his playing there (after looking on the file witness continued)—I can't say what day I saw him play there; judging from the file he commenced on the 5th and terminated on the 15th of July, 1844; could not swear to the exact time without the file; cannot swear that he saw Forrest's advertisements at the time; does not know who was with him at the time; (register of the American Hotel at Buffalo produced;) this is the register kept at the American; is not connected with *The Commercial Advertiser* at that time.

Cross-examined—Does not know where Forrest went when he left Buffalo that time; does not know if he was in Buffalo in 1843; has seen Miss Clifton; does not think he saw her in Buffalo; only saw her on the stage.

Henry H. Merritt, sworn—Attended the Forrest trial; recollect of Judy being sworn; was sworn by putting his hand on the Bible; heard all his direct and part of the cross-examination; was not there when he was recalled; he said the first that the transaction took place was on the Albany, Capt. Maxey.

Cross Examined—Has not seen the book since that time on which Duty was sworn; can mean to say that he was sworn on a book; he said he took it on the Albany; I put it down in writing at the time; don't think he said "I think it was Capt. Maxey;" don't recollect he said on his cross examination he had done all he could not to be called as a witness; he did say to Mr. Van Buren that he had been to Mr. O'Connor's office to see about it; Mr. O'Connor had asked him about it, and that he had said he knew nothing about it; have an indistinct recollection that Mr. O'C. said "we know better," or something like it.

Edward Eddy, sworn—Am an actor; knew Mr. Forrest since 1841; saw him during 1844; saw him at Mobile about the 17th of March; was with him there for a week; I left Mr. F. there on the 26th or 27th; next saw him in St. Louis, about the 5th or 12th of January, 1844; he remained there ten or twelve nights; can't say where he went to from there; witness remained in St. Louis until the 5th of July.

Cross-examined—Miss Clifton was not playing in Mobile when he was there; do not know when she was; am now playing at the Bowery.

Charles W. Taylor sworn—Know Forrest, saw him in the summer of 1844, in Buffalo; he was there six nights; I played with him; do not know where he came from; stopped at the American; saw him there; saw him there before July 4.

Cross-examined—Knew Miss Clifton; don't know where she died? understand at New-Orleans. (Some questions were asked as to whether witness had seen Forrest travel with Miss Clifton, or seen him kisher, or seen him in bed with her, but were overruled, and exceptions taken.)

John Herbert, sworn—Reside in New-York; saw Forrest in the fore part of July, 1844, at Buffalo; was playing there six nights; don't know whether he remained in Buffalo after he got through his engagements.

Cross-Examined—Knew Miss Clifton; never saw her on board a boat or in bed.

W. Richards, sworn—Reside at the Carlton House; resided in Buffalo from 1835 to August 12 or 15, 1844; (book produced;)—this is the register kept at the American Hotel; can't say if Forrest was in that house in 1844; know of his being there; find the names of Mr. and Mrs. Forrest on the book, date July 2, 1844; can't swear I made the entry.

After some other testimony from the witness, the Court adjourned for the day.

COURT CALENDAR—THIS DAY.

SUPERIOR COURT.—Nos. 1, 401, 452, 503, 118, 426, 510, 261, 421, 465, 513, 525, 526, 445, 446, 447, 448, 449, 384, 397, 561, 432, 43, 529, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546.

COMMON PLEAS—Part 1.—Nos. 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 445.—Part 2.—Nos. 206, 406, 407, 405, 409, 411, 412, 414, 416, 418, 420, 451, 452, 428, 429, 470.

CIRCUIT COURT.—Nos. 1, 245, 645, 606, 1,005, 1,322, 504, 43, 147, 151, 152, 154, 11, 153, 154, 155.

U. S. DISTRICT COURT—Nos. 40, 15, 43 to 50.

SUPREME COURT—General Term.—Motion day.

MARRIED.

CASTREE—LYNCH.—On the 17th February, by Rev. J. B. Hagney, Mr. John Castree and Miss Louisa Lynch, both of New-York.

COMBS—SLOTE.—On Wednesday, Feb. 17, at Bethesda, Church, Christ st., by Rev. N. E. Baldwin, Mr. Henry Combs and Miss Hester Louisa Slote, all of this City.

KETCHUM—DE WOLF.—On Wednesday, Feb. 17, by Rev. George Thacher, Mr. Woodhull Ketchum and Miss Ellen L. De Wolf, all of this City.

MERRITT—HAVILAND.—On the 16th February, according to the Order of the Society of Friends, Edward Merritt and Sarah S., daughter of James C. Haviland, all of Brooklyn.

MACLEAN—DEACON.—On the 24 February, by Rev. Benjamin Evans, Mr. W. H. Maclean and Miss Emma Deacon, all of this City.

PERKINS—TINDALL.—At Christ's Church, Brooklyn, on Thursday, Feb. 17, by Rev. E. H. Canfield, Mr. John H. H. Perkins and Miss Mary E. Tindall.

SINCLAIR—MALLON.—In Vernon, Essex Co., N. J., Feb. 16, by Rev. Dr. S. E. Shepard, Wm. C. Sinclair, of New-York, and Mrs. Margaret L. Mallon, formerly of the latter place.

SHERMAN—DAVIS.—At Poughkeepsie, on Thursday, Feb. 17, by Rev. W. H. Ferris, Benj. F. Sherman and Miss Esther W. Davis, all of New York City.

WILLIAMS—DORIT.—At Pompkintown, Columbia Co., on Tuesday, Feb. 16, by Timothy Woodbridge, D. D., Dr. J. M. Williams, of New-York, and Miss Marie H. Durr, of the former place.

DIED.

BALLARD.—C. M. Ballard, a prominent Kentuckian, died on the 3d February, at Lazarage, in his 80th year.

BERRY.—Feb. 17, Samuel C. Berry, in the 25th year of his age.

His friends, and those of his family, are invited to attend his funeral this (Friday) morning, at 11 o'clock, from the Methodist E. Church, corner Madison and Catharine sts., without further notice.

CODY.—The owner and Commander of the Walk-in-the-water, the first packet boat launched on the waters of the Erie Canal, died in Syracuse, Feb. 16, aged 69 years.

COUILLARD.—On Wednesday, Feb. 16, Ada, infant daughter of Kenney, and Clara C. Couillard, aged 1 year and 8 months.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her parents, No. 133 West 11th st., on Saturday morning, at 11 o'clock.

GETZ.—Maj. George Getz, Mayor of Reading, Pa., who died at his residence, Feb. 10, was formerly editor of The Reading Journal, was a good practical printer, was the author of an excellent Book of Forms, and served in the War of 1812. He was greatly respected as a citizen.

GILMAN.—In Brooklyn, on Thursday morning, Feb. 17, Nathaniel Gilman, aged 40 years and 6 months.

His friends and acquaintances, and those of the family, are invited to attend his funeral, on Sunday, Feb. 20, at 2 o'clock in the afternoon, from his late residence, No. 93 Sandsst., Brooklyn, without further invitation.

☞ Maine papers will please copy.

KEELER.—Jeremiah Keeler, a Revolutionary soldier, died at his residence, in the town of Lewisboro', N. Y., Feb. 9, aged 93 years.

LAWRENCE.—Dr. Wm. P. Lawrence, a surgeon of the War of 1812, died at Nashville, Tenn., aged 69 years. He was a native of Medford, Mass. His wife, Ann P. Bisley, was from Saratoga Co., N. Y.

LORD.—On the 16th Feb., after a short illness, Charles H. Lord, in the 25th year of his age.

The funeral will take place this afternoon, from the residence of his father, Joseph N. Lord, No. 69 Irving place, at 3½ o'clock. His remains will be taken to St. Stephen' Church.

PIERREPONT.—On Wednesday, Feb. 16, Mary Montague, daughter of the late Hon. B. Pierrepont.

The relatives and friends of the family are respectfully invited to attend the funeral, at Christ Church, Brooklyn, on Saturday, at 1 o'clock. No special invitations will be given.

RAWLS.—In Brooklyn, on Wednesday, Feb. 16, Amelia P., youngest daughter of Henry and Julia R. Rawls, aged 8 years and 7 months.

"Thy *earthly* parents loved the well—
So much that language fails to tell;
But Ah! our love was weak and poor—
Thy *Heavenly* parent loved thee more."

The friends and relatives of the family are respectfully invited to attend the funeral, without further invitation, at 3 o'clock, on Friday afternoon, from the residence of her parents, No. 117 Clinton st.

WASHINGTON.—Dr. William Washington, for many years an eminent physician, in Alexandria, died in that place, last week, aged about 76. He was a native of King George.

WHITTEMORE.—On Feb. 17, of consumption, Mrs. Jane P. Whittemore, daughter of the late Isaac Pierson.

The friends of the family are invited to attend the funeral, without further invitation, from No. 86 Troy st., on Saturday, the 19th inst.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....Feb. 17.

$4,000 Kentucky 6s.....110¾ | 50 Phœnix Mining Co....s3 25
1,000 Erie R. 2d Mtg. Bds....104½ | 100 do.....s3 25⅛
5,000 Erie Income Bonds.....98½ | 100 do.....s3 25⅛
1,000 do.....98¾ | 200 do.....s3 26¼
2,000 Erie R. Con. Bds., '71..98 | 150 do.....s3 25⅛
12,000 Hud. 2d Mtg. Bds.....99 | 300 New Creek Coal Co.....3⅜
1,000 Hud. R. New Bds.....91½ | 300 do.....3⅜
20 Del. & Hud. Canal.....129 | 100 do.....b30 3⅜
10 Hanover Bank.....104½ | 50 Ches. & Ohio S. Trans. and Mining Co.....18½
10 do.....104½ | 25 Roch. & Pitts. RR.....130
20 Metropolitan Bank.....109 | 50 Nor. & Wor. RR.....34½
10 Market Bank.....109 | 25 N. Y. N. Hav. ex div.....112
15 Bank North America....108¼ | 105 Erie RR.....97½
400 Morris Canal.....21 | 100 do.....s30 97½
50 do.....s30 21½ | 100 do.....b30 97½
200 Canton Co.....b60 125 | 450 do.....s60 97½
200 do.....124 | 50 do.....s60 97½
100 New-Jersey Zinc.....12½ | 100 do.....s10 97½
200 do.....b3 12½ | 100 do.....b30 97½
100 do.....12½ | 100 do.....b30 97½
100 do.....b30 13½ | 50 do.....s60 97½
100 do.....b30 13 | 50 do.....b60 97½
400 Penna. Coal Co.....114 | 250 do.....b60 97½
50 Ala. & Schenectady.....115 | 100 do.....s60 97½
100 Montgomery Zinc.....4½ | 200 Harlem RR.....58½
100 do.....b3 4½ | 100 do.....b30 58½
40 Portsmouth D. Dock.....6½ | 400 do.....60½
200 do.....s3 6½ | 100 do.....b30 58½
150 Niagara Transit.....b10 30½ | 900 Long Island RR.....s60 37½
50 do.....b30 37 | 200 do.....s30 38
50 do.....36½ | 200 do.....38½
200 do.....b60 36½ | 100 do.....s3 37
50 do.....s60 36½ | 5 Hudson River R. R.....69
1000 do.....36½ | 50 do.....61½
50 do.....36½ | 50 do.....60½
100 Cumberland Coal.....b30 62½ | 100 do.....b30 60½
100 do.....b3 61½ | 400 do.....s3 67
150 do.....b60 62½ | 100 do.....b30 67
50 do.....b60 62½ | 100 do.....s3 67
100 do.....61½ | 50 Mich. Central R. R.....s3 107½
100 do.....b60 62½ | 50 do.....107½
40 Sixth st. R. R.....122 | 85 Clev., Col. & Cin. R. R.....125½
50 do.....122 | 50 do.....125½

SECOND BOARD.

$1,000 Erie 1st Mtge. Bds.....116 | 100 Hud. River RR.....s60 66½
20 Ocean Bank.....103 | 50 do.....66½
10 Metropolitan Bank.....108 | 25 do.....b60 67
100 Morris Canal.....21 | 150 do.....s60 66
100 do.....21½ | 25 do.....65
400 do.....21½ | 100 do.....b30 65½
100 do.....b60 21½ | 100 Harlem RR.....68
100 Potomac Copper Co.....7½ | 400 do.....67½
50 do.....9½ | 50 Erie Railroad.....s3 47½
63 Sec. Transit Co.....s30 26 | 200 do.....b15 48
400 do.....26 | 100 do.....s3 48½
50 do.....s60 26 | 100 do.....s30 48½
100 do.....s10 35½ | 100 do.....s60 48½
100 do.....b15 36 | 200 do.....b30 48½
50 do.....b60 36½ | 425 do.....48½
120 Cumberland Coal Co.....61½ | 17 do.....b60 50
50 do.....b30 62 | 200 do.....b60 50½
100 do.....b30 61½ | 17 do.....50½
400 do.....61½ | 100 do.....b30 50½
200 do.....b60 61½ | 100 do.....b10 50
50 Phœnix Mining Co.....20½ | 100 do.....b30 50
100 do.....b30 20½ | 150 do.....50½
100 do.....25 | 100 do.....b3 50½
200 do.....s30 25 | 100 do.....59
100 New Jersey Zinc.....12½ | 98 Erie & N. East RR.....125
100 Reading RR.....b60 30 | 5 N. Hav. & Hartford.....120½

PHILADELPHIA SALES OF STOCKS—*Thursday*, Feb. 17, 1853.—*First Board*—$1,000 City 6s, 79, 93½; 800 Schuylkill Nav. preferred 73; 100 do. 23½; 25 do. 23¾; 62,000 Penn. 6s, 99½; $700 do. 99¾; 6 Little Schuylkill R. R. 50; $1,000 Sch. Nav. Mort. 6s, 73, 93½; 200 Morris Canal 21½; 100 do. 21½; $1,000 Allegheny 6s, 70, 93½; 400 Union Canal 17½; 100 Pa. of Commerce 70; 100 Vicksburgh R. R. 17½; $1,200 Lehigh Cnl. Mort. 5s, 104½; 200 Beaver Meadow R. R. 34; 2 Norristown R. R. 56; 200 Long Island R. R. 19½; 10 Penn. R. R. 60; 26 Susq. Canal 16½; $250 County 6s, 70, 104; $1,000 Sem. Coupon 5s, 93; 200 Chester Mining Co. 7½; 68,000 Norristown R. R. 6s, 100; 6 Harrisburgh R. R. 50½; Read. R. R. 48.

Second Board—400 Chester Mining Co., 7½; 144 Girard Bank, 14¾; 14 Penn. RR., 59; 630 Sch. Nav., preferred, 23; 42 Beaver Meadow RR., 34½; 18 Mauch C. RR., 74½; 4 Penn. Bank, 120½; 1 do., 120¾; 6 N. A. Bank, 175; 25 Susq. Canal, 16½; 50 Morris Canal, 21½; 200 do. 21½; 3.50 Long Island RR., 19½; $2,500 Cam. and Am. RR. 6s, 75, 102; 67 Kentucky Bank, 110¾; 207 Sch. Nav., 23½; 46,000 Read. RR. 6s, 70, 93½; 98 Bank of Commerce, 25; 1,240 Wil. RR., 99; $800 Penn. 5s, 93¾.

THURSDAY, Feb. 17—P. M.

There is no change in the tendency of the market, although after the Second Board there was a little rally in some descriptions. The downward movement has been considerably increased by the break in Erie which under very large sales, over 7,000 shares brought 88¾ but recovered to 89½. At the First Board when the market touched 90 it took 2,500 shares at that price, but the supply continued too large for buyers, and 2,500 shares thrown on the market at the Second Board depressed the quotation to 88¾. The other Railroads were dull. Harlem declined to 67½. Hudson River 66, Reading 89½, Long Island 38½. Coal Stocks are heavy but without important change. The late decline in these stocks has brought in some new buyers. Nicaragua declined to 36, but after the Second Board 36½ was bid for 100 shares. Zinc was steady at 12½. The premium railroads show no change but were dull. In Bonds there was not much done. Holders are steady.

In Exchange there is much firmness at 10@10½ for best names, and some bankers ask 10¾. The demand is as yet light. There are rather more produce bills on the market. Francs are 5.11½@5.12½.

There is no change to notice in freights. To Liverpool 2,000 or 3,000 bbls. Flour were engaged at 2/. 15,000@20,000 bush. Wheat 7@7½d., the latter in ship's bags. 400 tcs. Beef 3/6. 200 tcs. Lard 35/. To London a small cargo of Flour at 2/10. Further engagements of Flour to Glasgow on private terms.

The amount received at the Sub-Treasury was $179,039; payments $40,961; balance $4,782,068. After the passage of the Appropriation bills there will be a depletion of this amount.

The money market continues active, and it is less easy to obtain facilities on stocks than it was last week. Some loans are still making at 6 ℘ cent., but the general rate is 7 ℘ cent. on call. A large portion of the previous loans at 6 ℘ cent. are running unchanged. Strictly first class short paper goes at 6 ℘ cent., and long at 7 ℘ cent. The supply is better than it was, as importers are in want of money for the payment of duties.

The books of the Australian Steamship Company were opened at Duncan, Sherman & Co.'s to-day, and before 3 o'clock $244,700 were subscribed by 42 individuals. The books will continue open to-morrow (Friday) from 12 to 3 P. M. for the remaining amount needed, $55,300, for the first ship.

We understand, but not officially, that the American Exchange Bank has made arrangements to receive on deposit the notes of most of the free banks of Illinois, Indiana and Michigan, which are in good standing at ¼ ℘ cent. discount.

The receipts of the Cleveland, Columbus and Cincinnati Railroad Company for six months ending Jan. 31, 1853, were.....$513,234 10
Receipts for six months ending Jan. 31, 1852.....314,034 27
Increase, 64 ℘ cent.....$200,219 83
Receipts for Jan., 1853.....$73,120 97
Receipts for Jan., 1852.....30,733 70
Increase, 137¾ ℘ cent.....$42,347 27

In January, 1852, the Lake Shore connection with Dunkirk was not completed.

The receipts of the Michigan Central Road for January show an increase of about 50 ℘ cent. over the same month last year. The figures are:

	1852.	1853.
Passengers	$11,857 29	$17,062 87
Freight	13,296 34	20,354 92
Total	$25,153 63	$37,437 79
Increase	$12,304 16	

Mr. Simeon Draper's auction sale of Insurance and Railroad Stocks, Bonds, and the Stock of the Pacific Mail Steamship Company, takes place to-morrow (Friday) at the Merchants' Exchange.

The Tremont Mills Manufacturing Company has declared a semi-annual dividend of 4 ℘ cent. The Suffolk Manufacturing Company a like dividend, payable on the same day.

The Canada, Liverpool steamer from Boston, yesterday took out $217,000 in specie.

The Controller of the State has advertised for bids for $467,000 of Four Per Cents, redeemable on the 1st May, 1868. The proceeds will be used to pay off the Six Per Cents, due on the 1st of July next. No bids will be received below par. The interest is payable quarterly. It will probably be taken for banking purposes at a small premium.

Mr. Nelson Robinson has been elected a Director of the Erie Railroad Company.

Our advices from Albany are to the effect that the Railroad Consolidation bill will certainly become a law.

The Mint bill is not favorably received in Wall-st, and initial steps have already been taken to introduce a bill into our Legislature for the establishment of a State Assay Office in this City if it can be constitutionally done. The office, it is proposed, shall assay the gold received here and run it into ingots of fixed weights. The imposition of a seigniorage of ½ ℘ cent. for the benefit of the Philadelphia Mint is looked upon as an outrage.

At Boston, *The Traveller* says, there is considerable activity in the Money market, and rates are in favor of lenders. The Banks discount less freely, and within a few days paper has been sent into the street for negotiation. The present tightness in money affairs has a decidedly depressing effect upon the Share market, and the daily sales of the past week show a marked decline throughout the list, more especially in the fancies.

Within thirty days, Pittsburgh Copper Co. has advanced $24¼ ℘ share; Copper Falls, $31; Forrest, $3; Phœnix, $3; Toltec, $2; Isle Royal, $1¼.

We annex a communication upon a projected public work which appears to be of great importance to the interests of our Western fellow-citizens. Enlarged means for passing the falls of the Ohio have been long needed and the subject has attracted much attention from those engaged in steamboat traffic on the Ohio and Mississippi Rivers. The project spoken of below is considered perfectly feasible.

THE OHIO FALLS MARINE RAILROAD.—Truly may it be said that we live in an age of progress. No sooner have we recorded the accomplishment of one great undertaking than we are called upon to announce the beginning or projection of another.

A Company has been organized with a perpetual charter, under the Railroad Law of Indiana, with the above caption, for the purpose of constructing a road and docks to pass the largest boat and cargo (without breaking bulk) around the Falls of the Ohio in the very short time of from thirty to fifty minutes.

Lest some of our readers should regard the project as chimerical, we have but to say to such that the project has been submitted to several eminent engineers, who concur in opinion that it is perfectly practicable, and preferable to a canal on account of its cheapness of construction and the facilities it will afford for ship-building and dockage.

So numerous are the advantages it possesses over a Canal, that it would be preferable even should the cost exceed the estimate. It is, however, thought that $600,000 will be ample, while a Canal could not be constructed at this point to answer any useful purpose for a less sum than $1,500,000. The details, with drawings explanatory of the work, are in course of preparation, and when ready, will be open for inspection, for the information of the public.

Some idea of the importance of the work to Eastern Cities, and the commerce of the West, may be formed by the number of steamboats navigating the waters of the Ohio and Mississippi Rivers. There are 275 built with reference to the size of the locks of the Louisville and Portland Canal, which limits the dimensions of boats to forty-eight feet beam over guards, and 180 feet in length. The tunnage of these is in the aggregate about 55,000, and they are valued at four millions of dollars.

There are besides the foregoing, 88 boats with an aggregate tunnage of 42,000, and which cost nearly four millions of dollars, which are too large to pass through the Canal. The tolls annually collected by the L. and P. Canal, average nearly $150,000 and would be doubled had it capacity for the larger class of boats whose cargoes pay heavy tribute to Louisville for portage.

It is the intention of those interested in the Railway enterprise to reduce the rate of toll from 50 to 30 cents per ton, and admitting that the Canal continues to be used to a limited extent, it is not unreasonable to anticipate an annual revenue from the work in question, of $150,000 from tolls, and the further sum of $25,000 from dockage, which will restore to the shareholders the cost of the work in about five years.

Since the opening of the several railroads which connect Boston, New-York, Philadelphia and Baltimore with the upper basin of the Ohio River, there has been a great diversion of produce to those cities which previously and from necessity found its way to New-Orleans for sale and transhipment. This necessity no longer exists, and by the laws of trade it will henceforth seek the most rapid and economical route; and instead of one market, will avail itself of the best out of many now opened, alike for the benefit of the producer as well as the consumer.

In illustration of the inland route, having superior advantages over the route via New-Orleans and Ocean navigation to the Eastern sea-board, tables are annexed to show the comparative cost of transportation by both. When the hindrance to navigation at the Falls of the Ohio are overcome by the works proposed, the commerce between the East and the West will exceed all human calculation; in fact, they are absolutely essential to give to the Eastern sea-board a fair competition for the produce of the great South-west, and to enhance the investments of Eastern capital in Western Railways.

The following illustrates the most economical route for transporting Cotton from Memphis, on Tennessee River, to the City of Baltimore:

Sales *pro forma* Baltimore, received from Memphis, via Wheeling and Baltimore and Ohio Railroad.

100 bales Cotton, 50,000 lb. at 11½c	$5,750
CHARGES.	
Freight from Memphis to Wheeling	$175 00
Insurance to Baltimore, ⅛c	87 50
Fire insurance, ⅛c	28 75
Transportation Wheeling to Balt. 45c. ℘ 100	225 00
Storage, drayage, &c., 50c. ℘ bale	50 00
Commissions, 2½c	143 75
	630
Proceeds	$5,070

Sales "pro forma" Baltimore received from Memphis via New-Orleans:

100 bales Cotton, 50,000 lb at 11½c	$5,750 00
CHARGES.	
Freight to New-Orleans	$100 00
Storage, drayage, &c., at do	50 00
Insurance from Memphis to Baltimore, ⅜c.	129 38
Fire Insurance, ¼ ℘ cent	28 75
Storage, labor, &c., at Baltimore	50 00
Freight from New-Orleans to Baltimore, 4c.	500 00
Commission, 2½c	143 75
	1,081 88
Proceeds	$4,749 12
Excess in favor of the inland route	$321 88
Add difference in time of delivery 1 month, or 2½ ℘ cent. on $5,750	20 75
Total	$330 63
Equal to $3 30 ℘ bale.	

Markets....CAREFULLY REPORTED FOR THE TRIBUNE.

THURSDAY, Feb. 17.

ASHES—A steady market; sales of Pots at $4 6¼@4 62½, and Pearls at $5 75.

COTTON—The market is without change; 1,650 bales changed hands.

FLOUR AND MEAL—Holders of Western and State Flour are firmer, the demand more active, especially for State and Michigan, the former closing firm at $5. The demand has been mainly speculative, together with a fair inquiry for shipping and the trade. The better grades are firmer and more active. Canadian is in better request and is more steady. Sales of 1,300 bbls., including 1,000 bbls. fair brands in bond at $5. The sales of Western Canal are 11,400 bbls at $4 94@$5 for common to straight State; $5 25@$5 50 for Michigan and Indiana; and $5 31@$5 50 for common to good Ohio. Southern Flour is easier and closes more active at the decline. The demand is mainly for the home trade and the West Indies. The sales are 2,900 bbls. at $4 44@$5 62½ for mixed to good straight brands, and $5 25@$7 50 for fancy brands. Rye Flour is scarce at $4 50 for fine, and $4 75@$4 87½ for superfine. Corn Meal is inactive at $3 44 for Jersey.

GRAIN—A fair demand for Wheat for export, but at prices below the views of holders; quotations would be nominal in the absence of sales. Rye is held more firmly at 87@88c. Barley is very dull and heavy at 79@74c. Oats are abundant, and only in moderate request for the trade; sales of State and Western at 46@48c., and Jersey at 42@45c. Corn is easier; more active, in part for export; the home trade are buying freely. Sales of 67,000 bush. at 60@61c. for unsound; 61½@63c. for mixed and damp; White; 65@66c. for fair to prime White Southern, and 61@64½ for Southern Yellow.

WHISKY—The market is easier, with more offering. Sales of 550 bbls. at 24½ for Jersey, and 24½@24¾ for Prison. Drugging is quiet at 23½.

PROVISIONS—Our Pork market is better, and the demand fair for the trade, closing firm. Sales of 700 bbls. at $17 for new Mess; $16 62½@$16 75 for old do., and $15 50 for new Prime. Beef is in better demand, and the market is very firm; sales of 1,200 bbls. at $9 50@$11 25 for Country Mess, and $13 25@$13 50 for repacked Chicago, and Prince at $5 50@$7 25. Beef Hams are steady; sales of 150 bbls. good Western at $15 50. Lard is firmer; the demand more active; sales of 300 bbls and tcs. at 10@10¼c. for fair to choice Western. Pickled Meats are firm but quiet; sales of 75 tcs. Western Hams at 10@10½c. Shoulders at 7½. Butter arrives freely, and is very heavy at 13@15c. for Ohio, and 16@21 for Western dairies. Cheese is in demand at 8@9c.

LEAD—A sale of 50 tons Spanish was made at $7 50 cash.

WOOL is in good request. We notice sales of 20,000 lbs. Domestic Fleece at 49@50c., and some few at 65@70c. Pulled Wool is firm at previous prices, with limited sales, the supply being limited. Foreign Wool is the most active, being in the best supply. 100 bales washed Buenos Ayres sold at 14@15c. 25 bales African at 16@17c.

TEAS—A catalogue of Teas was offered at auction this morning, at which there was displayed a less active demand, especially for Blacks. A portion of the catalogue was withdrawn. Holders are firm.

Receipts of Produce....Feb. 17.

By New-York and Erie Railroad—724 bbls. and 44 sacks flour; 47 do ashes, 174 do beef; 186 do pork 391 bales hay; 655 pigs butter; 1,099 sacks oats; 25 calves; 75 hogs; 20 casks hams; 65 do bacon sides; 98 bbls. and tcs. lard; 34 bales wool, and 6726 sides and 32 bdls. leather.

PHILADELPHIA MARKETS—*Thursday*, Feb. 17.—The COTTON market is exceedingly quiet. The FLOUR market has undergone no change. Shipping brands are freely offered at $5 12½ ℘ bbl, but there is no inquiry for export. Small sales for city consumption within the range of $5 12½@$5 25 for common and fancy brands, according to quality. RYE FLOUR and CORN MEAL are dull. We quote the former at $4 25, and the latter at $3 37½ ℘ bbl. WHEAT is dull at the late decline. Small sales of fair and prime red at $1 12@$1 14 ℘ bushel. 2,000@3,000 bushels Pennsylvania RYE sold at 85c. CORN is dull, but the receipts continue small. Sales of 2,000 bushels Southern yellow at 63@63½c., afloat. OATS are in better demand. Sales of 3,000 bushels at 41½@42c. ℘ bushel. CLOVERSEED is less active. Small sales at $6 ℘ 64 lb. TIMOTHY ranges from $2 37½ to $3 ℘ bushel, as to quality. WHISKY—The demand continues limited. Small sales of bbls. at 24@24½c., and hhds at 23½c.

Markets....*Reported by Telegraph.*

NEW ORLEANS, Feb. 14.—The Niagara's news was received at 6½ o'clock this afternoon. The business of the day has been 4,000 bales. Middling is quoted at 9c. Good middling and qualities above are scarce. The stock on hand at this port is 350,000 bales, and the receipts to-day have been 11,000 bales. Mess PORK is steady at $15 50@$16. Large sales of BACON SIDES have been made at 8½. WHISKY sells at 24c. FREIGHTS are advancing.

NEW ORLEANS, Feb. 16, Noon.—The sales of COTTON this morning have been 4,000 bales at a decline of ⅛c. since the receipt of the Niagara's news. Strict middling is now quoted at 8½c.

Passengers Sailed.

In steamship Canada—For Liverpool—Mr. Stone, T. Q. Porter, E. G. Quincy, C. D. Kellogg, J. K. Mills and lady, Mrs. Jane Leigh, J. Norton, of Boston; George Kaw, Milford; Charles Cochran, Hadley Falls; Thomas Chase, Cambridge; John Atkinson, Newburyport; H. J. Ward, Worcester; Charles Bonnell, Hartford, Conn.; Gov. E. Fairbanks, of Vermont, and Miss Fairbanks; Miss S. Barnes, Mr. Muller, Mr. Winter, H. Kayser, Geo. McCoy, Jr., Mr. Lichtenberg, of New-York; John Duck, lady and 2 children, of Brooklyn, N. Y.; W. Miles, of Maryland; Alexander Morrison, of Cleveland, O.; B. Kitbridge, of Cincinnati; J. Marcus, of New-Orleans; P. K. Kemmond, Benj. Dawson and John P. Stanmer, of Montreal; S. F. Kirkpatrick, of Kingston; Thomas Casey, of Quebec; George Cooker, W. Prodick, wife and 3 children, of Canada; Mr. Smith, of Liverpool; Mr. Crossarty and T. C. Vincent, of London; Geo. Wilson, Thomas A. Cochin, and Sir E. Poore, of England; Mr. Johnson, of Scotland; Albert Sidney and Robert Wheeler, of Ireland; L. S. Kedemeyer, M. Kedemeyer and M. Gorngros, of Germany; T. Steinel and wife, of Paris—54.

For Halifax—E. Le Gal, H. Imer, of New-York; T. W. Stewart, of West Indies; Mr. Cogell, of Halifax—4. Total, 57.

In the ship Resolute for Australia—Mr. and Mrs. Ross, Messrs Hutton, Boyles, Allen, Hoyt, De Witt, Booth and Sinclair.

MINIATURE ALMANAC.....THIS DAY.
Sun—Rises.....6 34 | Sets.....5 37 | Moon—Rises.....2 09m
HIGH WATER.....THIS DAY.
Sandy Hook.....2 10m | Gov. Island.....3 00m | Hell Gate.....4 50m

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PORT OF NEW-YORK.....Feb. 17.

Cleared.

Ships—Hampton Roads, San Francisco, Smith & Boynton; Archer, Burney, San Francisco, Crocker & Warren; Louvre, Sinclair, Apalachicola, C. & L. Butchford & Co.

Barks—N. H. Wells, Porterfield, New-Orleans, Foster & Nickerson; Glen, Wait, Apalachicola, R. Post; Pilgrim, Andrews, Mobile, Keeler & Hazard.

Brigs—Brilliant, (Br.) Hains, San Juan, T. L. & D. R. Dewolf; Emily, Davis, Charleston, Dunham & Dimon; Panola, Wass, Marcelina, C. & L. Butchford & Co.

Schs—Hampton, Brown, San Francisco, Smith & Boynton; Arthur, Burney, San Francisco, Crocker & Warren; Louvre, Sinclair, Apalachicola, C. & L. Butchford & Co.

Barks—N. H. Wells, Porterfield, New-Orleans, Foster & Nickerson; Glen, Wait, Apalachicola, R. Post; Pilgrim, Andrews, Mobile, Keeler & Hazard.

Brigs—Brilliant, (Br.) Hains, San Juan, T. L. & D. R. Dewolf; Emily, Davis, Charleston, Dunham & Dimon; Panola, Wass, Marcelina, Pope & Church; Echo, (Br.) Clarkson, Barbadoes, De Jonge, Bros. & Co.; Natacia, Rollins, West Coast of Africa, T. H. Sandford.

Schooners—James Bennett, Cobb, Philadelphia, Jas. Hand; E. J. Talbot, Amesbury, Georgetown, Nesmith & Son; Mary Jane, Ryder, Norfolk, Sturgess, Clearman Co.; New Globe, Tibbetts, Jacksonville, Brett, Vose & Co.; John J. Schriver, Smith, Philadelphia, Jas. Hand; Hamilton, Dayton, Alexandria, Sturgess, Clearman & Co.

Sloops—W. H. Brown, Hallock, Providence; Wm. D. Mangam, French, Taunton.

Arrived.

Steamship Roanoke, Cavendy, 30 hours fm. Norfolk and Richmond, mdse. and passengers to Ludlam & Pleasants.

Steamship Alps, (Br. propeller) Wickman, Liverpool, Feb. 2, at S.P. M., mdse. to E. Cunard. Feb. 2, saw ship Universe, hence, going into Liverpool. Feb. 13, lat. 44 24, lon. 55 27, passed H. M. steamship Africa, hence for Liverpool.

Ship Roscoe, (Br.) Clements, (late McMurray, deceased.) Manilla, Aug. 24, and Anjer, Oct. 25, via St. Helena, Dec. 27, sugar and hemp to Glyphant Sons. Feb. 9, lat. 35, lon. 73, Capt. McMurray, of the above vessel, died of typus fever. Feb. 16, off Sandy Hook, in a gale, lost mainsp. gallant yard.

Bark Geo. Thomas, Fisk, 13 ds. fm. St. Marks, via Key West, cotton, &c. to Nesmith & Sons.

Schr. Rhode Island, Murray, 6 ds. fm. Edenton, N. C., corn and cotton to Brown, De Rossett & Co.

Schr. Washington, Roe, 6 ds. fm. Washington, N. C., naval stores to Bateman and Rudderow.

Schr. Martin W. Bates, Davis, 3 ds. fm. Frederica, Del., corn and meal to Alfred Barratt & Co.

Schr. James T. Bertine, Lophers, 5 ds. fm. Richmond, flour to Allen & Paton.

Schr. James M. Taylor, Lawrence, 4 ds. fm. Newbern, N. C., corn to R. M. Blackwell.

Schr. Keystone, Fountain, 3 ds. fm. Seaford, Del., corn to A. Barratt & Co.

Schr. Adia Maria, Ball, 2 ds. fm. Accomac, Del., corn to H. C. Havens.

Schr. S. Hall, Watson, 2 ds. fm. Frederica, Del., corn to B. N. Fox.

Schr. Corra Lind, 7 ds. fm. Newbern, naval stores to Bateman & Rudderow.

Schr. Francis Tyler, Spencer, 7 ds. fm. Washington, N. C., naval stores to Bateman & Rudderow.

Schr. Fidelia, Cutson, 6 ds. fm. Newbern, N. C., naval stores to Bateman & Rudderow.

Schr. Statesman, Wick, 4 ds. fm. Alexandria, flour, &c. to Stetson, Clearman & Co.

Schr. Joseph Farrell, Edward, 3 ds. fm. Baltimore, flour to Muller & Lord.

Schr. Swan, Lore, 5 ds. fm. Baltimore, flour to Muller & Lord.

Schr. Ship Carpenter, Porter, 3 ds. fm. Smyrna, Del., corn to Barratt & Co.

Schr. Tunis de Pew, Bodwoods, 3 ds. fm. York River, Va., oysters.

SAILED—Steamship Southerner, Foster, for Charleston, ship Cortlan, Joyce, for San Francisco; brig Moses, Weeks, Charleston; ships Great Western, Furber, for Liverpool; Enterprise, Funk, for do.; Marie Morton, Bulkley, for Savannah; barks, Nathaniel Hooper, Raine, New-Orleans; ship Dudson, Mirick, for Apalachicola; brig Antilla, (Br.) Carr, for Liverpool; ship Barnum, Bailey, Australia; barks Pamelia, McCurdy, for do.; Harvest Nichols, Savannah.

BELOW—Ship Kassuth, Bell, fm. Liverpool, mdse. and passengers.

WIND—Sunrise, S. S. W.; meridian, do.; sunset, S. W.

Mr. Johnson, the Pilot who brought up the Br. steamship Alps, reports seeing, yesterday morning, 40 miles S. E. of the Highlands, the Calcutta ship Emerson, Lowber, hence for Norfolk (ping in.

The ship Levi Woodbury,