ADVERTISEMENTS RENEWED EVERY DAY.

CORPORATION NOTICES.

CORPORATION NOTICE.—PUBLIC NOTICE IS HERE by given to the owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed by the Assessors, and are lodged in the office of the Bureau of Assessments for examination by all persons interested, viz: for regulating Fifty-sixth street, from Fifth avenue to Broadway. The limits embraced by such assessment include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on both sides of Fifty-sixth street, from Fifth avenue to Broadway. All persons whose interests are affected by the above named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the undersigned, at their office, No. 4 Hall of Records, within thirty days from the date of this notice.

WILLIAM GAGE, CHARLES J. DODGE, CHARLES McNIELL, } Assessors.

Office Bureau of Assessments, Street Department, February 10, 1854.

CORPORATION DOCKS AND SLIPS TO BE LEASED at public auction.—Notice is hereby given that the several docks and slips belonging to the corporation which are to be leased from the first day of May next, will be leased on bids at public auction, on Thursday, the 23d of March, 1854, at 1 o'clock, P. M., at the City Hall, for the term of five years. The number and location of the piers and slips to be leased and the terms and conditions of sale may be obtained on application at the Comptroller's office, No. 5 Hall of Records and map exhibiting the corporation wharves and piers may be seen at the same place.

JACOB A. WESTERVELT, Mayor; F. R. TILLOU, Recorder, A. C. FLAGG, Comptroller, F. W. EDMONDS, Chamberlain, WM. CHAUNCEY, Ch'n Finance Com. B'd. Ald. WM. M. VERMILYE, Ch'n Finance Com. B'd Coun } Commis'rs. of Sinking Fund.

Finance Department, New York, Feb. 16 1854.

CROTON WATER FOR SHIPPING.—SEALED PROposals will be received at the office of the Croton Aqueduct Department, Rotunda, Park, until Monday, the 27th day of February, 1854, at 3 o'clock, P. M., for the exclusive right to supply water to the water tanks and casks of all shipping propelled by sails, and destined to any port in the United States or to foreign ports, and of all steamers destined to any foreign port for the term of three years from the first day of April, 1854. The water to be taken from the hydrants placed on the bulkheads along the wharves, which hydrants so used are to be kept in repair by the contractor at his own expense. A price per year to be named in the proposals; said price to be paid in monthly instalments. The contractor not to charge more than twenty five cents per hogshead of 120 gallons. The names of two responsible sureties will be required to accompany each proposal. Blank forms of estimate in accordance with the Corporation ordinances, can be had on application at this office.

ELIAS L. SMITH, THEO. R. DE FOREST, A. W. CRAVEN, } Croton Aqueduct Board.

Office Croton Aqueduct Department, Feb. 11, 1854.

FINANCE DEPARTMENT.—COMPTROLLER'S OFfice, New York, Feb. 9, 1854.—Sealed proposals will be received at No. 5 Hall of Records until Wednesday, the 22d instant, at 12 o'clock P. M., when the same will be publicly opened at the Comptroller's office, for such lots of ground in the several streets as are mentioned below, for the use of the corporation of the city of New York, viz.:—1. For the purchase of a lot of ground for the use of Hose Company No. 37, in Twenty-seventh or Twenty-eighth street, between the Seventh and Eighth Avenues. 2. For the purchase of a lot of ground for the use of Engine Company No. 25, between Sixteenth and Thirty-first streets, and the Fifth and Sixth avenues. 3. For the purchase of a lot of ground for the use of Hose Company No. 60, in the lower part of the sixth ward. 4. For the purchase of a lot of ground for the use of Engine Company No. 37, in the neighborhood of Sixty-first street. 5. For the purchase of two lots of ground, whereon to build houses for Engine Company No. 25 and Hose Company No. 43, between Second avenue and 200 feet west of Third avenue, and between 117th and 121st streets. 6. For the purchase of a lot of ground for the use of Hose Company No. 16, in the vicinity of Houston and Essex streets. 7. For the purchase of a lot in the vicinity of that upon which the house of Engine Company No. 34 is situated. Location not given in the resolution. The propositions should give the width and depth of the lot in feet, the name and number of the street, and the streets or avenues between which it is situated. A clear title will be required, and payment will be made on the delivery of the deed to the Comptroller. Each proposition should be sealed up and directed as follows:—"Proposals for the sale of lots in Twenty-seventh street for Hose Company No. 37," or "Sixteenth street for Engine Company No. 25," &c., as the case may be. And the propositions thus sealed up and directed should be enclosed in a second envelope, and directed on the outside as follows:—"A. C. Flagg, Comptroller, Hall of Records, New York." The right is reserved on the part of the corporation to reject any or all of the bids, if considered necessary to promote or protect the interests of the city.

A. C. FLAGG, Comptroller.

PUBLIC NOTICE.—THE COMMITTEE ON WHARVES piers and slips, of the Board of Aldermen take this method of inviting solid citizen men, and all others who have plans or projects for furnishing the city of New York with light, to present their plans and propositions, either in writing or otherwise, to the committee, who will hold a meeting next Friday afternoon, the 17th inst., at 5 o'clock, in the City Hall, room No. 8, for the purpose of devising ways and means to light the wharves and piers of our city, for the better protection of life and property. All persons interested in this subject are respectfully invited to attend.

WM. BOARDMAN JR., WM B. DRAKE, GEO. H. COVART, } Committee on wharves, piers, and slips.

PUBLIC NOTICE IS HEREBY GIVEN THAT THE following resolutions have been presented in the Board of Councilmen:—To grade and set curb and gutter in Twenty-ninth street, between Eleventh avenue and Hudson river, to widen South street, from Roosevelt to Whitehall street, to the width of 120 feet; to re number West Twenty first street, between Eighth and Eleventh avenues; to re-grade Tenth avenue, between Thirty-first and Thirty seventh streets. Also, the following petitions:—To pave Thirty second street, between First and Second avenues, and also to pave and set curb and gutter on south side of Twenty first street, from First to Second avenue; to grade set curb and gutter and flag some feet of sidewalks of Fifty second street, from Fifth to Sixth avenue. All persons interested having objections thereto are requested to present them, in writing, to the undersigned, at his office, on or before the 24th day of February, inst.

JAS. FURRY, Street Commissioner.

February 14, 1854.

PUBLIC NOTICE IS HEREBY GIVEN THAT THE following petition has been presented in the Board of Aldermen:—To extend the opening of Sixty second street, from Second avenue to East river. Also the following resolutions:—To regulate Third avenue, from Eighty second street to Harlem river; to set curb and gutter and flag Eighty seventh street, from Third to Fourth avenue; to regulate and grade Fourth avenue, from Seventy ninth to Ninety second street. All persons interested having objections thereto, are requested to present them in writing, to the undersigned, at his office, on or before the 24th day of February, inst.

JAS. FURRY, Street Commissioner.

STREET DEPARTMENT, NO. 4 HALL OF RECORDS.—The owners of water rights on the North river, on the westerly line of Hammond street, from the westerly line of West street to the exterior line of Thirteenth avenue, will please take notice that the following resolution passed the Common Council, and was approved by the Mayor, Dec. 23, 1853:—"Resolved, That a sewer 350 feet in length, from the centre of westerly line of Thirteenth avenue, at the foot of Hammond street, and that one-half the expense thereof be paid by the owner or owners of property of the lot adjoining the westerly line of Hammond street, from the westerly line of West street to the exterior line of Thirteenth avenue and the foot of the filling of the southerly half of that portion of Hammond street adjoining said bulkhead, from the exterior line of Thirteenth avenue, and also that the owner or owners of property on the northerly line of Hammond street, opposite said bulkhead, be required to fill in the northerly half of Hammond street, opposite said bulkhead; also, that the said pier and bulkhead, and the filling in of both sides of said portion of Hammond street, be required to be done and completed upon the plan of the Commissioner of Streets, and that all at said work be required to be completed within six months from the date of the passage of these resolutions.

JAS. FURRY, Street Commissioner.

New York, Jan. 11, 1854.

STREET DEPARTMENT, NO. 4 HALL OF RECORDS.—Public notice is hereby given that the following resolutions have been presented in the Board of Councilmen:—To flag south walk of Rivington street, between Attorney and Ridge street, where not now flagged; to flag north side of Delancey street, between Ridge and Pitt street, where not now flagged; to flag four feet through north sidewalk of Thirty-third street, between Eighth and Ninth avenues; to flag the west side of Ridge street, between Rivington and Delancey street, where not now flagged. Also the following petition:—To set curb and gutter and flag four feet of sidewalks of Fifty-ninth street, between Second and Third avenue. All persons interested having objections thereto, are requested to present them, in writing, to the undersigned at his office, on or before the 27th day of February, 1854.

JAS. FURRY, Street Commissioner.

New York, Feb. 17, 1854.

STREET DEPARTMENT, NO. 4 HALL OF RECORDS.—Public notice is hereby given, that the following petitions have been presented in the Board of Councilmen:—To open Eighty-fourth street, between Seventh and Ninth avenues; to open Eighty-third street, between Seventh avenue and Hudson river; to regulate sixty seventh street, from Broadway to Tenth avenue. Also the following resolutions:—To flag south side of Thirty-fifth street, between Ninth and Tenth avenues, where not now flagged, and relay the flags where necessary; to flag east side of First avenue, between Third and Sixth streets; to flag west side of Fourth avenue, between Twenty third and twenty fourth streets. All persons interested, having objections thereto, are requested to present them, in writing, to the undersigned, at his office, on or before the 25th day of February inst.

JAMES FURRY, Street Commissioner.

New York, Feb. 18, 1854.

WATER METERS.—SEALED PROPOSALS WILL BE received at the office of the Croton Aqueduct Department, Rotunda, Park, until February 27, 1854, at 3 o'clock P. M., for five ¾ inch water meters, ten 1 inch water meters, and ten 1½ inch water meters, to be of the kind now in use by the Department, and known as Hose's patent; also ten ¾ inch water meters of such kind and description, whether patented or otherwise, as may be approved on trial and accepted by the Department, to be delivered at such place as required. The names of two responsible sureties will be required to accompany each proposal. Blank forms of estimate, in accordance with the Corporation ordinances, can be had on application at this office.

ELIAS L. SMITH, THEO. R. DE FOREST, A. W. CRAVEN, } Croton Aqueduct Board.

Office Croton Aqueduct Department, Feb. 11, 1854.

PUBLICATIONS.

THE "OLD BREWERY" TRIUMPHANT!—UNANImous verdict.—"Truth crushed to earth shall rise again." First weekly publication of the "Old Brewery" and the New Mission House at the Five Points, by ladies of the Mission; with six elegant illustrations; neatly bound in muslin, 75 cents; gilt, 31; gilt extra, $1 25. First edition, 30,000.—The sensation created by the issue of this fascinating work during the past week, is unexampled in the history of book publishing. The first edition of 30,000 of the cheap edition of thirty thousand copies is rapidly becoming exhausted, and has justified the precaution taken in preparing another large edition for an early day. The publishers would return their thanks for the cordial reception and unanimous praise rendered to this charming volume from the united secular and religious press, and from the public at large. Such a unanimous verdict is gratefully to the feelings of its benevolent authors, and will encourage them to persevere in their great philanthropic enterprise. Published by STEARNS & TOWNSEND, No. 222 Broadway New York, and for sale by all booksellers throughout the country. N. B.—We are now ready to supply tels entire city popular work in the various styles of binding—muslin, gilt and extra gilt. Also, a fresh circular just issued, containing the opinions of the press on its merits, which will be furnished on application to the publishers.

SHIPPING.

FOR SAVANNAH—FARE REDUCED.—THE NEW and splendid side-wheel steamship KEYSTONE STATE, Captain R. Hardie, carrying the United States mail, will leave Philadelphia for Savannah on Wednesday, February 15, at 10 o'clock A. M. from the wharf above Pine street. In speed and strength, and every arrangement for the comfort and convenience of passengers, this ship is unsurpassed. Fare from Philadelphia, $20; steerage, $8. The STATE OF GEORGIA leaves as above the following Wednesday. Agents in Philadelphia, HERON & MARTIN, 37½ North Wharves; in Savannah, C. A. L. LAMAR.

FOR SAVANNAH AND FLORIDA—UNITED STATES Mail Line.—The new and splendid steamship FLORIDA, Captain M. S. Woodhull, will leave on Saturday, February 18, at 8 o'clock P. M. from pier No. 4, North river. Apply to SAMUEL L. MITCHILL, 13 Broadway.

The Augusta, Thomas Lyon, will leave on Saturday, Feb. 25. Through tickets from New York to Jacksonville, $31; Pilatka, $35.

SHIPPING.

ROYAL MAIL STEAMSHIP AMERICA—FOR LIVERpool.—The AMERICA, W. J. C. Lane, commander, will sail from her berth at East Boston, with the mails and passengers for Europe, on Wednesday, the 22d inst, in place of the Africa from New York.

FOR LIVERPOOL.—UNITED STATES MAIL STEAMship PACIFIC, Rare Nye commander.—This steamship will depart with the United States mails for Europe positively on Saturday, Feb. 18, at 12 o'clock M., from her berth, at the foot of Canal street. For freight or passage, having unequalled accommodation for elegance and comfort, apply to EDWARD K. COLLINS, 56 Wall street.

Passengers are requested to be on board at 11½ o'clock A. M. The steamship Arctic will succeed the Pacific, and sail March 4.

THE NEW YORK AND LIVERPOOL UNITED STATES Mail Steamers.—The ships composing this line are—

ATLANTIC ..... Captain West.
PACIFIC ..... Captain Nye.
ARCTIC ..... Captain Luce.
BALTIC ..... Captain Comstock.
ADRIATIC ..... Capt. ——.

These ships have been built by contract, expressly for government service, every care has been taken in their construction, as in the engines, to ensure strength and speed, and their accommodations for passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool in first cabin, $120; exclusive use of extra size staterooms, $300; in second cabin, $70; from Liverpool to New York, $80 and $40.

An experienced surgeon attached to each ship.

No berth can be secured until paid for.

PROPOSED DAYS OF SAILING.

From New York.		From Liverpool.	
Saturday, Feb. 4	1854.	Wednesday, Feb. 8	1854
Saturday, Feb. 18	1854.	Wednesday, Feb. 22	1854
Saturday, March 4	1854	Wednesday, March 8	1854
Saturday, March 18	1854.	Wednesday, March 22	1854
Saturday, April 1	1854	Wednesday, April 5	1854.
Saturday, April 15	1854.	Wednesday, April 19	1854
Saturday, April 29	1854.	Wednesday, May 3	1854
Saturday, May 13	1854	Wednesday, May 17	1854
Saturday, May 27	1854	Wednesday, May 31	1854
Saturday, June 10	1854	Wednesday, June 14	1854
Saturday, June 24	1854	Wednesday, June 28	1854
Saturday, July 8	1854	Wednesday, July 12	1854
Saturday, July 22	1854	Wednesday, July 26	1854
Saturday, Aug. 5	1854	Wednesday, Aug. 9	1854
Saturday, Aug. 19	1854	Wednesday, Aug. 23	1854
Saturday, Sept. 2	1854	Wednesday, Sept. 6	1854
Saturday, Sept. 16	1854	Wednesday, Sept. 20	1854
Saturday, Sept. 30	1854	Wednesday, Oct. 4	1854
Saturday, Oct. 14	1854	Wednesday, Oct. 18	1854
Saturday, Oct. 28	1854	Wednesday, Nov. 1	1854
Saturday, Nov. 11	1854	Wednesday, Nov. 15	1854
Saturday, Nov. 25	1854	Wednesday, Nov. 29	1854
Saturday, Dec. 9	1854	Wednesday, Dec. 13	1854
Saturday, Dec. 23	1854	Wednesday, Dec. 27	1854

For freight or passage, apply to

EDW'D K. COLLINS & CO., 56 Wall street, N. Y
BROWN, SHIPLEY & CO., Liverpool.
STEPHEN KENNARD & CO.,
77 Austin Friars, London.
JOHN MUNROE & CO.,
26 Rue Notre Dame des Victoires, Paris
GEO. H. DRAPER, Havre.

The owner of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

FROM NEW YORK TO LIVERPOOL.

Chief cabin passage $120
Second cabin passage 70

FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage $150
Second cabin passage 55

Then after from Boston, call at Halifax.

ARABIA, Capt Judkins.	AMERICA, Capt. Lang.
PERSIA, Capt. Ryrie.	EUROPA, Capt. Shannon.
ASIA, Capt. E. G. Lott.	CANADA, Capt. Stone.
AFRICA, Capt Harrison.	NIAGARA, Capt. Leitch.

These vessels carry a clear white light at mast head, green on starboard bow, red on port bow.

Arabia, Leitch, from Boston ..... Wednesday, 15th Feb.
Africa, Harrison, from New York ..... Wednesday, 22d "
Canada, Stone, from Boston ..... Wednesday, 1st March
Europa, Shannon, from New York ..... Wednesday, 8th "
Niagara, Lang from Boston ..... Wednesday, 15th "
Asia, E. G. Lott, from New York ..... Wednesday, 22d "

Berths not secured until paid for.

An experienced surgeon on board.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor and the value thereof therein expressed.

For freight or passage, apply to E. CUNARD, No. 4 Bowling Green.

FOR SOUTHAMPTON AND BREMEN.—THE UNITED States mail steamer HERMANN, E. Higgins, commander, will sail for Bremen, touching at Southampton to land the mails and passengers for England and France, on Saturday, February 25, from pier No. 4 North river. Price of passage:—

In the first cabin, main saloon $120
In the first cabin, lower saloon 100
In second cabin 60

An experienced surgeon is attached to each steamer. All letters must pass through the Post Office. Specie delivered in Havre and London. For passage or freight apply to

C. H. SAND Agent 26 South street.

The steamer Washington will succeed the Hermann, and sail March 25.

THE NEW YORK, BREMEN AND SOUTHAMPTON United States mail steamers.—The ships comprising this line are the WASHINGTON, Capt. E. M. Fitch, and HERMANN, Capt. E. Higgins. These steamers stop at Southampton both going and returning.

PROPOSED DATES OF SAILING FOR 1854.

From New York.		From Bremen.		From Southampton.	
Washington	Jan. 28	Feb'y 24	1854	March 1	
Hermann	Feb. 28	March 24	1854	March 26	
Washington	March 25	April 21	1854	April 26	
Hermann	April 28	May 19	1854	May 24	
Washington	June 16	June 16	1854	June 21	
Hermann	June 17	July 14	1854	July 19	
Washington	July 15	Aug. 11	1854	Aug. 16	
Hermann	Aug. 12	Sept. 8	1854	Sept. 13	
Washington	Sept. 9	Oct. 6	1854	Oct. 11	
Hermann	Oct. 7	Nov. 3	1854	Nov. 8	
Washington	Nov. 4	Dec. 1	1854	Dec. 6	
Hermann	Dec. 2	Dec. 29	1854	Jan. 3	

PASSAGE FROM NEW YORK TO SOUTHAMPTON OR BREMEN.

First cabin, main saloon $120
First cabin, lower saloon 100
Second cabin 60

All letters and newspapers must pass through the post office. No bills of lading will be signed on the day of sailing. An experienced surgeon is attached to each steamer. For freight or passage apply to

C. H. SAND, 26 South street, New York.
C. A. HEINEKEN & CO., Bremen.
MARTINEAU, CROSKEY & CO., Southampton.
WILLIAM ISELIN, Havre.

THE LIVERPOOL AND PHILADELPHIA STEAM ship Company.—Notice.—The CITY OF MANCHESTER will sail from Philadelphia for Liverpool on Tuesday 28th February, 1854, instead of Thursday, 2d March, as previously advertised.

FROM PHILADELPHIA:	1854.
City of Manchester	Tuesday, Feb. 28.
City of Glasgow	Saturday, Mar. 25.
City of Manchester	Saturday, April 15.
City of Glasgow	Saturday, May 13.
City of Manchester	Saturday, June 3.
City of Philadelphia	About, June 17.

FROM LIVERPOOL:	
City of Manchester	Wednesday, Feb. 1.
City of Glasgow	Wednesday, Mar. 1.
City of Manchester	Wednesday, Mar. 22.
City of Glasgow	Wednesday, April 19.
City of Manchester	Wednesday, May 10.
City of Philadelphia	About, May 24

SAMUEL SMITH, Agent, 42 Walnut st., Phila.

STEAM BETWEEN NEW YORK AND GLASGOW.—The Glasgow and New York Steamship Company's new steamers GLASGOW, (1,902 tons, 400 horse power,) Robert Craig, commander, and NEW YORK, (2,400 tons, 400 horse power,) will leave New York for Glasgow as under, viz.:—Saturday, March 18, at 12 o'clock M., and Wednesday, May 10, at 12 o'clock M. First cabin saloon staterooms, $80; do. midships do., $75; second cabin, $50; third class, $25. Apply to JOHN McKIM, 57 Broadway

PACKETS TO HAVRE—SECOND LINE—THE FOLlowing ships will leave Havre on the 10th and New York on the 1st of each month:—

	From New York.	From Havre.
Ship ST. DENIS, 1,050 tons burthen, Alonzo Follansbee, master.	Jan. 1.	Feb 10.
	May 1.	June 10
	Sept. 1.	Oct. 10.
Ship ST. NICOLAS, 1,050 tons burthen, John Bingham, master.	Feb. 1.	Mar. 10
	June 1.	July 10
	Oct. 1.	Nov. 10.
New ship MERCURY, 1,400 tons burthen, R. D. Conn, master.	Mar. 1.	Apr. 10.
	July 1.	Aug. 10
	Nov. 1.	Dec. 10
Ship WILLIAM TELL, (new) 1,200 tons burthen, James Funk, master.	Apr. 1.	May 10.
	Aug. 1.	Sept. 10.
	Dec. 1.	Jan. 10.

They are all first class New York built ships, provided with all requisite articles for the comfort and convenience of passengers, and commanded by men of experience in this trade. The price of passage is $100 without wines or liquors. Goods sent to the subscribers will be forwarded free from any charges but those actually incurred.

BOYD & HINCKEN, Agents, 151 Pearl street.

INDEPENDENT LINE FOR CALIFORNIA.—JAMES M. Cross, proprietor of the Atlantic steamers, Edward Mills, proprietor of the Pacific steamers.—The celebrated new and double engine steamship NORTH STAR, 3,500 tons burthen, having on her recent European excursion proved herself a superior vessel in every respect, will leave for Aspinwall on Sunday, February 26, at three o'clock precisely, to connect with the new and popular steamship Uncle Sam. The unrivalled speed and superior accommodations of these steamers warrant the belief that this line will excel all others. For passage or freight, apply only to

JAMES M. CROSS, No. 9 Battery place, up stairs.

U. S. MAIL LINE FOR CALIFORNIA, VIA ASPINwall and Panama.—Lowest price, superior steamers. Extension of the Panama Railroad. Arrangements for the sale in this city of tickets for the transit of the Isthmus, forming the most agreeable and safe route, through in advance of all other lines. The United States Mail Steamship Company will despatch to Aspinwall on Monday, Feb. 20 at 2 o'clock P. M., from pier foot of Warren street, the fast sailing steamship GEORGE LAW, Capt. J. McIlowan, to connect at Panama with the Pacific Mail Steamship Company's steamer GOLDEN GATE, Capt. Isham. The extension of the railroad makes the passage across the Isthmus practicable in one day; a consideration that will induce all who value their health and comfort to select this route. Mr. Hinckley (late forwarder for Adams & Co., on the Isthmus) has perfected his arrangements for the transit of passengers and their baggage from Aspinwall to Panama. Tickets can be obtained for this transit from J. W. Carrington, at Adams & Co's, 59 Broadway, or at 177 West street. The accommodations for passengers of all classes are unsurpassed, and particular attention is paid to the cleanliness of the steerage. For freight or passage apply at the office of the companies, 177 West street, to C. A. WHITNEY.

NEW YORK AND CALIFORNIA STEAMSHIP LINE, via Nicaragua—The Accessory Transit Company of Nicaragua, proprietors—Through in advance of the mail—Only line giving through tickets, including the Isthmus crossing.—The new double engine steamship STAR OF THE WEST, 2,000 tons burthen, will leave pier No. 3, North river, at 3 o'clock P. M. precisely, for San Juan del Norte, on Monday, Feb. 20, connecting with the new and favorite steamship Brother Jonathan, 2,000 tons burthen, over the Nicaragua Transit route, having but twelve miles of land transportation. These steamers are unsurpassed in their ventilation and accommodations. For information or passage, apply only to CHARLES MORGAN, Agent, No. 5 Bowling Green.

CLIPPER SHIP SWORDFISH, FOR SAN FRANCISCO, at pier No. 5 North river, is expected to complete her loading in ten days. This famous clipper made her first passage in ninety and one-half days, her second in one hundred and seven, discharging every package in fine order. Shippers desiring the quickest and best conveyance will make immediate application to SUTTON & CO., 84 Wall street, or to Messrs. CROCKER & WARREN, 28 Broadway.

AUSTRALIA.—PIONEER LINE.—SHIPPERS BY THE Albert Franklin will please clear their goods at the Custom House, and send in bills of lading for signature to the office. Four more passengers can be accommodated.

R. W. CAMERON, 116 Wall street.

FOR HAVANA AND KEY WEST.—UNITED STATES mail steamship ISABEL, Wm. Rollins, commander. This splendid sea steamship leaves Charleston, S. C., for Havana, via Key West, on 1st and 15th, and Havana on the 8th and 23d of each month. Apply to

MORDECAI & CO., 119 East Bay, Charleston, S. C.

TO SOUTHERN TRAVELLERS.—PASSENGERS FOR South Carolina, Georgia, &c., taking the United States mail steamship JAMESTOWN, on Saturday afternoon at 3 o'clock, from pier 15 North river, for Norfolk, Petersburg and Richmond, can take the Seaboard and Roanoke Railroad to Wilmington, and thence the Wilmington and Manchester Railroad, just completed, and forming a through line by railroad to Augusta, Atalanta, &c. Passage and fare, (state room included) to Norfolk, $8; to Petersburg and Richmond $10; steerage passage half price. Apply to

LUDLAM & PLEASANTS, 32 Broadway.

MUNICIPAL AFFAIRS.

TO THE HONORABLE THE BOARD OF ALDERMEN of the city of New York:—The petition of the undersigned respectfully represents, that in a recent communication of the Comptroller made to your honorable body, on the 9th inst. false statements are made and inferences drawn calculated to injure the interests of your petitioner, who would respectfully, therefore, beg to present the following true statement of facts:—The recent communication of the Comptroller made to your honorable body, dated the 9th inst., relating to the contract made by the corporate authorities with me for the removal of dead animals, offal &c., from the city, renders it proper that I should submit to your body a plain statement in reply. It is now more than nine months since Mr. Flagg, in the judgment of the courts acting under a corporate authority which has a duty to perform in the fulfilment of the contract, arbitrarily and wrongfully suspended the stipulated monthly payments under the contract with me. This suspension was ostensibly based upon the assumed illegality of the contract, and its non fulfilment on my part. I urged the Comptroller at that time to test its legality by any course of procedure he might deem proper, and that I would submit; but he adhered to his process against him by mandamus, which he regarded as the proper mode, and thus test the validity of his objections; and, if the courts held his objections to be unsound, I would be paid and thus kept out of my just due but a few days; and he stated the same to the City Inspector, whose duty it was to make a requisition upon him for the monthly payments under the contract, and declining that I could not receive payment, nor prevail upon the Comptroller to resort to measures to test the legality of his objections. I was reluctantly compelled to take his advice, and incur the expense of proceeding by mandamus; but as soon as I had succeeded in bringing the matter before the courts in the shape proposed by him, he discovered that a mandamus was not a proper remedy, and demurred to the mode of proceeding. The court, however, set aside this objection, and I herewith annex the decision of the Judge, which was as follows, viz:—

"It seems that the mandamus is the proper remedy against the defendant, and to him, if he has well grounded objections to performing his duty, it can be but of little consequence in what form the remedy comes; but to the public it is of great importance that the arbitrary will of one person shall not be allowed to arrest the operations of government, or interrupt acts seriously conducive to the public health. There seems to be no objection to pay the relator, but with the defendant the legislative authority of the corporation, consisting of the Mayor and Common Council, has exerted all its power, and the question now is whether its ministerial officer can be compelled to perform his part. If he cannot, there must be a failure of justice in the exercise of a public power for the public welfare. I am of opinion, however, that he can be thus compelled, and I accordingly overrule the objection."

Still the Comptroller refused payment, and carried the case before a full bench, thus subjecting me to additional expense and still withholding the monthly payments subject to his control, to my inconvenience. The court in banc finally decided against the validity of the Comptroller, and the decision of the entire court, (with one exception) gave a judgment in my favor. Judge Morris delivered the opinion of the Court, as annexed:—

"The question is, what are the official powers of the Comptroller of the city of New York? Are his powers paramount to those of the Corporation, the Mayor, the Aldermen, and the Councilmen, the Common Council, and all the heads of departments? Has he an absolute negative upon the official acts of all and each or is he merely a subordinate, compelled to obey the legal requirements of his superiors? The Comptroller of the city of New York, as an officer of the city government under the charter, is a subordinate ministrative officer. Although other statutes may have conferred on him executive and judicial duties, yet these statutes and the powers conferred by them do not affect his character as Comptroller, or give him in that capacity greater or other powers than those properly belonging to his position as such subordinate administrative officer. As Comptroller of the city he has no right or lawful power to question the expediency, policy, judiciousness or discretion of the legal acts of the city government, or to disregard their liabilities, promises and obligations. He has no more right, authority or power to set up his individual opinion and judgment against the legal determinations of the Corporation, indicated by the Common Council, than a sheriff or constable has to disregard an order of the court, or an execution issued upon a judgment, because the court's decision does not square with the sheriff's or constable's notion of what he would have decided had he been the court. Our lawmakers have not been guilty of such absurdity as to confer upon those subordinate officers the power of reviewing the decisions of their superiors, or of exercising an absolute negative upon the determinations of those official powers whose orders they are ordained to obey and execute. The power claimed by the Comptroller would practically make the Mayor, Aldermen and Councilmen mere puppets in his hands, compelling them, before they adopted any measure requiring the expenditure of money, to obtain his approval of the intended measure, or to submit to his dictation upon the subject, else the laborer employed by them, and who had furnished work and materials for the exigencies of the city, upon the credit of the authority of the city government, could not be paid, in the first case the objections are chiefly matters of form and not of substance, viz.: that the proper remedy is not by mandamus, but by suit, and that the relator has not made out a proper case for that suit. Upon this point of the case I agree with the opinion of the learned Judge, that the mandamus is the proper remedy. Therefore a peremptory mandamus should issue."

In the statement of the Comptroller, to which I have thus felt called upon to reply, there are statements which, without any lack of courtesy to an officer occupying a position so responsible I am compelled to pronounce erroneous; and I do not doubt that when your honorable body shall have well investigated my case, to which I earnestly invite your attention, you, with myself, will reach the conclusion that the chief financial officer of this city has not acted with that fairness and impartiality which every public creditor has a right to demand and expect, and that the alleged motive of economy may be used to cover a tyrannical and arbitrary abuse of power. As an illustration, I refer you to the following extract from his report:—

"In the original arrangement for accommodating the offal boats near Thirty fourth street, East river, a bulkhead, belonging to the city, was set apart for this service. Mr. Reynolds preferred using the pier which was the property of the Farmers' Loan and Trust Company, and an exchange was made. When the complaints were made against the boats last season as a nuisance, the Loan and Trust Company presented a bill against the city for two years rent at $1,200 per annum, equal to $2,400, which the Comptroller paid, knowing that Mr. Reynolds had used their pier. Subsequently to this Dr. White, the former City Inspector, called on the Comptroller and informed him that the city was under no obligation to pay for its rent, the pier having been used in exchange for the bulkhead owned by the city."

The manifest erroneous implications and insinuations in this statement, and the unjust and unauthorized conduct of the Comptroller in paying $2,400 to a party whom he must have known had no just claim for the amount, the city had provided me accommodations near Thirty fourth street, as the contract required them to do. By the date and expressed wish of the agent of the Farmers' Loan and Trust Company, and the assent of the City Inspector, I exchanged the bulkhead provided me by the city for a pier owned by the company in immediate proximity to the bulkhead. The company's agent preferred the bulkhead for the landing of bricks and other materials, which would be done with greater facility and economy than if I had been accommodated in the use of their pier, all parties thus assenting to the change. After the present City Inspector came into office, he had occasion to enquire of the agent of the company whether he was desirous to continue the exchange, and he asserted that he was, as the convenience afforded by the bulkhead were greater to the company than those of the pier. To the continuance of the exchange I offered no objection. The exchange was made for mutual accommodations, and neither party ever intended that the payment for pier rent was to grow out of it. The company permits a bill of two years standing, which fact of itself should have caused the Comptroller to investigate it, as it is usual to present bills of this character monthly or quarterly. But the Comptroller, without the bills being sworn to, or without any voucher, draws his warrant for the amount, thus taking $2,400 illegally out of the city treasury. He draws the money from the appropriation for the City Inspector's department, though he never consulted the head of that department upon the matter. If he had done so, he would have been told that the bill was unjust, and that the pier of the company had been used in exchange for a bulkhead that they preferred, and were desirous to occupy. The very fact of the Comptroller paying this unauthorized, and certainly illegal claim, justines me in the belief that his object was to strengthen the position which he had taken against me, by attaching my contract on the score of its expense, and much as I regret to be compelled to make an assertion of a like character, I cannot but feel that his course throughout in this matter has abundantly justified me in this conviction. Who will pretend to justify the payment of $2,400 without a voucher, when the correctness or incorrectness of the demand could have been ascertained at any moment, by calling on the head of the proper department, from the funds appropriated to which the bill was paid? View the act in the most favorable light, it is one grossly unjust. The Comptroller next alludes to a resolution of the Common Council, intended to provide another depot for me in the place of the one I now occupy on the East river. The reason which actuated the Common Council in the adoption of the resolution, was that the place occupied by me was seriously complained against by the people in its vicinity, my property destroyed, and the city authorities frequently called upon to protect it; under these circumstances it seemed absolutely necessary to furnish me with an other depot, one where there were few or no inhabited dwellings, and where complaint would not be likely to arise, and where my property could be protected by my own men without the aid and expense of a police force. For this purpose the Mayor, City Inspector, and many members of the Common Council visited the neighborhood of Forty-fifth street, East river, and unanimously came to the conclusion that it was the most desirable location for an offal depot. The grounds there belonged to the city, but were leased to other parties. These parties consented to surrender their lease for the sum of $7,000. The resolution of the Common Council acceded to these terms, and authorized the Comptroller to assign the lease to me, and I agreed to pay an annual rent to the city of $1,000 for the use of the grounds. This the Comptroller has refused to acknowledge as binding upon him, but excuses himself on the ground that he has made better terms; but he does not state by whose authority he has made them. I am cheerfully ready to acknowledge the superior ability of the Comptroller. I am equally ready to believe that he has the will and desire to economise and to prevent any wasteful expenditure of the public money; but I do assert, not only for myself, but for the sake of every public creditor, that this officer has neither right nor the power to set up his dictum against the directions of the Common Council of this city, and the Mayor; and claim for it the first instance in which he has assumed the power of vetoing the proceedings of the regularly constituted municipal authorities. It may add to the dignity of his position, but I most respectfully insist that it derogates from that of your honorable body. He is the head of an important department, elected by the same constituency as yourselves, but elected to carry out the expressed will of the chosen representatives of the people. In this, as in other cases, he has set up his own judgment in opposition to that of the entire municipal government, and has subjected me to a prolonged vexatious litigation, depriving me for months of the sums I have fairly earned in fulfilment of my contract, and thus adding, against which he has failed to produce any evidence save his own allegations. Twice opportunities have been afforded him, and he has thus far failed to produce one single item of proof upon which to ground his refusal to pay what is justly due.

This question, however, has nothing to do with the mandamus proceeding instituted to get the money due me. I only ask the sacrifice for the fulfilment of my contract which the city has agreed to furnish me with. If my property is not safe in one place, or there are good objections to such a use of it as I require, another should be furnished me. The Comptroller says, "that he preferred payment to making an appeal; but this, only on condition that I will surrender to him my contract, subject to your approbation." The expenditure involved in carrying out my contract is too great for me to surrender it in justice to myself, without I am remunerated for the cost of property purchased for its fulfilment. Were I fairly remunerated for this I would gladly surrender the contract. The long litigation I have been subjected to, and the deprivation of the amount due me, have rendered it impossible that I could have taken measures to make my contract profitable. It requires the aid of science, capital and enterprise, before the offal on Barren Island can be made to yield a profit to the contractor. My plans must first be perfected, then carried into effect, in order that I may not absolutely suffer loss under the contract. The attempt to break my contract, by depriving me of the pecuniary resources to carry it out, through expensive litigation and suspended payments, is dishonorable. If my contract be illegal, let it be tested. If it is so, it is the act of the city, entered into on my part in good faith, and has been faithfully performed. I have ever expressed a desire that those who thought