Thursday evening. The arrangements are all that could be desired, in the way of comfort and convenience. The seats and desks are arranged in three semicircles, of twenty each, with an opening through the center and back of them, divided off by a railing is the auditorium. The central chandelier not having been suspended as yet, the chamber was mainly lighted by candles. When that is up there will be nothing left to desire.

In calling the Board to order, the President said:

GENTLEMEN COUNCILMEN: It is once great pleasure to be present with you in this our first assembling in our new Council Chamber, so admirably adapted to our comfort and convenience. The whole arrangement is perfect, reflecting much credit on the architect who drew the plans and those who executed them. All around us beholds an order and dignity, and this feeling is augmented into a something like a reverence for this chamber when we recur to the history of its occupancy. It was here that the City Government celebrated the anniversaries of signal events in the history of our country and City. And what would the Dutch ancestry of New-York say could they awake and look upon the City and its environs now, with its three fourths of a million of inhabitants—its immense commerce and railroads? I, for one, do not think it a dream, that I have in my mind more especially the incidents connected with this room. While our own knowledge, at both ends, has been the tribunal—the impartial Judge upholding law and order, and around him has been many an eloquent pleader; but I remember listening to one who erected this room with his presence whose greatness was so transcendent that statesmen and orators have vied with each other in vain endeavors to portray the power of his intellect as displayed in the halls of legislation, at the bar, and as a diplomatist. I allude to Daniel Webster, the very name excites the pride and emulation of every true patriot, and his memory will be cherished as the model statesman and lawyer so long as history shall exist. Occupying this room, the reminiscences of its past history is such that I trust this Board will not, by any act, bring discredit on it or the City we represent. I am happy to show that our doings have met with favor in many quarters—the fidelity with which the Committees have performed the duties assigned to them, is worthy of commendation. I am informed that between twenty and thirty committees have been called since our last session in January, some of which have met three or four times, and been in session until late at night, and feel confident that if this faithfulness is continued during the year, we shall not only have credit for being a working Board, but we may hope to raise the dignity of our municipal Legislature, and merit the confidence of the community. Already there are pleasing indications that each will be the result; the most difficult matter to be satisfactorily arranged is the adoption of such measures as shall give this City clear streets; but to men determined to do their whole duty, as I am sure every one of this Board is, this obstacle will be surmounted and our City will rejoice at the reform so long needed.

DEBATES.

Mr. JEREMIAH called up his resolution to the effect "that so much of the Mayor's message as related to laws of the City, be referred to the Committee on Laws" &c. He asserted that many of the laws passed by the Legislature of this State were simply for the interest of private individuals, to the detriment of the community. Laws upon laws are passed, until such are the contradictions of the various enactments that the Municipal Government becomes completely befogged by the labyrinthine mazes of technical quibbles. It is sincerely hoped that the Common Council will urge on the legislature to more care than is in its Legislation for the City. The resolution was carried unanimously.

Mr. WILE called up a resolution offered by him to cause the investigation, by committee, of the cow stables and milk manufactories up town, and the number of cows which die weekly from intoxication.

The Councilman of the Seventeenth urged the importance of this subject to the public health, and did not doubt but many diseases were the direct or indirect results of the use of the vile fluid extracted from cows where food was still slops, who never breathe pure air, and never leave their stalls in the putrid stables until past milk giving, or diseased, when they are taken to the slaughter-house, and the poisonous meat sold to the poor at a cheap rate. The matter was, in his opinion, one of serious moment, and called for speedy action. Referred to Committee on Public Health.

After some further business, the Board adjourned to Monday evening.

HARD SHELL GENERAL COMMITTEE.

A meeting of this Committee was held at their room in the Stuyvesant Institute on Thursday evening. The President, Mr. R. SCHELL, in the Chair.

A motion was made and carried to appoint a Committee to draft resolutions relative to the proposed amendment to the Canal law. The Chair appointed Messrs. Mead, Parsons, and Alden. The Committee after retiring a short time returned and presented two reports, Mr. Mead presenting a majority, and Mr. Alden a minority report. After some discussion the following report by Mr. G. F. Alden of the Seventh Ward, was unanimously adopted:

Whereas, In the last canvass for the election of Governor of this State, the Democratic party entered the contest as the avowed friends of the "speedy enlargement and completion" of the canals of this State as the policy most suitable for the maintenance of the prosperity of our public works of improvement, and the promotion of the interests of the citizens of this State, by securing a more ample avenue for the introduction of the products of the great West; and *whereas*, the Democratic Legislature of this State, in the session of 1853, after a long and protracted struggle against the mandatory of the Executive, at the instigation of his *Barnburner* advisers, adopted the measures known as the bill for the Enlargement and Completion of the Erie Canal; and *whereas*, the citizens of this State are called upon to declare by ballot their approval or opposition to these important measures on Wednesday next, the 15th of this month; therefore, be it

Resolved, That the Democracy of this City and County stand now as they ever have, pledged to the support of the public works of this State, and will therefore give their votes and influence in favor of the Constitutional Amendments at the approaching election.

Resolved, That the course pursued by the Executive of this State during the pendency of the question of enlarging the canals in the last Legislature was direct violation of the pledges upon the faith of which his election was secured, and an abandonment of the policy ever pursued by the Democracy of this State in relation to our public State improvements.

The Board then adjourned.

THE SAN FRANCISCO CALAMITY.

PROCEEDINGS OF THE COURT OF INQUIRY, NOW IN SESSION AT THE HEADQUARTERS OF THE U. S. ARMY.

GEN. WINFIELD SCOTT, PRESID NG.

FIFTH DAY....NEW YORK, Feb. 10, 1854.

The Court met pursuant to yesterday's adjournment. Present all the members, the Judge advocate, and Col. Gates with his adviser, Capt. Shields. The record of the preceding day was read aloud to the Court by the Judge Advocate.

Lieut. S. L. Fremont, a witness for the United States, came into Court and asked leave to make an explanation of his former testimony, and said that his attention had been called to certain circumstances which enabled him to be now confident that an explanation made to him by Dr. Wirtz of his presence on the Kilby was, that he had come there by Major Wyse's permission. I desire to add, that in my opinion Dr. Wirtz's conduct on the steamer was good on every occasion where I witnessed it.

Horace R. Wirtz, Assistant Surgeon United States Army, a witness for the United States, being duly sworn, testified as follows:

Q. By what authority or order did you leave the San Francisco, and remain on the Kilby?

A. I received no orders from Col. Gates to remain on the wreck or to go to the Kilby, consequently I was left entirely to my own judgment.

Q. Did you go from the San Francisco with the knowledge or consent of Major Wyse?

A. I did, sir; with his knowledge and consent.

Q. Did you make known to Col. Gates your arrival on the Kilby, and your stay there during the evening?

A. I reported to Col. Gates within twenty or twenty-five minutes after my arrival on the Kilby; I don't mean a formal report, but I went to him and had an official conversation with him.

Q. Did you remain there during the evening with the knowledge and approval of Dr. Satterlee, the Surgeon, as well as Col. Gates?

A. I did, sir.

Q. Why was it considered that you ought to be there?

A. Nearly all the sick at that time, and nearly all the worst cases, were then on board the Kilby; Dr. Satterlee himself was disabled and unfit for duty; besides that, Dr. Satterlee had requested me before he had left the ship, to superintend the transfer of some medical stores.

Q. Was any trip by boat made from the Kilby to the wreck after Col. Gates knew that you were on the Kilby?

A. There was a boat manned to go, and I gave the coxswain a letter to Col. Gates, but the boat did not go; I think it was stopped; the reason I am not clear about; either the boat was injured or Col. Gates thought it not practicable to continue the embarcation longer; I remember some discussion about it.

Q. Did you actually take with you from the wreck to the Kilby any medicines or hospital stores?

A. I did; there were four boxes; two of them were let down to me in the boat; the other two I think Lieut. Loeser brought over; the sea was rough and the boat heavy, and I think they only let down two boxes to me.

The testimony of this witness here closed; there was no cross-examination.

We may remark that this testimony appears to explain most satisfactorily Dr. Wirtz's presence upon the Kilby, with his senior officer disabled; Dr. Wirtz's place was of course with the majority of the sick.

The witness added the following explanation to his testimony:

I believe I gave that letter to Lieut. Loeser, not to the coxswain of the boat.

Lieut. Francis Rey Murray, a witness called on the part of the United States, being duly sworn, testified as follows:

Q. You were a passenger on the steamer in the late wreck? At what time did you go on board?

A. About 1 o'clock on the 4th of December; she went to the Quarantine ground that night, and to sea next morning.

Q. Did you consider her in a proper condition as respects her depth in the water to go to sea.

A. Yes, Sir.

Q. When did the storm commence?

A. About 10 o'clock on the night of the 23d.

Q. Was it a storm of unusual severity?

A. Yes, Sir; it blew with extraordinary violence, and the sea was unusually high and irregular.

Q. How long did the steamer continue on her course?

A. I cannot say exactly; I was only on deck at intervals during the night; the last time I was on deck before the breaking up of the engine was, I think, about 1 o'clock; the ship was then hove to head to wind and sea, and was behaving well.

Q. What in your judgment is the wreck attributable to?

A. To the breaking of the engine.

Q. But for that she would have rode out the storm?

A. I think so.

Q. What breaking was it?

A. The piston rod of the air-pump.

Q. Is that a piece of cast-iron; and if so, of what size?

A. I believe it is cast iron, and I cannot describe the exact size.

At this point, the Court was cleared for deliberation, and in a few moments reopened—in other words, they went into secret session.

Q. Were other and good vessels wrecked in this same storm?

A. I have seen it stated that three ships left New-York on the same day we did, and were wrecked in the same storm.

Q. Were you struck with the good behavior and sea qualities of the vessel before she lost the use of her engine, and did you so remark at the time?

A. Yes, and I did, Sir.

Q. Did you notice how the troops were quartered upon the upper deck?

A. I noticed how they were quartered there aft but not forward; I was not forward till after the wreck; they were quartered in steerages.

Q. Is that a usual accommodation of steerage passengers on such vessels?

A. It is very common.

Q. In ordinary weather and circumstances which was the best position for quarters for troops, that upper deck where you saw them, or the steerage, on the lowest or steerage deck—the deck over the hold—and did you see this last place on the steamer?

A. I did not see it; in fine weather the upper deck would be far more comfortable; in a warm climate the lower apartments would be badly ventilated and very close, and during her intended voyage the steamer was to be almost entirely in a warm climate.

Q. Were they exposed to danger above before the steamer became unmanageable?

A. No, Sir.

Q. When it became uncomfortable there in the storm do you know what became of the troops quartered lower?

A. I saw nothing of those forward. Those aft had taken refuge in the upper saloon, where they were protected from the inclement weather.

Q. Was there or not proper order and discipline maintained among the troops?

A. *I saw no disorder except after the accident, in one or two individual cases only.*

Q. Did the officers of the ship, so far as you know, receive prompt and sufficient aid from the troops to bail the ship or other necessary work?

A. They did.

Q. Will you state the circumstances in regard to the transfer of part of the troops to the Kilby?

A. After laying by us for a day and a night, the Kilby came within hail on the morning of the 28th, and was requested to send a boat, which she did; Captain Watkins went on board, and in the course of half an hour returned and gave orders to prepare to send the passengers on board; I approached him and offered my services to perform any duty he might appoint me, as I had frequently done before; he requested me to go on board of the Kilby with an officer of the regiment and a working party from the soldiers, to break out her cargo and prepare her to receive the passengers; I said to him that unless it was intended that every one should go on board, himself and crew included, I preferred remaining to the last; he replied that she was to take every one on board, that he had made a contract to do so; I offered to stay by him until he and his crew were ready to leave; at this time I knew it to be his intention to remain until the engineer could decide whether or not the engine could be got to work; he commenced taking the passengers on board about 10 o'clock, first taking the women and children, and sick and wounded; some two or three officers went with their families, among them Col. Gates; the embarcation went on until after dark, when one of the boats was stove along side, and the vessels were separated by a sudden springing up of a gale from the north-east.

Q. Had you prospect of good weather till that wind arose.

A. Yes.

Q. Was there any reason to believe that the embarkation would be interrupted and the vessels separated?

A. I saw no reason for believing it.

Q. Water was not, in your judgment, every reasonable and proper effort made by the Kilby to find the steamer again upon the next day?

A. There was.

Q. Was there a conference of the officers on the Kilby in regard to her search for the wreck, and what part did Col. Gates take in it?

A. There was; I understood Col. Gates to advise that we were in a crippled state, short of provisions, and should run for the nearest port and send assistance to the steamer; that proposition was made to him by the captain of the vessel, and he had made a similar one to me just before.

Q. That opinion did not prevail?

A. No.

Q. Did Col. Gates press it?

A. Not after he found that the general opinion was against it.

Q. Was the steamer as safe a sea-going ship with her guards as she would have been without them?

A. No; but her guards would not have endangered her if her engine had not lacked power.

No cross-examination of this witness. He retired and was discharged from further attendance.

Surgeon R. S. Satterlee, a witness called for the United States, being duly sworn, testified as follows:

Q. You were chief medical officer with troops on the San Francisco?

A. I was.

Q. Did you address a letter of advice or remonstrance to Colonel Gates in regard to the measles being brought on board?

A. I did; it was on the morning of the day that the troops embarked.

Q. It is in evidence that that letter was lost; will you give the substance of it?

A. As near as I can recollect, I stated that I had heard, unofficially, that the measles was in the families of some of the officers, and represented the importance (should this be the case) of their being excluded from the transport; that I thought it very important; that I regarded the measles worse on the transport than the small pox, in as much as we were protected in a measure from small pox but could not be from measles.

Q. When the witness says protected, does he mean by vaccination?

A. Yes.

Q. Who did you deliver that letter to?

A. To Lieut. Fremont, the Acting Adjutant; it was addressed to him and I delivered it in person.

Q. Was the measles taken on board?

A. Yes.

Q. How? Who by?

A. The child of Col. Gates.

Q. What was the result in regard to the spread of that disease?

A. It was communicated to several of the children on board, not further to my knowledge.

Q. What length of time was there from the time the child of Col. Gates went on the transport till the troops again returned to New-York?

A. About twenty-four days, I think, till the Kilby reached here; eight in the steamer.

Q. Did you receive any reply from Col. Gates?

A. None of any sort.

Q. What was the state of the troops in respect to health, when the transfer from the wreck to the Kilby began?

A. They were in very good health generally; there was a few cases of bowel complaint and one case of varioloid; I mean of course to except the injuries received by the officers.

Q. Was it your opinion, and if yes, did you so express it to Col. Gates, that the Assistant Surgeon ought to go on the Kilby when he did so?

A. I expressed no opinion on the subject; I did not think of the subject indeed, as I supposed everybody was going to the Kilby; the subject of one of the medical officers remaining behind did not occur to me at all; when Col. Burke, who was wounded, was going I requested Dr. Wirtz to go with him; but afterwards when some of the ladies were going it was suggested that I had better go instead of Dr. Wirtz; I was not able to walk without assistance.

Q. By the Court—Of the officers transferred from the wreck to the Kilby, how many were in a crippled or disabled state of body? Name them and give a short account of the several disabilities?

A. Col. Gates was injured—how I do not know; he had a black eye, greatly discolored; no other injury that I know. Lieut. Col. Burke was injured, as I understood, by the falling of some timbers on him when the cabin was swept off; he was injured in the back; his right hand was crushed, and I believe other injuries, but not of much consequence. Major Merchant was injured in the chest, as I understood, by falling into the run of the steamer. I was injured by the falling of the main deck, crushed in by the sea, severely in my leg; none others were injured. Mr. Fremont was sick; had had pleurisy; was not able to perform the duties of Adjutant at first. Gardiner was also sick from rheumatism; none other of the officers were sick; a man—a sailor belonging to the steamer, who had his leg broken at the wheel at the time the steamer was disabled, was also transferred to the Kilby in the evening.

Q. By the Court—After the transfer from the wreck to the Kilby, was the supply of food and water deemed ample or otherwise; what restrictions were placed on the use of the food or water, and were such restrictions impartially enforced on all persons on board?

A. The supply of both water and provisions was considered very short, and restrictions were made in the issue; my impression at the time were, that these restrictions were not impartially enforced, but I had not ample means of knowing; I was lame and not able to go about.

Q. Did any deviation from that impartiality come within your knowledge?

A. Not of the issue of bread, or meat, or water; but there were women on board, and some of the men were employed in pounding the corn and making bread of it for some of the officers and their families, and not for all.

Q. Was the pounding by order of the commanding officer, and what instructions did he give for the distribution of the result of the pounding?

A. So far as I know, he gave no instructions on the subject.

Q. Might not any other officer have caused the corn to be pounded for his use?

A. For what I know; I know that other did pound corn; I saw Mr. Cooper, the clergyman, pounding corn, and I saw others.

Q. Was it generally understood that the corn was open to all in the hold, and free to any one who chose to use it?

A. It was.

Q. When did the detachment on the Kilby transfer, and how?

A. We transferred to the Lucy Thompson on Friday, the day before we reached New-York, the next evening we came to the City.

The direct examination of the witness was here ended, and there being no cross-examination, the witness retired, and was discharged from further attendance upon the Court.

Captain Henry B. Judd, Third Artillery, a witness called for the United States, being duly sworn, testified as follows:

Q. How and under whose personal direction was the Third Artillery embarked on board the San Francisco?

A. It was embarked in two detachments, the first four companies, I think, under the command of Major Wyse, from Governors Island to the steamer; the second under Lieut. Col. Washington; Major Merchant being on board the steamer, and the senior officer.

Q. Was the embarkation in good military order?

A. In very good military order.

Q. What was the situation of the troops quartered on the upper or main deck before the bad weather or storm which began on the evening of the 23d?

A. The companies of troop were assigned to the open gangway space on either side the engine, to the guards on either side the saloon, and to the vacant space in rear of the saloon, not occupied by baggage. This could not be called quartering, as no man had a fixed place or position, and was constantly liable to be moved about and separated from his effects by the necessary duties of the ship. There during the night standing berths were erected, and removed during the day; there were not berths for all; several men had no berths; at least fifteen had none; those crept under the sails or laid on the baggage.

Q. Did the men suffer there from cold in good weather?

A. The two nights we were out before the wreck these men suffered intensely from cold, especially those quartered along the gangway; they were room-mates along there, and I have had an opportunity of hearing their expressions during the night; next morning they complained to me that they had not slept, that they had been up all night, stamping their feet and trying to keep their blood in circulation; of all beds the coldest is a sacking bottom, as these were, without mattresses; ice is warmer. I will add that these nights were very cold, we suffered intensely in the cabin; mattresses were spread down by some of the men in those standees, but the Captain of the steerage took them away as they were liable to be injured there from the wet.

By the Court—The witness has spoken of some fifteen men who wanted berths in the San Francisco, and of the sufferings of other men; could those sufferings have been prevented or diminished by the commanding officer?

A. They could not have been in any way that I know of; their sufferings were due to their exposed position on deck—exposed to the piercing cold of a midwinter's night.

Q. When the men were suffering so much from the cold, could they not have been brought in at night and placed on the floor of the main cabin, and of the upper cabin or saloon, or sheltered temporarily somewhere in the ship?

A. Probably not more than one-fourth could have been brought into the saloons and there quartered comfortably, and I believe this would have been contrary to the rules and discipline of the steamer; I don't suppose that that class of steamers ever permit steerage passengers to come into the cabin in good weather, and I know of no other place on the ship where they could have been sheltered.

Q. After the wreck, was proper discipline maintained among the troops?

A. For two days and one night I was in the forward cabin among the men, and exerted myself to the utmost to maintain discipline there; I was the senior officer, consequently exercised the duties of pointing. This was immediately preceding the wreck; that day, that night, and next day. A large portion of the men were recruits, and had never known what discipline was; strict discipline therefore could not have been expected. There was much noise, much confusion, great desire to indulge themselves in eating and drinking, as the steward's room had been broken open; but there were but few cases of decided insubordination. With the assistance of Lieut. Lessey, a few sergeants, and some old soldiers, I maintained comparatively good discipline there. They had access to the steward's room to liquor, ale, preserved meats, and pickles; I caused the liquor and the ale, with great personal effort, to be brought up and destroyed; my orders were in all cases obeyed, even to the destroying of liquor, which is the hardest thing to have done.

Q. Did you see Col. Gates during this time—the two days and night?

A. I did not.

Q. Did you receive any orders or instructions from him, or did you make any reports to him in that time?

A. No.

Q. What portion of the regiment left was there under your personal observation?

A. As far as I am able to judge, most of the regiment left, except companies A and I, quartered below.

Q. Who had immediate charge of them after the wreck?—if you know.

A. No one.

Q. Who were their officers?

A. The officers of A Company were destroyed; the officer of I Company disabled—Col. Burke.

Q. During this time did you furnish any aid of working parties to bail or otherwise relieve the ship?

A. I made all the details that were made from that detachment, and sent them into the engine-room; I will add that this was done with difficulty, on account of the communication which was very difficult; the first direct communication I had with the cabin, where the commanding officer was, was as I think on the night of the 24th, or early on the 25th, when Major Wyse came to me and said there was an order to lighten the ship by throwing over baggage and stores, &c.

Q. From whom did the witness understand that order came—from the master of the ship or the commander of the troops?

A. My inference was, from the master of the ship.

Q. By the Court—Does the witness know whether the want of officers for duty with A and I Companies was brought to the knowledge of the commander of the regiment?

A. I do not know; my position gave me no opportunity of knowing.

Q. When did you first receive any instructions from Colonel Gates after the wreck?

A. I think about the third day after the wreck that he gave me some instructions in regard to the fresh-water pump, which was on the main deck forward, and could be reached only by passing along the deck, from which the bulwarks and guards were washed, and in the heavy rolling of the ship at great peril of life to a landsman; several men, I understood, had been washed off, or slipped or rolled into the sea, in attempting to reach this pump; Col. Gates came and inquired of me if this pump could be put in order and made to work; it was necessary to get fresh water; I believe he went to see to it.

Q. Do you mean you had received no previous orders from him by any channel about the details of men for the working parties?

A. None that I can remember.

Q. Was the sea still heavy when you first saw Col. Gates?

A. Yes, very heavy, as well as I can recollect.

At this point of the testimony the Court was adjourned to meet again at 10½ A. M. to-morrow.

ANNUAL REPORT OF THE COMMISSIONER OF STREETS AND LAMPS—STREET-CLEANING, &c.

DEPARTMENT STREETS AND LAMPS, Feb. 9, 1854.

To the Honorable the Board of Councilmen:

GENTLEMEN: I herewith transmit to you the amount of labor performed and the cost thereof as submitted to me by the Superintendent of Streets, from Jan. 1, 1853, to Nov. 19, 1853. The appropriation was $290,000, and there is now, according to the bills properly authenticated, over $10,000 due. The bills are in the hands of the Controller, and, as sworn to by the parties who have performed the duty under the authority of the Superintendent of Streets, and no amount, however small, has ever been paid by the Controller without their having been so sworn to. It will be remembered by your honorable body that your predecessors passed a resolution to pay the Ward Inspectors $2 per day instead of $1 50, and that all who were working on the streets should receive $1 25 per day instead of $1. The action of the present Board upon the subject was to be regarded in two particulars. 1st. That they were the legislative power, and their action was binding on me so to comply. 2d. To have them perform justly a day's work, better men could be engaged for $1 25 than for $1 a day. Although this increase was not anticipated in the appropriation, the circumstances would not allow me to refuse the Superintendent of Streets to authorize the Ward Inspectors, and those working on streets as carmen, &c., to make out their bills as per resolution on such increase of pay. The increase expenditure to the 19th October for coal ashes and rubbish, with the above, of Inspectors and labor, was over $20,000.

Report of Superintendent of Streets from Jan. 1, 1853, to Nov. 19, same year.

Wards.	No. loads ashes removed.	No. loads dirt removed.	No. loads dirt and ashes.	Total No. loads.	Amount paid for everything.	Amount paid for carting ashes, manure and dirt.	Total expenses men and horses.	Total expenses men, horses and carts.
I..	7,055	15,119	22,774	44,948	$4,312 74	$1,673 91	$1,589 65	$3,263 56
II..	5,659	9,627	15,296	30,582	2,915 50	2,534 47	3,419 27	5,953 74
III..	11,326	16,485	20,220	48,031	3,338 15	5,281 33	8,500 93	13,782 26
IV..	4,461	15,927	20,128	40,516	3,360 66	2,468 50	5,829 16	8,297 66
V..	15,256	6,559	26,819	48,634	2,649 27	3,972 50	6,547 70	10,520 20
VI..	4,614	16,290	15,014	35,918	4,069 83	3,265 23	7,296 11	10,361 34
VII..	11,449	8,564	24,124	44,137	3,965 39	3,151 39	7,116 78	11,082 17
VIII..	12,365	9,197	17,727	39,289	4,130 66	2,983 54	7,114 19	10,097 73
IX..	14,162	15,832	22,207	52,201	3,779 23	4,668 11	8,447 34	12,226 57
X..	8,921	5,860	12,905	27,686	2,873 86	2,784 95	5,658 75	8,532 61
XI..	18,755	26,575	28,430	73,760	5,347 56	5,814 60	9,162 02	14,976 62
XIII..	10,139	4,291	14,440	28,870	2,739 68	2,315 26	5,083 92	7,399 18
XIV..	11,124	3,988	15,112	30,224	3,962 15	3,767 35	7,690 50	11,457 85
XV..	5,176	10,792	12,228	28,196	3,332 10	2,905 37	6,238 07	9,143 47
XVI..	5,414	26,116	20,853	52,383	2,701 97	4,342 27	8,044 24	12,386 51
XVII..	4,754	24,431	21,253	50,438	3,244 72	6,759 23	11,005 34	17,764 57
XVIII..	1,164	33,662	40,266	75,092	4,457 10	4,096 31	13,551 44	17,647 75
XIX..	.....	4,069	4,069	8,138	1,435 49	578 38	2,008 87	2,587 25
XX..	.....	22,592	22,592	45,184	3,777 65	6,541 94	.....	6,541 94
Totals..	141,331	270,559	411,890	823,780	$65,222 29	$75,317 35	$140,539 65	$215,857 00

TABLE—*Showing Ashes, Garbage, &c., Removed from Jan. 1, 1853, to November 19.*

WARDS.	No. loads Ashes and Garbage removed.	Amt. paid for carting Ashes, Garbage, &c.
I..	21,287	$4,237 55
II..	15,971	3,763 73
III..	14,693	3,501 17
IV..	22,144	4,664 10
V..	13,519	3,339 60
VI..	31,266	7,355 91
VII..	28,512	5,662 49
VIII..	30,529	5,251 40
IX..	26,873	6,644 25
X..	16,924	3,871 36
XI..	20,644	4,521 42
XIII..	15,114	4,552 29
XIV..	19,624	5,390 45
XV..	16,761	4,975 31
XVI..	23,560	5,837 72
XVII..	25,692	6,734 03
XVIII..	10,254	4,234 00
XIX..	1,596	6,200
XX..	12,677	3,165 30
Total	372,692	$92,854 60

Expenditures Bureau of Cleaning Streets from Jan. 1, to Nov. 19, same as follows:

Sweeping and Carting Nineteenth Ward	$147,535 56
Removing Ashes and Garbage	92,852 41
Inspectors on Tickets on to Sept. 24	7,936 51
Hardware Bills	750 60
Sundry bills	721 05
Building dumping boxes, repairing ticket offices, &c	2,589 61
Freighting bills, ashes and rubbish, to August 1	20,201 31
Bills for coal at ticket offices	47 75
Making and repairing water pots	144 00
Removing dirt from Seventh and Eighteenth Wards	555 00
Bills for Commissioners' fees, acknowledging affidavits	162 24
Removing rubbish from Corporation yard	55 00
Laborers and helpers on heaps, to Sept. 24	7,021 00
Cartmen by the load on heaps, sewers, &c., to Sept. 24	8,097 12
Dock and wharf carts, to Sept. 24	2,149 00
Assistant Clerk	500 00
Rents of lots No. 39, Second and Jackson, for use Corporation yard	333 75
Removing incumbrances from streets, wharves and piers	1,500 00
Coach hire for committees	136 00
Total	$296,372 85

The Commissioner complains of the Superintendent of Streets not being allowed to open the hydrants for a more free use of Croton water in washing the streets, and is strongly in favor of sprinkling the streets during the spring and summer months. He also complains of the want of proper dumping grounds. In regard to the filthy streets, he complains of the reflections cast upon his department, and blames the Chief of Police for allowing garbage to be thrown into the streets, quoting a law showing that it is the duty of the Police to check such abuses. The confusion in many streets caused by the frequent construction of sewers, piece by piece, is condemned. Mr. Archerius mentions the fact of the contractors for cleaning the streets having resigned, and speaking of street-cleaning and the blame thrown on his department, he concludes:

"Your honorable body must know that it is by no means a pleasant duty to order the Superintendent of Streets to engage persons to work on the streets, and, after the labor is performed, to have the office surrounded and beset from hour to hour, and day by day, by those whose necessities compel them to seek employment of this character. I am not prepared to submit any longer to be placed in a false position before the public in regard to what my duties are as a municipal officer. Your honorable body must be aware that there are three bureaus in the Department of Streets and Lamps, of an important character to the convenience and credit of the City. The head of the street-cleaning bureau is Mr. George White, who is a sworn officer, and whose duties are specified in the Charter of 1849, who alone is authorized to remove incumbrances from docks, wharves and streets, and who alone can draw money from the appropriation of cleaning streets for the removal of such incumbrances. Cleaning streets belongs particularly to him, and all the arrangements of the minutiae thereof, and no bill can be legally paid that does not receive his approval. I know that complaints have been made why I did not compel the different heads to the strict performance of their duty. The complaint is easily made, but the remedy not so easily established. From this time forth, during the short period I have to take the blame of every neglect or action by those under me, or what, in fact, is the fault of a system, by the tenure of my office I shall assume the whole responsibility of the position, and endeavor to improve the condition of things, be the result what it may.

"I have directed the Superintendent of Streets to proceed to-day, and have no reason to believe he has not so done, to resume the cleaning of the streets, and remove coal ashes, &c., as a duty refused by the contractors of three districts. If in case it should become necessary to recontract, I would suggest that it should be given out by Wards, and that the Aldermen and Councilmen of the various Wards be the judges of what is the most requisite to have done in their different localities—they being, in my mind, the best judges what the condition and wants of such localities are. Respectfully submitted,

"BY. ARCULARIUS JR., Commissioner of Streets and Lamps"

CITY ITEMS.

METEOROLOGICAL REGISTER.

From Observations by Standard Thermometers, at No. 1 Chambers-st.
BY JOHN G. H. RONKETTI.

1854.	9 A. M.	12 M.	3 P. M.
February 10	39	44	40

LECTURES, MEETINGS, AMUSEMENTS, &c.

SATURDAY, Feb. 11, 1854.

MR. ARPIN'S FRENCH LECTURE—University Chapel, 8 P. M.

FOLLY AT PLAY AND THE SOLDIER'S GUARDSHIP—at Wallack's.

MIDSUMMER NIGHT'S DREAM, "Pretty Business"—Burton's, 7 P. M.

MIDSUMMER NIGHT'S DREAM, and "Antony"—Broadway, 7 P. M.

UNCLE TOM'S CABIN, 7 P. M., and 3 P. M. National Theater.

UNCLE TOM'S CABIN, at the Bowery Theater, 7 P. M.

GAMBLER'S PROGRESS, 7 P. M., "Rose of Etterick Vale," 3 P. M., Mus. Geo. Christy & Wood's Minstrels—Ethiopiarian—444 Broadway.

BUCKLEY'S OPERA HOUSE—Ethiopian Delineations—539 B'way, 7½.

NEW-YORK AMPHITHEATER—Equestrian—37 Bowery, 7 P. M.

SIG. BLITZ VENTRILOQUISM, &c—Stuyvesant Institute, 659 Broadway.

BROADWAY MENAGERIE—Animals—577 B'way, 10 A. M. to 10 P. M.

INDUSTRY OF ALL NATIONS—Crystal Palace, 9 A. M. to dusk.

HANVARD'S EGYPT AND HOLY LAND—536 Broadway, 7½ P. M.

PEERAM'S SEVEN MILE MIRROR—653 Broadway, 3 and 7½ P. M.

ROMAN GALLERY OF ANCIENT AND MODERN ART—Stuyv't Institute

We hardly know how to characterize the weather of yesterday. It was "everything by turns and nothing long." There was a bland, bright spring morning; a snow flurry during the sunshine; more fair skies; then a cold rain, followed by more snow; then a heavily clouded, lowering sky, with threatenings of a settled storm; then a breaking up of the clouds by a brisk Biscay gale, which came up as the sun went down, and increased to the dignity of a young tornado. At midnight, the sky was clear, the temperature low, and the wind blowing strongly and steadily from the west.

The grand Shakspearian spectacle at the Broadway is now in the full tide of successful representation. The difficulties of the first night are overcome, and all goes smoothly. The house is crowded to the dome every night.

The same may be said of the same piece at Burton's.

"Folly as it Flies," a fine comedy by Reynolds, is the card at Wallack's, where it cannot fail of an admirable rendering.

The Toms are still parmount at the National and the Bowery.

LECTURES ON FRENCH LITERATURE.—Mr. Arpin, late co-editor of *The Courrier des-Etats-Unis*, is about to deliver, at the University Buildings, a course of Lectures on French Literature—the first to commence to-night. We have already had occasion to say that Mr. Arpin is thoroughly qualified for his task. His pronunciation of his language is particularly pure.

NATIONAL POULTRY SHOW.—About a hundred coops of cocks and hens have already arrived, and some two hundred more are expected down from Albany to-night. There is a tremendous crowing around the Museum to-day. What it will be when all arrive and get well agoing is beyond our conception. We expect, however, that the "World's Hen "Convention" will be the biggest chicken roost ever seen in America. Coops sent in to-day will have the preference of position.

We call the attention of our readers to the Extra Effort or Revival meetings, now being held in the Laight-st. Baptist Church, the Rev. Isaac Westcott, Paster. These meetings are to be continued. The subjects for Sabbath morning and evening are of peculiar interest for which we refer to our Religious Notices.

Attention is called to an invitation (on our first page) to Prof. Youmans to deliver a course of lectures upon Alcohol and its effects upon the human system. We need not say that these lectures will be of the highest value, coming as they do from a source of the highest authority.

CHILDREN'S AID SOCIETY.—Mr. Brace acknowledges donations from Nov. 1 to the amount of $1,541 30.

The Treasurer of the Industrial School Association for the Fourth Ward acknowledges the receipt of the following subscriptions and donations: Various subscriptions, $210 75; Mrs. M. H. Grinnell, $50; Miss Alley, $20; Miss Hamilton, $20; Mr. Morgan, $20; Friends by Mrs. M. C., $83; Children of the Church of the Messiah by the Rev. Mr. Osgood, $56 50 for Christmas Festival, $5; a Poor Sailor, $1 10; total, $515 35. There were also received for the festival, clothing, toys and useful articles, which were distributed among the children; and a most abundant supply of food of all kinds. Of these, mostly sent in at the last moment, no accurate account could be kept, and many of the gifts were anonymous.

VISIT OF A BALTIMORE FIRE COMPANY.—The Vigilant Engine Company of Baltimore, Thos. Creamer, President, will visit this City on the 20th of this month. The Company and band, numbering some one hundred men will arrive about 7 o'clock P. M., when they will be received at the Battery by some fifteen or twenty of the City companies, and conducted in torchlight procession through the City. During their stay, which will be of some four or five days' duration, they will be the guests of Engine Co. No. 14 of this City. A meeting was held by them last evening to make arrangements for the reception of the visitors; another will be held on Friday evening. It will be remembered that this company entertained two companies from sister cities during the past summer in a style that has never been surpassed, and there is no doubt that their reputation for hospitality will suffer no diminution on this occasion.

A BARBAROUS OPERATION.—A few weeks since a youth nineteen years of age entered a barber's shop in Nassau-st. for the purpose of getting his hair, which was of a fiery hue, colored black. The barber exerted his skill on the young man's head and for his services demanded $3. This amount was more than the youth had with him and he requested that an apprentice of the barber might be allowed to accompany him to his residence and there receive the money. This arrangement was pronounced satisfactory and both started, but before reaching the house the youth gave his companion the slip and was not again seen until yesterday, when the barber's seized him and took