MARRIAGES AND DEATHS.

Married.

BOSWORTH—VAN DUSEN.—At Rio de Janeiro, Brazil, on Monday, September 1, 1862, HENRY C. BOSWORTH, only son of Stephen Bosworth, of New York, to NELLIE, daughter of Isaac Van Deusen, of Glen's Falls, N. Y.

TRUETT—DOUGLASS.—In Brooklyn, on Thursday, March 26 at noon, by Rev. Charles S. Robinson, SAMUEL O. BURNETT to Miss ELLEN V. DOUGLASS, all of Brooklyn.

BRIGGS—CALDWELL.—On Wednesday, March 25, by the Rev. Dr. Tyng, Lieutenant EUGENE D. BRIGGS, of the 1st New York cavalry, to Miss MARY CALDWELL, third daughter of Francis Caldwell, Esq., of Jersey City.

Albion (N. Y.) papers please copy.

CRESSINE—ARMITAGE.—On Thursday, March 26, by the Rev. Thomas Armitage, D. D., ROBERT M. FAIRBAIRN to CECILIA, second daughter of the officiating clergyman, all of this city.

CRAM—SPADER.—On Thursday, March 26, at the residence of the bride's parents, by the Rev. Dr. Joseph H. Price, HENRY A. GRAHAM to ANNA AMELIA, daughter of John D. Spader, Esq., all of this city.

EMERY—POTHIER.—On Wednesday, March 25, by Rev. J. Adams, EDWARD EMERY to LOUISE, second daughter of Edward Pothier, both of New York city.

KANT—VAN ZANDT.—In Brooklyn, on Monday, March 23, by the Rev. D. V. M. Johnson, CHARLES L. MEANY, of the United States Navy, to Miss ANNIE L., daughter of Jacob T. Van Zandt, of Rockland county. No cards.

LINCOLN—ROBINSON.—On Wednesday, March 25, Mr. JOSIAH S. LINCOLN, of Boston, Mass., to CAROLINE E. ROBINSON, of this city. No cards.

Long Island and Boston papers please copy.

PARKSON—HITCHCOCK.—In Brooklyn, E. D., on Thursday, March 26, by Rev. B. Peters, Mr. WALWORTH PARKSON to Miss MARY A., eldest daughter of Fordyce Hitchcock, Esq.

ROBERTS—LLOYD.—On Tuesday evening, March 24, by the Rev. John Dowling, D.D., DAVID E. ROBERTS to MARGARET A. LLOYD.

California papers please copy.

Died.

ALLEN.—In Bergen, N. J., on Thursday, March 26, MARY ALLEN, aged 78 years.

The relatives and friends of the family are respectfully invited to attend the funeral, on Sunday afternoon, at two o'clock, from the residence of her son, Uriah Allen.

ABERN.—On Friday, March 27, after a short but severe illness, WILLIAM ABERN, the beloved husband of Margaret Abern, of Mallow, county Cork, Ireland.

The friends and relatives are respectfully invited to attend the funeral, on Sunday afternoon, at one o'clock precisely, from his late residence, 75 Hester street.

Philadelphia and New London papers please copy.

BAKER.—On Wednesday, March 25, WILLIAM T. BAKER, aged 62 years.

The friends of the family, also the members of State Rights Lodge, I. O. O. F., and the order generally, are respectfully invited to attend the funeral, from his late residence, 156 Nassau street, Brooklyn, on Sunday afternoon, at half-past two o'clock.

BUNKER.—Suddenly, on Thursday, March 26, at half-past six P. M., JOHN W. BUNKER, Sandy Hook branch pilot.

The relatives and friends of the family, also the pilots of New York, are respectfully invited to attend the funeral, from his late residence, 67 South Fourth street, Brooklyn, E. D., on Sunday afternoon, at two o'clock.

BROWNING.—On Wednesday evening, March 25, WILLIAM BROWNING, in the 71st year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, 241 West Thirty-fourth street, on Monday afternoon, at one o'clock, without further notice.

BRIGHT.—In Yonkers, on Thursday afternoon, March 26, ADELINE OSBORN, wife of Edward Bright.

The friends of the family are invited to attend the funeral, from her late residence, on Monday afternoon, at half-past two o'clock. Cars leave Chambers street for Yonkers at twelve o'clock M.

BOSWORTH.—In London, on Sunday morning, March 8, NELLIE VAN DUSEN, wife of Henry C. Bosworth, of New York, aged 22 years.

None knew her but to love her.

CARY.—On Friday, March 27, HATTIE E., eldest daughter of Charles H. and Mary Cary.

The relatives and friends of the family are respectfully invited to attend the funeral, on Sunday afternoon, at two o'clock, at the residence of her parents, 371 Canal street.

CORTELLO.—In Brooklyn, on Thursday, March 26, MARY CORTELLO, in the 67th year of her age.

The friends, relatives and acquaintances of her son, Roger Cortello, are requested to attend the funeral on Sunday afternoon, at one o'clock, from the residence of her son, corner Van Brunt and Delavan streets, South Brooklyn.

DALTON.—On Friday, March 27, GARRETT N. DALTON, aged 32 years, 3 months and 17 days.

The relatives and friends of the family are respectfully requested to attend the funeral, from the residence of his brother, No. 380 Broome street, on Sunday afternoon, at two o'clock.

DE LA MONTANYE.—On Tuesday, March 24, SEAFLEY DE LA MONTANYE, son of James De La Montanye, in the 12th year of his age.

His remains will be taken to Greenwood for interment, this (Saturday) afternoon, at one o'clock, from the residence of his mother, 190 East Thirty-fourth street.

DOYLE.—On Thursday, March 26, JOHN, only son of Martin and Mary Doyle, aged 1 year, 8 months and 18 days.

The friends of the family and those of his uncle, Michael Doyle, are requested to attend the funeral, from the residence of his parents, 178 Canal street, this (Saturday) afternoon, at one o'clock.

ENGLAND.—RACHEL A., infant daughter of Edwin E. and Rachel Ann England, aged 1 year and four months.

The relatives and friends of the family are invited to attend the funeral, on Sunday afternoon, at one o'clock, at No. 162 West Seventeenth street.

ERDMANN.—On Friday, March 27, LOUIS, infant son of Isaac S. and Sarah Erdmann, aged 6 months.

The relatives and friends are respectfully requested to attend the funeral, from the residence of his parents, No. 178 East Broadway, on Sunday morning, at nine o'clock.

FARRINGTON.—On Friday, March 27, GEORGE MONTREZL, eldest son of Jane and the late Joseph B. Farrington, in the 17th year of his age.

The relatives and friends of the family are invited to attend the funeral, from No. 133 Hudson avenue, Brooklyn, on Sunday afternoon, at two o'clock.

HAND.—On Friday, March 27, JOHN JAMES HAND, son of Thomas and Ann Hand, aged 1 year and 1 month.

The friends of the family are respectfully invited to attend the funeral, from the residence of his parents, 149 Lewis street, on Sunday afternoon, at two o'clock.

KIELY.—On Thursday, March 26, JOHN KIELY, formerly of Riddlestown, parish of Rothkeale, county Limerick, Ireland, aged 46 years.

The relatives and friends of the family are respectfully invited to attend the funeral, this (Saturday) afternoon, at two o'clock, from his late residence, No. 13 Stanton street. His remains will be taken to Calvary Cemetery for interment.

Limerick papers please copy.

LEPINE.—On Thursday, March 26, after a short illness, ELIZA, wife of the late Mitchell Lepine, in the 54th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 137 Sixth street, Brooklyn, E. D., this (Saturday) morning, at ten o'clock, without further invitation.

Albany papers please copy.

LAWRENCE.—At Flushing, L. I., on Thursday, March 26, ALBERT LAWRENCE, son of the late William Lawrence, in the 58th year of his age.

The relatives and friends are respectfully invited to attend the funeral, from the residence of Mr. Samuel Wright, this (Saturday) afternoon, at three o'clock. Car leaves for Flushing leaves James slip, N. Y., at two o'clock, and foot of Thirty-fourth street at a quarter-past two o'clock P. M.

MOORE.—On Thursday, March 26, at her late residence, No. 23 East Eighty-ninth street, HANNAH, wife of Robert Moore, aged 61 years, 11 months and 7 days.

The relatives and friends of the family, also the members of the Eighty-sixth street Methodist Episcopal church, are respectfully invited to attend the funeral, from the Methodist Episcopal church in Eighty-ninth street, on Sunday morning, at half-past ten o'clock, without further invitation. Her remains will be taken to Cypress Hills for interment.

MCGUINESS.—On Friday, March 27, GEORGE HENRY, only son of John and Anne McGuiness, aged 2 years and 2 months.

The funeral will take place, this (Saturday) afternoon, at two o'clock, from the residence of his parents, No. 246 West Fourteenth street. His remains will be taken to Greenwood for interment.

PURDON.—On Friday, March 27, after a lingering illness, at the residence of her brother-in-law, James McGiven, 74 East Tenth street, MARIA PURDON, aged 22 years, 8 mths and 7 days.

Our friends, and those of her brother in-law, are respectfully invited to attend the funeral, on Sunday afternoon, at two o'clock precisely.

PICKERSGILL.—At Staten Island, on Thursday, March 26, CHARLOTTE, wife of John Pickersgill, Esq., formerly of London.

Funeral quarter before ten o'clock Sunday morning.

PEGG.—On Wednesday, March 25, SARAH, widow of Roger Pegg, in the 75th year of her age.

The friends and those of the family are invited to attend the funeral, from her late residence, No. 52 West Forty-sixth street, this (Saturday) afternoon, at one o'clock, without further invitation.

POMEROY.—In Brooklyn, on Friday, March 27, NINA SHERMAN, only daughter of Julius R. and Elvena S. Pomeroy, aged 1 year, 5 months and 26 days.

The friends and relatives are invited to attend the funeral, at the Mansion House, Hicks street, Brooklyn, this (Saturday) afternoon, at three o'clock.

QUIN.—On Friday, March 27, of consumption, JANE, wife of Michael Quinn, in the 40th year of her age.

The friends and relatives of the family are invited to attend the funeral, from her late residence, 158 East Forty-first street, corner of Second avenue, on Sunday afternoon, at two o'clock. The remains will be taken to Calvary Cemetery for interment.

Dublin papers please copy.

RADCLIFF.—At Murfreesboro, Tenn., on Sunday, March 22 Captain H. GASSAWAY RADCLIFF, Eighteenth infantry, Regulars, aged 25 years.

Funeral service at the Fourteenth street Presbyterian church, corner Second avenue (Rev. A. D. Smith's), postponed to Tuesday, March 31. The friends and relatives of the family are requested to attend.

RAFFERTY.—On Friday, March 27, Mr. GEORGE B. RAFFERTY, in the 70th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, on Sunday afternoon, at two o'clock, from Grace church, Broadway, without further invitation.

SWIFT.—On Thursday morning, March 18, SARAH SWIFT, fifth daughter of Stephen William Swift and Maria Swift, aged 3 months and 18 days.

Interred in Calvary Cemetery.

Philadelphia and Belfast (Ireland) papers please copy.

SMILLIE.—On Friday, March 27, ELLEN LOUISA, widow of Alex. K. Smillie, a native of the city of Limerick, Ireland, aged 43 years and 10 months.

TAYLOR.—At Hoboken, N. J., on Thursday evening, March 26, WALTER FRANCIS, youngest child of William and Ann Taylor, aged 1 year, 5 months and 13 days.

The funeral will take place, this (Saturday) afternoon, at three o'clock, from the residence of his parents, No. 242 Willow street.

WARWICK.—On Tuesday, March 24, WM. NICHOLAS WARWICK, in the 61th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his father-in-law, Paul Wiese, No. 60 Dean street, Brooklyn, this (Friday) afternoon, at two o'clock.

WEBB.—On Thursday, March 26, JOSEPH WEBB.

Friends and relatives of the family, also the members of the Police Department in general, are respectfully invited to attend the funeral, from No. 66 Greene street, this (Sunday) afternoon, at half-past twelve o'clock precisely.

OUR WHARVES AND PIERS.

Important Report to the Board of Aldermen.

At the meeting of the Board of Aldermen on Thursday last the following report was ordered to be printed in the HERALD:—

The Committee on Wharves, Piers and Slips presented a report in favor of substituting stone in lieu of wood in the construction of wharves and piers, as follows:—

The Committee on Wharves, Piers and Slips, to whom was referred the annexed resolution, directing your committee "to inquire into and report to this Board as to the expediency of constructing stone piers at those places, if any, where the same may be better adapted to shipping purposes than the present piers," respectfully

REPORT:

That a subject of such vast importance, and so intimately connected with the commercial, and, in consequence, every other interest centred in this city, received, as it merited, the most earnest attention on the part of your committee. The present wharf accommodations are sadly deficient, both in character and extent, so much so as to impegatively call for the immediate action of the city authorities, with a view of devising some more comprehensive and general plan for affording to the daily augmenting commercial wants and requirements of the city the requisite facilities for the immense shipping business daily transacted. The construction of the present wharves and piers is faulty in the extreme. They are entirely too small; were put up only when the demand for them rendered it absolutely necessary; built by contract and done by the job, frequently in great haste and often at an unfavorable season, and without a suitable examination of the bed of the river. Some are comparatively new, while many are either sunk, bent, rotten, broken or injured, requiring constant and expensive repairs to preserve them from total destruction. Being in almost all cases built across the current, scarcely one of our frequent storms passes without doing damage to some part or portion of them. Their slender protection for shipping is apparent, in many cases forbidding their use by prudent owners and careful agents of valuable vessels and cargoes, while their dimensions are a subject of daily remark and regret, and a standing reproach to that public spirit, enterprise and sagacity that should characterize the actions of the municipal authorities of a city of the present greatness and future prospects such as are now enjoyed by the city of New York.

Your committee have given the subject much grave and anxious consideration; they have consulted many of our most prominent and scientific citizens, nearly all of whom differ in their opinions and views, and the projects proposed have been as numerous, nearly, as the number of persons consulted. In the investigation your committee have been forcibly impressed with a plan submitted to the Common Council of this city in the year 1836 by the Committee on Wharves, composed of Aaron Clark and Daniel P. Ingraham, which proposed "to suspend hereafter the building of any, or but few, small piers from the island, and, in lieu thereof, to erect on the North river a stone island or quay, to be called the Great West Pier, to extend in due time from the South Battery northerly to Kingsbridge, or, at all events, as far as the interests of the city shall require; to be built from eight hundred to one thousand feet beyond the west end of the present small wharves along the North river, to be constructed without the aid of coffer dams, and using diving bells only in the first five or six feet immediately below low water; to be connected to the main land by wharves or bridges, each two hundred and fifty feet wide, built of timber and floored upon the plan generally of that built lately at the foot of Market field street, with some additions of strength and braces and some other particulars, thus dividing the waters between the city and great pier into several basins or departments, and the use of the connecting wharves so regulated, as to afford a walk in the centre of each, a little raised, of twenty five feet, for all people travelling to and from the great pier, or for any other purpose, and to allow of large sewers under the walks, by means of which the wash and filth of the city should be carried beyond the pier into the bay or river; having on each side of said walk a cartway for vehicles going to and returning from the pier, of fifty feet each, and then leaving a quay or wharf on the upper or lower side of sixty-two and a half feet each, for the lading and unlading of vessels. All this can be done, giving more ample room, convenience and facility for the shipping than are afforded by the docks of London and Liverpool, and without any part of the monstrous expenditure of those places for lock and dock gates, &c., because the rise and fall of our tides do not render such very expensive and troublesome contrivances necessary. There will be draws in each of the bridges as may be found necessary, and such outlets into the river, across the pier, as may be thought best for the use that shall be made of it.

It was also proposed that "in the East river, above Corlaer's Hook, a stone pier and breakwater shall be constructed, on the plan of the one recommended for the North river, commencing opposite Fourteenth street, near Burnt Mill Point, and extending north to Thirty-fourth street, at Kip's Bay, and surrounding and enclosing an ample portion of that part of the East river;" also, that "a good and substantial stone bulkhead be placed along the shores of the island; that as fast as any of the piers shall be completed durable wharves, substantially planked, and floored, and braced, shall be extended to them from the shore, and at such places and from such streets as shall be found proper."

Your committee would desire nothing better than to revive the old project, feeling assured that some such comprehensive and enlarged wharf, pier and slip facilities will ultimately be undertaken and completed—nothing less being sufficient to accommodate the vast and daily increasing commercial business of the city. But, in their opinion, the present is not the time to do so, when the expenses incident to the prosecution of the war now being waged for the preservation of the Union, the stagnation of business generally—that of our mercantile men in particular—and other adverse and depressing influences bearing directly upon our citizens, preclude any such undertaking at this time.

Your committee, however, are of opinion that steps should at once be taken to commence the substitution of stone, in lieu of wood, in the construction of all new piers. The advantages of stone over wood, in erecting submarine structures, are so obvious as scarcely to require mention. It is easily susceptible of proof that wharves and piers, as now constructed, of wood, are but mere temporary erections, and endure only from fourteen to seventeen years before they are destroyed by worms, while their original cost of construction, combined with the sums annually expended in their repairs and preservation—taking twenty years as the maximum term of their existence—would be more than sufficient to pay for the erection of stone structures of equal dimensions, structures creditable to the city, in every respect better adapted for the transaction of the commercial business of our merchants, requiring no repairs, and which, if properly cared for, will last for ages.

The present mode of building our piers is very reprehensible, and should at once be improved, or else the work of building piers of wood should be entirely abandoned. The immense masses of stone used to form blocks, generally at the outer ends of the piers, are very frequently scattered over the bed of the river by the collapsing of the wooden enclosure. They have thus impeded the current to such an extent that great deposits ensue, and the basins between our wharves have been filled in many places to such a degree that even small vessels will hardly float now where the water was formerly of great depth. If this pernicious practice is persisted in it will inevitably result in doing serious injury to, if it will not ultimately destroy, the unrivalled commercial advantages of situation that have been derived from the natural circumstances of the position of the city.

No subject more intimately connected with the future prosperity and greatness of the city can be entertained or considered by its authorities than the one now under consideration. Reflection is lost in amazement in contemplating the dire calamities certain to result, by reason of negligence or indifference on the part of the municipal authorities of this city to the vast interests connected with the protection and perpetuation of the inestimable natural advantages vouchsafed to us in the formation of the harbor, and its adaptation to the accommodation of the boundless enterprise so characteristic of our merchant marine. Is it not worse than criminal to permit, nay, to authorise and direct, the building of structures from the shore of the island out into the stream, in both the North and East rivers, which have been clearly shown to be not only totally unfitted and inadequate to the purposes for which they were intended, but which are positive obstructions to the navigation of the adjacent waters, and which, if continued, will inevitably result in the total destruction of the natural and invaluable commercial advantages enjoyed by the city?

An unaccountable apathy, if not criminal neglect, has governed the authorities of this city since its incorporation in legislating upon this subject. The city of New York, the first in the Western hemisphere, the third in the civilized world in point of population and wealth, and possessed of commercial advantages, as a city, far superior to any in either hemisphere, is not in possession of a single wharf or pier that is not built of wood, in the most imperfect manner—mere temporary structures, in all stages of dilapidation and decay, very few of them fit for occupation or use, and every one of them a positive detriment to the navigation of the waters of the surrounding rivers, and likely to result in the destruction of the unrivalled natural facilities of the harbor. Certainly a sad commentary upon the wisdom and public spirit of our predecessors, and one that will be shared by the present Common Council unless the initiative is taken by them in the inauguration of a system for the construction of wharves and piers which will be at once durable, economical, advantageous, and which will tend to the improvement and preservation of the navigation of the waters of the harbor.

In marked contradistinction to the policy of the authorities of this city in respect to its accommodation of the immense commerce of the port is that of almost every other city, with any commercial pretensions, in either the Old or New World, both in ancient and modern times. Stone piers, moles or breakwaters, of great extent and of great cost, are not new or untried appendages of large naval depots. Evidences of this truth are found amid the ruins of the Piræus, as well as along the Nile, Indus and the Ganges. They contributed in no small degree to the wealth and power of Syracuse, of Carthage, of Tyre and of Alexandria. The numerous fleets of the mighty nations of former ages could not have existed without their protection. And in latter times they were occasionally founded by the government. At the present day piers, moles, breakwaters and wet docks, built of stone, are part of the business and policy of every nation, nay, every city, except our own, laying claim to be ranked among those of acknowledged wisdom and prudence. For the greater safety and convenience, and with a view to the increase of their commerce, the English people have constructed, at an almost incredible expense, extensive and permanent stone docks and wharves at London, Liverpool and other British ports, and even in British India. It is a matter of history that the construction of the Liverpool docks, by affording additional convenience to foreign trade, has been followed by a great increase, and raised that once decayed town to be the second port in the kingdom of Great Britain for commercial size and population, while the London docks have contributed countless millions to the wealth of the capital of Great Britain. At St. Petersburg, in Russia, there is one quay of the granite similar to that of Quincy, of four miles in extent along the Neva. In Havre there is but little worth seeing, save the docks, which have at great expense been made by man. Here is no natural harbor, but one is made, as it were, in the shape of a delta, in the heart of the city, from which an artificial channel leads out into the mouth of the river, and an entrance into which is secured by a long and noble pier. These docks are stupendous monuments of the art of man. The same may also be said of the marine works at Cherbourg, which probably surpass anything of the kind in the world, and are objects of wonder and admiration to every beholder.

Genoa, well known as a rich marine city of Italy, has a semi circular harbor, the diameter being about one thousand fathoms. It is artificial, being formed by two gigantic moles, having opposite directions.

The Bay of Gibraltar is spacious, and, being protected from the more dangerous winds, affords a convenient station for ships. The ancient Tarjis, now Tangiers, opposite to Gibraltar, was furnished with a pier. Leghorn has an outer harbor, protected by a fine mole, and a small inner harbor or basin.

The harbor of Malaga is protected on its eastern side by a fine mole, full seven hundred yards in length.

The harbor of Naples is formed by a mole, built nearly in the form of the letter L. The port of Odessa, in Southern Russia, is artificial, being formed by two moles, and calculated to contain about three hundred ships; and the harbor of Sebastopol was provided with some of the most extensive and substantial stone structures, designed for the protection and accommodation of the mercantile business of the port.

In Palermo a fine mole forms a convenient port; and Trieste is protected by a mole.

Ancient Syracuse is said to have contained, within its own walls, what no other city ever did before or since—fleets and armies that were the terror of the world.

The City of Rhodes has a fine harbor, formed by a mole.

Smyrna, on account of the extent and convenience of its harbor, has become the common rendezvous of merchants from the far parts of the world, and the centre of their commerce.

Ancient Tyre was called "strong on the sea," and Alexander the Great reached it and took it only by constructing a gigantic mole of stone, three-quarters of a mile long, leading to it from the main. This was done about two thousand two hundred and thirty years ago, and yet that mole or pier remains, in most respects, as when left by the conquering legions of its founder.

The Piræus, near Athens, had three basins formed by piers. At Alexandria, the pride of him who gave name and greatness to that city, a mole, of a mile in length, called Hepta Stadium, stretched from the continent to the isle of Pharos, and divided the great harbor into two. A dyke, drawn from the island to the rock on which Pharos was built, secured it from the westerly winds.

In Dublin the people and government were long since alive to the subject of the protection of its harbor. A writer says, "that as the Bay of Dublin was often difficult of access, and as the bar was a great impediment to the sailing of the packets at a fixed hour, the attention of the government was directed to the forming of a harbor on the north side of the peninsula of Howth, and in 1811 a fine pier was erecting for the purpose;" and he says, also, "the river was greatly improved, for such vessels as did not draw too much water to cross the bar, by a prodigious work on the south side of it, called the 'South Wall,' which extends from the front of King's End to the lighthouse, three miles. It is formed of large blocks of granite, strongly cemented and strengthened with iron cramps."

In our own country, and in our own time, the providing of proper wharves or quays for the shipping has attracted much attention, and commanded the abilities of the most practical minds in all sections of the country devoted principally to commercial pursuits.

Many years since a pier was built in New Haven, Connecticut, and has proved of essential benefit to the city.

In Boston, one of our most successful competitors for commercial greatness, and a rival of no mean pretensions, are several wharves that may well be ranked among the best structures of this description in the world. The following is a very brief description of them:—

Long wharf is one thousand seven hundred and thirty-two feet long, and two hundred and two feet wide at the end; there are seventy-five stores on it. It was commenced in 1707.

Central wharf was begun in 1817, is one thousand three hundred and forty feet long, and has fifty-four stores on it.

India wharf was begun in 1808, has thirty-four stores on it, under which are boxed cellars, with which the others are also provided.

These piers are justly the pride of the city, and are a source of profit to the enterprising proprietors. But had they yielded to the projectors little or no income, still their effect upon the growth, prosperity and value of the city would have been known and admitted, and would have richly repaid the outlay incident to their construction.

In Albany, in 1825, a pier was completed of about four thousand three hundred feet in length, eighty feet in width on the surface, enclosing a part of the Hudson river there, forming a basin in front of the city, which contains an area of about thirty-two acres. Previous to the building of this pier it was unsafe and indeed dangerous for any vessel to be laid up at Albany for the winter. The moving of the ice in the spring was sure to injure everything in the stream.

The harbor of Buffalo is protected by a stone breakwater, while the cities of Oswego, Dunkirk, Van Buren Harbor, Michigan City, with Kingston, Montreal, Quebec, and other cities in the British provinces, in respect to the care bestowed upon the respective harbors by the municipal authorities, and the anxiety manifested to afford every desirable facility to the commercial advantage of their respective cities, insignificant though they be in comparison with this city, yet far excel us in the character of their marine structures designed for the protection and accommodation of their shipping.

This should not be. The first city on this continent, both in point of population and in commercial greatness, should not be the last in providing adequate means of affording a much needed protection to the interest to which it is indebted for its pre-eminence.

Your committee clearly are of opinion that no more wooden piers should be constructed. A wise economy, apart from other equally grave considerations, should influence this Common Council in dealing with a subject of so much magnitude; and it is easily susceptible of the most conclusive proof that stone piers, although they cost much more to build them originally than would be required to construct wooden ones, nevertheless their indestructibility, their saving of hundreds of thousands of dollars annually now expended in repairs, and the fact that no impediment will be placed in the way of the safe navigation of the waters surrounding the city by the accretions or deposits formed around the obstructions caused by the decaying piles, timbers and collapsed blocks or cribs—of itself a consideration far beyond the cost of their construction—will convince the most sceptical that a continuance of the present system is not only short sighted and impolitic, but actually criminal.

In a sanitary point of view incalculable advantage and benefit would result, by extending the outlet of the several sewers from the slips or basins between the sewers and piers into which they now invariably empty, to the extreme outer end of the new piers. By this means the filth of our streets, combining within itself every description of animal and vegetable refuse, and every other offensive thing that the owners and occupants of buildings, stores, cellars, &c., desire to get rid of, will be carried out in the strong current of the tide way of the rivers, and be effectually disposed of, without detriment either to the health of the city, or injury to the navigation of the slips or basins. This mixture of animal and vegetable abominations find its way from the street gutters, over the bulkheads, and is deposited by the emptying of the present sewers into the docks, slips and pier-ways, where portions of it, by its own gravity, are precipitated to the bottom, to the serious injury of the basins and slips, requiring constant dredging to keep their depth sufficient to float even small vessels; while other portions remain for days and weeks floating on the surface of the stagnant water of the slips and basins, exposed, in the heat of summer, to the scorching rays of the sun, and exhaling a malaria that engenders disease in all who are obliged to inhale the poisonous effluvia.

A remedy for these evils is only to be found in the construction of stone piers, through which the sewers can be extended to the outer end, as it is not practicable to do so where the piers are of wood, and, as is generally the case, built upon piles.

Your committee propose that, whenever it shall become necessary to rebuild one of the present piers, or construct a new one, the material used shall be of stone, and that such pier, so to be built or rebuilt, shall be constructed in the most substantial, durable and workmanlike manner, and be of such dimensions and form as shall commend themselves to the Street Commissioner, upon consultation with the best engineering talent to be obtained in this country. They also propose keeping in view the fact that, at no very distant day, the project of encompassing the entire city, or the major part of it, with a stone bulkhead, to be connected with the island, as was proposed in the year 1836, will be revived and carried to a successful termination, and that the stone piers hereafter to be built be so arranged as to be used as auxiliaries to that great work.

They further propose to order at once the construction of two stone piers—one in the East river and one in the North river—with a view of practically testing their advantages, and of ascertaining, by actual experience, the cost of such undertaking, in order to apply the information thus obtained by practice to the theory of substituting stone in lieu of wood in the construction of all piers hereafter to be built by the city.

The following resolutions are therefore respectfully recommended for your adoption:—

Resolved, That the Street Commissioner be, and he is hereby, authorized and directed to advertise for and receive, for a period of sixty days, surveys, plans, specifications and designs for the erection of two stone piers, one on the east and one on the west side of the city, and at locations to be selected by the said Street Commissioner, such surveys, plans, specifications and designs so received to be transmitted to the Common Council, with a recommendation in favor of the one that shall commend itself to him as the best calculated to answer the requirements of the city in respect to its piers, bearing constantly in view the very probable adoption by the city authorities, at some future and not very distant period, of a general and comprehensive plan for the erection of a stone pier, bulkhead or breakwater all around the city, or such portions thereof as will admit of the same; the piers hereby ordered to be built to be so constructed as to be used auxiliary to such a plan when adopted, and to provide sites for the construction of the sewers, in the streets fronting the said piers, to the outer ends thereof.

Resolved, That upon the approval by the Common Council of a plan for the erection of the piers, as provided in the foregoing resolution, that the Street Commissioner be, and he is hereby, authorized and directed immediately thereafter to advertise for proposals, and contract, with the lowest bidder, pursuant to the provisions of the Charter, for the erection of the said two piers, the work to be undertaken and prosecuted to a successful termination without any unnecessary impediment or delay.

PETER MITCHELL,
F. I. A. BOOLE,
JOHN D. OTTIWELL,
Committee on Wharves, Piers and Slips.

Which was laid over.

Alderman BOOLE moved that one thousand copies of said report be printed as document form.

Which was carried.

Incendiarism at Norfolk, Va.

FORTRESS MONROE, March 27, 1863.

An effort was made to burn the quartermaster's storehouses in Norfolk early yesterday morning. The incendiaries were discovered in time to change their plans.

Reopening of Lake Navigation.

DUNKIRK, N. Y., March 27, 1863.

The steamer New York left Dunkirk at half past eight o'clock this morning for Cleveland and Toledo. Navigation is now entirely free and unobstructed to and from this port.

THE REBELLION.

ASSISTANT QUARTERMASTER'S OFFICE, CORNER of G and Twenty-second streets, Washington, D. C., March 21, 1863.—Will be sold at public auction, on Thursday, the 26 of April, 1863, at the Corral, near the Observatory, a number of Horses and Mules, condemned as unfit for public service, belonging to the Quartermaster's Department. Terms, cash in government funds. Sale to commence at 10 o'clock A. M.

(Signed) C. H. TOMPKINS,
Captain, Assistant Quartermaster, U. S. A.
J. C. McGUIRE & CO., Auctioneers.

DEPUTY QUARTERMASTER GENERAL'S OFFICE, Philadelphia, Feb. 9, 1863.

Vessels wanted immediately, to carry coal to the following points:—

Tortugas.
Key West, Fla.
Fortress Monroe, Va.
Alexandria, Va.
Newbern, N. C.
Port Royal, S. C.

A. BOYD,
Captain and Assistant Quartermaster.

HARBOR DEFENCES.—THE GENERAL WOOL Heavy Artillery, Headquarters, 506 Broadway. This regiment is in successful progress, and is raised for the special service of garrisoning the forts of New York Harbor, and for duty within the State. Companies are already formed and others forming. Those interested will call at 506 Broadway, or at Tents in City Hall Park and Battery Park.

QUARTERMASTER'S OFFICE, No. 6 State street, New York, March 26, 1863.—Sealed proposals will be received at this office until 12 o'clock M. on Saturday next, for the transportation by steamer hence to New Orleans, La., of one hundred and ninety horses and the same number of men. Bidders will be required to guarantee the safe delivery of the horses, to put up the stalls, furnish them with water, water buckets, lanterns, shovels, hand pumps and brooms, and to provide suitable accommodations for the officers in the cabin, and for the men in the steerage or houses on deck, and to furnish the latter with water, fuel, suitable convenience for cooking rations. Bidders will please state the name of the vessel offered, the price for each officer, enlisted man and each horse, and endorse "Proposals for Transportation."

STEWART VAN VLIET, Major and Quartermaster.

THE POSITION OF FIRST LIEUTENANT CAN BE had, for men or means, in a regiment with nine companies mustered in; one more company will fill the regiment. Commission procured immediately. Apply immediately to B. A. SIMONSON, Army and Navy Agent, 82 White street.

PERSONAL.

CHARLIE—ANNA ARRIVED SAFELY. HAVE SENT ten thousand one hundred and fifty-two dollars ($10,152) in gold. K.

CHILDREN TAKEN FOR ADOPTION AND GIVEN out to good homes. Wanted, a male infant, black eyes, from 1 to 4 weeks old. Wanted, a little girl, from 1 to 3 years old. Ladies can find elegant furnished Rooms and best of care at Mme. PARSALLE'S, 741 Greenwich street.

INFORMATION WANTED—OF GEORGE SMITH, LATE of Louth, Lincolnshire, England, by his brother, Wm. Smith. Address or call at No. 1 Broadway, New York city.

IF MRS. MARIA LAURIE YAVIEZ DE FRUESDELL, who married about two years ago in Lima, Peru, has the kindness to call at 12 East Sixteenth street, she will hear of something to her advantage.

"LILY."—NIBLO'S, TUESDAY EVENING. AN INterview is earnestly solicited. I am penitent, and desire to be forgiven. Address to full name, 604 Broadway. HARRY.

MR. GILBERT E. OVERTON, LATE OF THE THIRD Ira Harris cavalry, is requested to call at the office of John B. Murray, 39 Nassau st., corner of Liberty.

SHOULD THIS MEET THE EYE OF BARBARA Byrne she will please call at 14 University place.

THOMAS GAYNOR AND JOHN PENDEN, LATE OF United States ship Constellation, will please send their address to Mr. Bond, box 105 New York Post office.

NEW PUBLICATIONS.

CARD PHOTOGRAPHS OF PRESIDENT LINCOLN, Generals Scott, Burnside, Halleck, McClellan, Hooker, Butler, Banks, Sigel, Fremont, Grant, Porter, Clay, Sumner, Sickles, Meagher, Corcoran, Wadsworth, Rosecrans, Dix and McDowell. Also Jeff. Davis, Generals Lee, Joe and Sidney Johnston, Stonewall Jackson, Price, Hill, Hardee, Jeff. Thompson, Pillow, Magruder, McCulloch, and Rangers or others. Price 25 cents each, or five for $1. Sent postpaid on receipt of price. Catalogues sent on receipt of a red stamp, by W. C. WEMYSS, 575 Broadway, N. Y.

NOW READY—A CATALOGUE OF RARE, CURIOUS and entertaining books. Sent in sealed envelope on receipt of a red stamp, by F. G. WATSON, publisher, New York.

THE PHRENOLOGICAL JOURNAL FOR APRIL, contains Portraits and Characters of Mr. Charles W. Stafford, inventor of the projectile; Rev. Alex. Clark; Ethnology of the Negro, the Saxon, Norse and Dane; How to Talk; Language, its functions and cultivation; Memory; A Scotch Miser—Going to Europe; Art and Artists—Hidden Life Revealed by Microscope; Anatomy of the Brain—Spiritual, Intellectual and Social Organs; Physiognomy—The "Chin"—Its Language, Love, Economy, &c.; Human Perfection—How Attained, in the April Phrenological Journal—10 cents or $1 a year.

FOWLER & WELLS, 308 Broadway, New York.

THE NATIONAL QUARTERLY REVIEW, FOR MARCH, contains nine articles, together with a large variety of searching criticisms. Every merchant and business man should read the article entitled "Insurance Quackery and Its Organs." Agent, SINCLAIR TOUSEY, 121 Nassau st.

UNIQUE BOOKS! Most pleasing and curious, with fine Steel Engravings. For particulars inquire at the office of publication, No. 30 Ann street. The shortest cut from Wall street to the city cars is via No. 30 ANN STREET.

RAILROADS.

HUDSON RIVER RAILROAD.—TRAINS FOR ALbany, Troy, the North and West, leave Chambers street at 7 and 10 A. M., and 3:15, 5 and 10:30 P. M., and on Sundays at 5:30 P. M., from Thirtieth street. Tickets may be procured at any of the offices of WESTCOTT'S EXPRESS, in New York and Brooklyn, and baggage checked at the house to all points on the road and to Saratoga Springs.

NEW YORK, HARLEM AND ALBANY RAILROAD FOR ALBANY, TROY, NORTH AND WEST. WINTER ARRANGEMENT. Commencing Monday, Nov. 17, 1862.

For Albany, 10:30 A. M., Express Mail Train from Twenty-sixth street station. Returning, leave Albany 10:30 A. M. For all local trains see Time Tabl.

JOHN BURCHILL, Superintendent.

SEGARS AND TOBACCO.

COLUMBIAN SEAL SMOKING TOBACCO—THE finest and cheapest in the market. Call and try it. No charge for samples. J. W. CARLE, 60 Liberty street.

IMPORTED HAVANA SEGARS—IN CONSEQUENCE of the failing of in my jobbing trade (liquor dealers and grocers generally preferring domestic segars on account of cheapness), I am now offering the largest and choicest stock in this city of genuine Havana Segars, by the single box, at wholesale prices. JAFFE'S cigar emporium, 1,181 Broadway, near Twenty-eighth street.

100,000 FINE DOMESTIC SEGARS—FOR SALE at a low figure. J. W. CARLE, 60 Liberty street.

SHIPPING.

FOR NEW ORLEANS, VIA HAVANA. The fast United States mail steamship CREOLE, George W. Couch commander, having superior accommodations for passengers, will leave pier 13 North river on Saturday, April 4, 1863, at 12 o'clock noon precisely, for New Orleans, via Havana. Freight taken to both places. No freight received or bills of lading signed on the day of sailing. For freight or passage apply to LUDLAM, HEINEKEN & CO., 115 Broadway.