SECOND BOARD.

$5,000 Ind. Can. Pref'd 5's	50	200 Reading Railroad	79¾
2,000 N. Y. Cen. & R. Rds	93	200 do	b30 79¾
275 Nicaragua Transit Co	27	100 do	b30 79¾
100 do	b30 27	100 Hudson Railroad	68
400 do	27	100 do	b5 68¾
100 Canton Co	43	50 do	b30 68
100 do	100 23¼	50 Norwich & Wor. R. R	75
100 do	43 23½	200 Harlem Railroad	b60 14
100 do	43 23¾	100 do	15
200 Rocky Bar Mining Co	50	100 do	b60 15
100 Cumberland Coal Co	b30 5½	100 do	15
100 do	5½	50 Cleveland & Toledo R.R.	97
100 do	5½	100 Erie Railroad	b5 39
100 do	b60 5½	300 do	39
100 do	5½	100 do	b60 39¼
1000 Potosi Lead Co	1	100 do	39
500 Reading Railroad	b5 79¼	5 N. Y. & N. H. Seven R.R.	101

MINING BOARD.

110 Lehigh Zinc	34	200 McCulloch	b60 7
200 Hiawatha	5	50 Gold Hill	b60 4½
50 Flint	6	100 do	b30 4
100 Fulton	1	100 Parker's Vein	b15 8
100 Deep River	30c	100 North Carolina	4
100 do	33c	100 do	b30 4½
500 Lindsay	60c		

Sales of Stocks at Philadelphia...TUESDAY, March 14

Reported for The N. Y. Tribune, by FRYE & THOMAS.

First Board.—$1,000 Lehigh 6s, '70, 99¾; $500 Clee and Del. C. 6s, '96, 93; $200 Cam & Am. R. R. 6s '82, 93¾; $600 Wilm. R. R. 6s, '81; $5,000 Allegh County R. R. 6s, b5, 94; 3 Reading R. R., 39¾; $5,000 Allegh County R. R. 6s, b5, 94; 3 Reading R. R., 39¾; 100 do, b5, 39¾; 100 do, b5 4 int., 39¾; 15 do, 40; 150 do, 39¾; 50 do, cash, 39¾; 200 do, 40; 100 do, b5, 39¾; 200 do, b5wn, 39¾; 50 do, cash, 39¾; 200 do, 39¾; 100 Morris Canal, b5, 16¼; 100 do, b5, 16¼; 200 do, b5, 16¼; 50 Schuyl. Nav., b5, 26¼; 48 Girard Bank R. Rs, b5, 83¾; 5 Cam. and Amboy R. R., cash, 155¼; 16 Northtown R. R., b5wn 62; 5 Penn. R. R., 49¾; 16 Bank of Penn., 124; 10 do, b5 129.

Between Boards.—2 Harrisburg R. R., b5, 58¼; 17 Diamond Coal, 23; 35 do., 23; $1,000 Penn 6s, 70, 95; $1,000 do. do., 95¼.

Second Board.—$2,000 Reading Railroad 6s, '70, 95; $1,000 do. do., 95; $6,000 do. do., 95; $8,000 Penn 5s, 19¾; $1,000 do. b5, 95¼; 25 Lehigh Nav. 67; 100 Morris Canal, 16; 50 do., b5, 16¼; 100 Schuyl. Nav., 13, 26¼; 100 Schuyl. Nav. Preferred, b5, 38¾; 5 Bank of North America, 146; 147; 5 do. 147.

After Board.—$1 Reading R. R., b5wn, 39¾; 800 do., b5, 39¾; 150 Long Island R. R., 14¼.

Closing Prices.—United States 6s, '68, 122 bid, 122¼ asked; do do., '67, 122 bid, 122¾ asked; Pennsylvania 5s, 89¾ bid, 90¼ asked; Reading Railroad, 39¾ bid, 39¾ asked; do. Bonds, '70, 95 bid, 95¼ asked; do Mortgage 6s '60, 93 bid, 93¾ asked; Penn. Railroad, 49 bid, 49¼ asked; Morris Canal, 16¼ bid, 16¾ asked; Schuylkill Navigation 6s '72, 80 bid, 81 asked; do do Stock, 26¼ bid, 26¾ asked; do. do. Preferred, 38¾ bid, 39¾ asked; Long Island, 16¼ bid, 16¾ asked; Vicksburg, 13¼ bid, 14¼ asked; Girard Bank, 13¼ bid, 14 asked; Lehigh Zinc, 34 bid, 34¼ asked; Union Canal, 14¼ bid, 14¾ asked. Dull.

TUESDAY, March 14—P. M.

The heavy features of the Stock market continued at the Morning Board, but at the Second Board there was some improvement in feeling, and with the exception of Erie the quotations had an upward tendency. Erie was injured by the new outrages which have been committed at Erie. The changes from yesterday on Erie declined ¼; Reading improved ¼, Hariem ¼, Stonington ¼, Cumberland ¼; Nicaragua and Canton declined ¼, &c. Investment stocks are generally steady and in fair demand. Cleveland and Toledo was 99 bid; Galena and Chicago, 115; New-York and New-Haven, 101; New-York Central, 109¼; Mich. Central, 106¾; Mich. Southern, 120, &c. Crystal Palace improved 3 ⅌ cent, selling at 33. The business in Railroad bonds was moderate, and prices are rather heavy. In State and Government stocks the market was quiet.

In Mining stocks there was a larger amount of business and prices are generally sustained. The quotations are:

	Off'd.	Ask'd.		Off'd.	Ask'd.
Penn. and Lehigh	3¾	3¾	Flint Steel	—	6
Potosi	—	1	Phenix Gold	75	85
Northfleet	—	4	Rutherford Gold	1	1¼
Hiawatha Mining	5¼	5½	McCullock	7	7¾
Fulton	1¾	1¾	Gold Hill	b60 4¼	4
Isle Royale	22	24	Conrad Hill	—	80
Mineral Co. of N. C.	50	—	Deep River	30	—
Vanderburg Mining Co	—	50	Algomah	4¼	4½
Whedon	—	6			

The Exchange market is dull. Sterling is more plenty at 8@9 ⅌ cent, and Francs are not so firm at 5 15.

Freights are firm without much doing. To Liverpool, 30,000 bush. Grain, 14¼@15d; 2,000 bbls. Flour, 4/3@4/4½; 1,000 bales Cotton, 7-16d. for compressed; dead weight, 45/. To Glasgow, 1,400 bbls Flour, 4/3. To Havre, 500 bales Cotton, ⅜c. From Charleston to Liverpool, two charters were made at ¾d. From Jacksonville to Porto Rico, $13 ⅌ M for Lumber, and thence to New-York, 55c. for Sugar. Two charters from Attakapas at $6 50 for Molasses and 55c. for Sugar. Another to north side Cuba at 55c. for Sugar and port charges paid. The ship Ocean Herald was sold to-day, supposed at $115,000. To California the market is dull.

The amount received at the Sub-Treasury was $163,169; paid, $204,926; balance, $8,013,620.

The steamer Nashville, to day for Havre, took $364,071 in gold, including a large amount of bars received by the Star of the West.

The George Law, from Aspinwall, adds another million to our stock of gold.

The Erie Railroad Company have declared a dividend of 3½ ⅌ cent, leaving a surplus of about $70,000. This is as much as could have been expected from the winter portion of the year and in view of the Erie troubles which seriously embarrassed the business of the road for two months. Mr. N. Robinson, in consequence of ill health, has been constrained to resign the Treasurship, and Mr. Daniel Drew has been elected to fill the vacancy. This appointment will, we have no doubt, be very satisfactory to the stockholders.

The receipts of the Norwich and Worcester Road for February were.....$21,164 27
February, 1853.....19,653 38
Increase.....$1,429 94

The receipts of the Little Miami Road for the week ending March 5 were.....$13,111 75
Same week last year.....9,940 62
Increase.....$3,171 13

The receipts of the Michigan Central Road for the first week in March were $22,690 against $8,090 same time last year. A large portion of this increase came from the Great Western Road of Canada. The receipts of this latter road for the two weeks ending March 3d were £10,984, equal to about $44,000, which is certainly very large earnings for a new road not fully equipped, running but one express and one local train each way daily.

A. H. Muller & Co.'s sale of Stocks will take place to-morrow, 15th inst., at the Merchants' Exchange, at 12½ o'clock.

The Reliance Mutual Insurance Company has declared a semi annual dividend of 7 ⅌ cent.

An application has been made to the Minnesota Legislature to incorporate a railroad company, with a capital of $10,000,000, to construct a road from "Fond du Lac, Minnesota, on Lake Superior, by the way of St. Paul, in Minnesota, to a point on the southern boundary line of the "State of Iowa." The following are the names of the corporators:

Robert Schuyler, William P. Burrall, George L. Schuyler, Morris Ketchum, Edward Bément, R. B. Mason and George W. Billings of the City of New York; Erastus Corning of the City of Albany; John M. Forbes, Curtis B. Raymond and John Gardner of the City of Boston; Wyman B. S. Moore of the City of Bangor; Frederick S. Jesup, of the City of Dubuque; and F. Steele, C. W. Borup, O. Walker, Alexander Ramsay, Alexander Wilkin, W. A. Gorman and James Stinson of the Territory of Minnesota.

Letters received by the George Law speak in the most complimentary terms of the noble conduct of Messrs. Duncan, Sherman & Co., in intervening for the credit of the State of California. Messrs. Palmer, Cook & Co., in a letter to their agent, the American Exchange Bank, express great surprise that the Coupons should have been dishonored, and state that by their books they had a balance in that Bank at their credit of not less than sixty thousand dollars any time between Nov. 1 and Feb. 16. The books of the Bank, which we have thoroughly examined, show no such balance at any time, and during that period the account was repeatedly overdrawn, and their drafts were protested during January, in addition to the non payment of the Coupons, to the amount of $60,000 or $70,000. On the 4th January, the account being then overdrawn $1,850, the Bank held on collection for its correspondents $50,000 of the drafts of Messrs. Palmer, Cook & Co., to be paid out of the first moneys to credit of the account. We state these facts to show that there exists a very great discrepancy between the books of Messrs. P., C. & Co. and the Bank, and that under the circumstances, the Bank officers, being only the trustees for the stockholders, are not authorized to decline to advance the interest money.

In regard to the protested drafts of $15,000 and over on the Land Office at Washington we have seen a letter from that Department in which it is stated that pursuant to instructions from the Secretary of the Treasury, Col. Hays, the drawer of the drafts was informed on the 27th August last that his drafts would not be paid, and that the expenses of his office must be paid from the Sub-Treasury in San Francisco, and the receipt of these instructions was acknowledged by Col. Hays on the 15th October, yet with these instructions in the hands of Col. Hays, Messrs. Palmer, Cook & Co. send forward on the 30th November Col. Hays draft for $60,000, and draw against it.

We also happen to know that when the Coupons were due in January, 1853, the money to pay them was advanced by Messrs. Winslow, Lanier & Co., the then agents of Messrs. Palmer, Cook & Co., their account having nothing to its credit, and that in July following a large portion of the interest was again advanced by Messrs W., L. & Co.

We regret exceedingly that this delinquency should have happened. We entertain somewhat the most friendly feelings toward Messrs. Palmer, Cook & Co., but *The Alta California* evidently in their interest, having attacked the American Exchange Bank, and impugned in the most outrageous manner the motives of Messrs. Duncan, Sherman & Co. in intervening for the honor of California, we must say that we think it due to that Bank and to that eminent house to make the above statements.

We give below a copy of the law recently passed by the Legislature of Illinois, relating to the Mississippi and Atlantic Railroad Company. (St. Louis and Terre Haute.) Also, an extract from the proclamation of the Governor of the State, convening the Legislature in Special Session, at which session the act was passed. It will be seen that the power granted by the Legislature to that Company, are most ample. We are informed that the grading and bridging of the entire line will now progress rapidly to completion. This is the remaining link to be completed in the great chain of Railway through Central Ohio and Indiana, from New York to St. Louis, over the most direct route, traversing a very fertile and populous portion of Ohio, Indiana and Illinois. The Legislature of Illinois have before repeatedly refused to grant the desired powers to this Company.

Extract from the proclamation of Governor Matteson of Illinois, under date of 7th January, 1854:

"To pass laws recognizing the existence of and conferring additional powers upon Corporations formed, or which may be formed prior to the action of the Legislature thereon, under the act to provide for a General System of Railroad Incorporation, approved November 5, 1849. To declare the public utility of their works, sanction the routes, termini thereof, and authorizing the construction of the same."

AN ACT recognizing and authorizing the construction of the Mississippi and Atlantic Railroad.

SECTION 1. Be it enacted by the people of the State of Illinois, represented in the General Assembly, That the "Mississippi and Atlantic Railroad Company, as formed under articles of association, filed in the office of the Secretary of State, is hereby declared to be a valid and subsisting corporation by that name, duly organized under and duly vested with all and singular the rights, privileges and powers contained in an Act entitled "An Act to provide for a General "System of Railroad Incorporations" approved Nov. 5, 1849, and said Company is hereby authorized to commence, construct and maintain the said Mississippi and Atlantic Railroad, from a point on the eastern line of the State of Illinois in the direction of Terre Haute, Indiana, to a point on the Mississippi River at or near Hannibal, as in the articles of association specified, in accordance with the provisions of the act hereinbefore recited; the acts amendatory thereof and of this act, and the acts and proceedings of said Company not hitherto in and about the prosecution and construction of said road, intersecting connections and running arrangements with other roads within this State are hereby declared valid and binding.

SEC. 2. The said Mississippi and Atlantic Railroad Company is hereby declared to be a work of sufficient public utility to justify the taking of private property for constructing and maintaining said road, and the same may be appropriated whenever required under the provisions of the acts now in force for that purpose.

SEC. 3. said Company shall have power to borrow money for the construction, equipment and maintaining of said road, and to issue its bonds therefor at such rates of interest as its directors may prescribe, not exceeding seven per cent per annum; and for security thereof to mortgage its road, property and franchises, and any sale of said bonds at less than par shall be as valid and binding upon said company as if the same had been sold for the par value thereof.

SEC. 4. Said Company shall have power to take and hold stock in, or loan its credit to, any railroad company within this State whose road may connect directly or by connecting lines with said Mississippi and Atlantic Railroad.

SEC. 5. Said Railroad Company is hereby empowered to construct so much of the line of road as lies between the eastern line of this State and Terre Haute under such provisions as may be made by the laws of Indiana, or to form a connection with any company that may be organized for that purpose to consolidate the stocks of said companies or to lease, manage or control the said connecting line of road on such terms as may be agreed upon between the parties.

SEC. 6. This act shall take effect and be in force from and after its passage.

JOHN REYNOLDS,
Speaker of the House of Representatives.
O. H. ROBINSON,
Speaker of the Senate.
T. A. MATTESON.

Approved Feb. 28, 1854.

It has been stated in the public paper that the validity of the recent Act of the Legislature of Illinois, incorporating the Atlantic and Mississippi Railroad was to be contested before the Courts; and that parties in the interest of the Ohio and Mississippi road were about to institute the necessary proceedings for that purpose.

From the Alton and St. Louis papers, it seems that there are grounds for this statement.

The Courier, published at Alton under date 10th March, says:

THE BROUGH ROAD—NOT YET CHARTERED.—While the editor of *The Courier* was at Springfield, after the passage of the Brough bill through the Senate, in telegraphing to *The Courier* the result, he also stated that the passage of the bill was not a valid charter of the road, and that the action of the Legislature would be tested by the Supreme Court, that coordinate branch of our State Government which weighs the constitutionality of all legislative acts, and where they conflict whit the Constitution, declares them void.

Three of the ablest lawyers in Illinois have examined the whole question, upon the facts presented in the case, and give their opinion, sustained by a course of commonsense reasoning, that the Brough Company was not so organized as to come within the provisions of the Governor's proclamation, and that the action of the Legislature upon that measure was unconstitutional and void.

We append also, for the information of all parties interested, an article from *The St. Louis Intelligencer*, containing a copy of the legal opinion adverse to the validity of the Brough Charter, which opinion *The Intelligencer* says "is signed by three of the ablest jurists of Illinois."

BROUGH'S CHARTER TO BE CONTESTED.

IMPORTANT LEGAL OPINION!—*The Fight not over yet!*—These words fell harshly on St. Louis ears, and well they may. After a six years struggle of right against might, of public policy against sectional exclusiveness, we thought the victory had been won at last, and the victors and vanquished, in one harmonious brotherhood, had sat down to bury past strife in the joy of a personal, social and political reunion. We sounded the trump of peace, and witnessed the flocking in and commingling of the late hostile clans with elate hearts—thinking the year of Railroad jubilee had come.

But we heard that there were mutterings in the State of Illinois, and those mutterings followed their Legislature hither, and threatened to contest the validity of the act for which they were receiving a St. Louis ovation. We doubted the rumor, but resolved to know its foundation and its full value. We succeeded, and are enabled to spread before the public the whole story and the programme of resistance to the Brough road. It will be found explained in the correspondence below. The legal opinion adverse to the validity of the Brough charter, we are sorry to see, is signed by three of the ablest jurists of Illinois:

SPRINGFIELD, Friday, Feb. 24, 1854.

GENTLEMEN: The Legislature of Illinois at its present extra session, has passed an act, recognizing a certain association called the "Atlantic and Mississippi Railroad Company," and having for its object the construction of a railroad from Terre Haute to Illinoistown. This Company pretended to organize under the first section of the General Railroad law of Illinois, approved Nov 5 1849 we will appear from their articles of association, filed in the office of the Secretary of State. Subsequently to the filing of these articles, most of the subscriptions to the capital stock of the Company were made.

It is said, however, that in some respects these articles so filed, are not in accordance with the requisitions of the law and that at the time of the recent action of the Legislature in the premises, there was not in existence a "corporation formed," within the meaning of the proclamation of the Governor, under which the Legislature was convened. It is said, moreover, that the 10 ⅌ cent required by the law to be paid, previously to filing the said articles of association, was never actually paid in, and that the last allegation is susceptible of easy proof. It is important to me and to others that the precise legal position of this Company should be understood; will you, therefore, examine the general railroad law above referred to; the articles of association, as filed in the office of the Secretary of State, the proclamation of the Governor under which the present extra session is convened, and such other laws as may bear on the subject, and furnish me with your written opinion upon the following question:

1st. Whether the corporation is legally formed?

2d. Have they such an organization as entitles them to come before the present Legislature, under the proclamation of the Governor?

3d. What effect will the passage of the bill at this session of the Legislature have upon the association if not heretofore legally organized?

4th. Under the existing organization is any subscription heretofore made binding upon any subscriber, and can the collection of such subscription be enforced?

5th. Can the company issue bonds and make a security that would be valid?

By giving to these inquiries an early and careful attention you will much oblige. Yours, very respectfully,

ROBERT SMITH.

Messrs. John T. Stuart, Ab. Lincoln, and B. S. Edwards, Springfield, Ill.

SPRINGFIELD, March 1, 1854.

DEAR SIR: We herewith send you our answer to the questions propounded to us in your letter of the 24th Feb. 1854.

Yours, respectfully, JOHN T. STUART,
A. LINCOLN,
B. S. EDWARDS.

Hon. ROBT. SMITH, Alton, Illinois.

1st—Is the corporation legally formed?

The articles of association filed in the office of the Secretary of State, establish the length of the road at one hundred and sixty miles or thereabouts. They also show subscriptions to an amount in the aggregate less than forty thousand dollars. With the articles and affidavit of three persons named in said articles as Directors, stating that the "amount of stock necessary for the incorporation of said company has been subscribed, viz: One hundred and sixty thousand dollars, and that ten per cent on the amount, viz: sixteen thousand dollars, has been actually paid in as required by "law." The date of this certificate is August 7, 1850.

It is, we think, undoubted law, that such associations are confined to the provisions of the act authorizing them, and cannot be organized until all the substantial enactments on the subject are complied with. See the case of "Vale vs. Crandall and others."—1st Sandford's S. R. page 189. The substantial provisions of the act of Nov. 5, 1849, preliminary to the incorporation of the company, are contained in the first and second sections of the act. The language is explicit, "That any number of persons not less than twenty-five, being sub-"scribers to the stock of any contemplated railroad may be formed "into a corporation for the purpose of constructing, owning and main-"taining such railroad by complying with the following requirements:" "when not less than one hundred thousand dollars of the capital stock of such road so intended to be built, shall be in good faith subscribed, and ten per cent paid thereon as herein required, then the stockholders may elect Directors for the said company, thereupon they shall severally subscribe articles of association, &c. "Each "subscriber to such articles of association shall subscribe thereto his "name, place of residence, and the number of shares of stock taken "by him in such company. The said articles of association may on "complying with the next section, be filed in the office of Secretary "of state, and thereupon the persons who have subscribed, and all "persons, who shall from time to time become stockholders in such "company, shall be a body incorporate by the name specified in "the articles, viz:

"*Sec 2.* Such articles of association shall not be filed in the office of Secretary of State, until ten per cent, on the amount of stock subscribed thereto, shall have been actually and in good faith paid in cash to the Directors named in such articles, nor until there is indorsed thereon or annexed thereto, an affidavit made by at least three of the Directors named in such articles; that the amount of stock required by the first section has been subscribed, and that ten per cent, on the amount has actually been paid in."

We cannot doubt that the obvious intention of the Legislature was to require that all the preliminary steps to the incorporation of the company must appear on the face of the papers filed in the Secretary's office. The manifest propriety of such a requisition as security to the public against the formation of fictious and irresponsible Corporations, would of itself constitute a sufficient reason for this construction. The minuteness of detail contained in these sections is inconsistent with any other. Why such precision in these requirements, and the further requisition that the articles should be filed in the office of the Secretary, if not for the very purpose of manifesting the compliance with the provisions of the act? We think that the subscription of the amount prescribed by the first section must be antecedent to the formation either of a company or the corporation. Until this amount has been subscribed and the ten per cent paid, the articles of association cannot be legally entered into. The language of the second section "the amount required shall be in good faith subscribed and the ten per cent paid," then the said subscribers may elect Directors for said Company; thereupon they shall severally "subscribe articles of association." Now, who are the subscribers to these articles? Clearly, those who have subscribed the amount previously ascertained by the act and have paid the ten per cent. Those and those only are the subscribers who may elect Directors. The name of subscribers, when the articles are filed, must appear in the articles; and the affidavit, as a substantial compliance with the requisition of the act, must show that the requisitions of the act have been complied with, and that the articles of association had been legally filed in the office of the Secretary, and if this has not been done they would not be bound to pay their subscriptions.

JOHN T. STUART,
A. LINCOLN,
B. S. EDWARDS.

The following are the Exports for the week ending March 13:

LONDON—$178 bbls Flour $37,221, 9,950 bbls. Naval Stores $45,656, 410 bbls 100 half bbls. Spirits Turpentine, 1,153 bbls 30 reos. Pork $24,276, 1,056 tcs Beef $11,562, 150 bbls Shoe Pegs $375, 149 bbs Pitch Soap $756, 1,608 bbls $201 bbs Oil Cake $17,000, 1,000 Redwood $150, 2,000 bbls Linseed Oils $3,763, 236,5 lbs. Lard $26,481, 57,400 lbs Bacon $45,109 15 bbs Rosin $421, 1,320 Staves $293, 52 cases Asphaltum $777, 40 tcs Honey $1,574, 20 bxs Aloes $220, 170 bxs Clocks $2,355 20 casks Soda Oil $2,420, 1 Sewing Machine $100, 150 logs Cedar $62, 6,000 bush. Wheat $11,838, 12 cases Indigo $3,000, 1 case cigars $400, 15 cases Balsam $314, 15 casks Drugs $1,064, 5 Bag Articles $17, 2 cases Pistol Mountings $37, 27,000 lbs. Manufactured Tobacco $5,238, 5,577 lbs. Whalebone $3,415, 100 bags saltpetre $1,950.

LIVERPOOL—2,890 bales Cotton $134,022, 38,027 bush. Corn $62,319, 39,775 bush. Wheat $65,163, 1,473 bbls. Rosin $3,000, 1,000 do. Oatmeal $4,010, 9,154 do. Flour $70,845, 2 do. Whiskey, $375, 439 do. Pork $6,956, 600 cases Beef $12,116, 11 do. Shaves $32, 2 cs Hoops $50, 5 do. Leather $1,000, 228 bbls Rosin $1,140, 1 do Tar $1,710, 5 do. Pitch $1,140, 5 do. Turpentine $1,140, 1 do Beef $1,140, 2 cs Bonnets $150, 3 cases Embroideries $1,604, 4 do. Crockery $250, 1,149 pkgs. Sugar $9,000, 1 case Preserved Meat $50, 101 kgs. Cider $504, 4,018 gs Whale Oil $1,206, 4 bxs Raw Silk $2,172.

GLASGOW—226 bales Cotton $21,794, 7,114 bush. Corn $7,550, 6,998 bush. Wheat $2,010, 500 bush. Flour $1,302, 2,800 Staves $152, 295 packages Chemicals $1,216, 8 casks Sperm Oil $2,449, 44 pieces Longwood $750, 37 boxes Magnesia $400, 12,200 pounds Manufactured Tobacco $1,500, 146,631 do. Lard $14,785, 66,170 do. Bran $6,628, 1,000 do Butter $1,005, 19,000 do. Hoops, no value given; 6,176 bush. Corn $6,176.

MARSEILLES—248 bales Cotton $11,094, 440 bbls. Resin $894, 300 bbls. 110 tcs. Beef $1,484, 1,9 6 bxs Coffee $23,526, 14 packages Wax $761, 5 bbs Balsam $552, 1 case Paintings $50.

Markets...CAREFULLY REPORTED FOR THE N. Y. TRIBUNE.

TUESDAY, Sunset, March 14, 1854.

ASHES—The market is firm but quiet for Pots at $6, and Pearls at $6 75.

COTTON—The market is firm with an upward tendency and an active demand, sales 4,711 bales, of which 1,500 were for export, 634 for home use, 2,649 on speculation and 430 in transitu.

FLOUR AND MEAL—The market for ordinary brands of State and Western Flour is rather lower, but good brands are less freely offered, and with a good local and export demand. There is little inquiry for export, but we hear of considerable going forward from first hands. Canadian is rather lower, and is quiet; sales of 500 bbls at $7 75@$7 87½—the latter price free on board. The sales of Western Canal are 5,400 bbls, at $7 81½@$7 93¾ for common to straight State; $7 81½@$8 for common to good Ohio and mixed to good Michigan and Indiana; Southern Flour is lower, mixed to good is now quoted at $7 87½@$8 for the usual descriptions; sales of 300 bbls at $7 94@$8 25 for mixed to good straight brands Baltimore, Alexandria, &c. Rye Flour is lower, and is dull; sales of 150 bbls at $5 12½@$5 25 for fine, and $6 37½@$6 50 for superfine. Corn Meal is very dull and heavy at $3 75 for fancy, $4 25 for Brandywine.

GRAIN—A good demand for Wheat, and the market is firm for prime samples; sales of 4,000 bush good white Southern at $1 32. Barley is firm and wanted at $1 27@$1 10. Oats are very plenty and heavy; sales at 50@53c for State and Western, and 48@48c for Jersey. Corn opened rather heavy, with increased stringency in Freights, but as the close more firmness was apparent, and prices improved; sales of 40,000 bush at 72@73c for mixed Southern; 83@85c for Jersey yellow; 72@73c for Northern yellow; 84@85c for round white and 83c. for Southern mixed.

WHISKY—The market is firm with a good demand; sales of 350 bbls at 28c for Jersey, and 28½@29c for Prison. Drudge is better; sales of 100 bbls at 26c. time.

PROVISIONS—There is little doing in Pork, and prices of Prime are rather lower; sales of 400 bbls at $15 44@$15 50 for Mess, and $15 12½@$15 25 for Prime. Beef is buoyant and in fair demand at $9@$11 50 for country Mess; $18 for repacked Chicago; and $6@$8 for country and city Prime. Cut Meats are lower; sales of 400 tcs Hams at 7½@8½c; and Shoulders at 5½@6c. Lard is steady, with a fair inquiry; sales of 400 bbls and tcs at 9@9½c, and kegs at 11c. Beef Hams are scarce at $14@$16 50. Butter is quite plenty, and is very dull and lower; sales of Ohio at 11½@14c, and State dairies at 15@18c. Cheese is dull, and heavy at 10@12c, and is plenty.

COFFEE—A steady market for most descriptions; the demand is not very active to day; sales 600 bags Rio at 11½@12c, 400 mats Java, 194 bags Cape, 9½c.; 275 do. Maracaibo, 11½c.; 250 do. St. Domingo, 9½c.

SUGARS—There is a fair demand, and prices are without change to note; sales 300 hds New Orleans at 4¾@5½c., 100 Cuba Muscovado 4¾@4½c. At auction, 400 hhds. New-Orleans sound at 4@5 31; and 40 do damaged 3@4 69.

MOLASSES is without change in value; the demand is not very active; sales 520 bbls New-Orleans at 27@28c; 72 hhds Porto Rico on private terms.

FISH—Dry Cod are in small stock and good demand; the sales embrace 3,000 quintals at $3 75, at which they are very firm. Mackerel are firm; there have been some arrivals to-day, but no sales; No 1 commands $16 75; No 2, $4 75@$5. Herring are in good demand; sales 2,000 boxes smoked, at 50c. for scaled, and 30@35c. for No 1.

LATH are in demand at $2 25 for Eastern. There have been no arrivals since our last.

LUMBER is scarce and wanted at $15@16 for Eastern Spruce and Pine. There have been no arrivals of late.

PLASTER—Calcined is in good demand at $1 75; blue and white Windsor are wanted, and are nominal at $3 50@$4.

SALT—There has been a further sale of 5,000 bush. Turks Island at 56c., new bold lighter; Ashton's is worth $1 75.

HOPS are in better request at the decline noted yesterday; sales of 10 bales Eastern and Western at 36@34c for crop of 1853.

LIME—Since Friday last there have been sales of 2,000 bbls common Rockland at $1 25@$1 30, closing at the inside rate, and 350 bbls lump at $1 50.

INDIGO—Sales have been made to day of 7 cases Manilla at 78c., and 2 do Madras at 85c.

TOBACCO—The demand for Kentucky is good and prices are stiffer; the transactions are confined to the immediate wants. The stock of old Havana is reduced to a few lots which are held from the market. Sales of 150 hds Kentucky and Maryland at 7@9½c.; 343 bales Havana at 18@60c.; 94 cases Connecticut and Ohio Seed at 5½@12½c.; 17 do Florida, 7@30c.; 120 bales cheroutings on private terms. At auction, 74 bales Cuba damaged, average 12c.

RICE—Prices are without change; sales 400 tcs at $4 12½@$4 37½.

BEESWAX—American Yellow is in good demand at 29@30c.; sales 1,100 lb.

WOOL—Holders are firm for Scotch Pig. The demand is fair at $100@$1 50, 6 months.

LEAD—The market continues firm and the supply light; sales of 100 tons Spanish, $6 75, cash. Galena is firm at $7 25.

SEEDS—The demand is moderate for new Clover and the supply is larger; small sale at 9c. Timothy is in fair demand at $4@$4 25 for mowed and $1 50@$2 for reaped. Flax seed is scarce and wanted at $1 60@$1 65 for cleaned. Calcutta is firm; sales of 3,000 bags to arrive at Boston at $1 55.

HIDES—With new arrivals the stock is comparatively large, and in view of this buyers are holding off for lower rates. The sales at Ditmas' are 3,000 Buenos Ayres dry Hides, at the usual selection, from St. Domingo, 20 lbs 45c. 6 months, as they run, and 800 Southern Hides at 20c. 4 and 6 months, and 3,000 Augustus on private terms. Stock about 12,000.

LEATHER—Our market is quiet, but prices are well maintained, the inquiry is chiefly for the east for light weights. Hemlock at 25@28c. for B. A. and for the west for heavy at 19@21c. French Calf Skins are in demand, and the foreign advices induce much firmness. There is a good demand for the western trade at 80@100c. for 30@35 lbs, and 90@125c. for 40@45 lbs.

OILS—English Linseed is dull and rather easier for cash sales but on time there is a good demand at steady rates; sales 10,000 gals at 77c., time and interest, for whole parcels, and small lots in casks at 78c. cash. Crude whale is in better supply and buyers, in view of this, are holding off for lower rates; last sales at 59@60c. as to quality. Winter bleached is selling steadily at 75@75c. Crude Sperm continues quiet, owing to the enhanced prices asked. Manufactured sells in lots at previous figures. Olive is stow and sell when it can be made to arrive, at $1 25. Lard is heavy; sales 1,000 gallons Western winter at 65@66c., cash and 4 mos. Of red, small sales at 40c. cash for Western.

NAVAL STORES—The market for Spirits Turpentine is heavy, and remains quiet; sales 100 bbls. at 67c. cash. Crude continues at our quotations. The cessation of freight room prevents transactions. Common Rosin is in fair demand; sales 800 bbls heavy Wilmington at $1 60@$1 90. Other qualities of Rosin are dull; sales 1,000 bbls North County at $1 70@$1 75; No 1 is dull; sales 500 bbls at $2 75@$4. Tar is steady, but quiet; the high rates. Freight checks business. Camphene 62c.

GUNNY CLOTH is quite active at Boston at advancing prices; sales 1,000 bales at 11c@11½@11½c., six months, and at the close 12c. less 4 P. cent for cash.

TIN—We notice quite a movement in Banca and Straits at lower values; 100 slabs at 30½@31c. cash, for the former, and 30c. for the latter.

SPELTER is firmly held with sales of 100 tons Plates at 6½c. cash, and 6½c. time.

WINES—We note sales of 50 qr casks Teneriffe at 70@75c.

TALLOW is dull and lower; sales of 22,000 lb prime City and Philadelphia rendered at 11@11½c. cash.

Hudson River Market Boats.

Freight List of Cattle and Farm Products generally.

Reported exclusively for The N. Y. Daily Tribune.

Capt J. D. Hunter, of the towboat Newburgh, arriving Tuesday morning at foot of Warren st, reports the following articles by the trip, March 14, 1854: 9 Beeves and 24 Quarters, 250 Veal Calves, 17 Sheep and Lambs, 120 Swine, 50 Fowls, 15 Turkeys, 2 Geese, 30 bbls Eggs 50 cobs and pails of Butter.

Charles Plaisted, of the boat Milford, arriving Monday morning at foot of Warren st, reports the following articles by the trip, March 12, 1854: 25 Beeves, 100 Veal Calves, 40 Swine, 35 Fowls, 20 Turkeys, 4 bbls Eggs 20 tubs and pails Butter, 50 bales Hay, 40 do. Straw, 100 bbls Rye, 6 Piano-Fortes, 20 bales and boxes Goods, 77 bundles Paper, 2 boxes do.

RECAPITULATION.

The following table shows the total of the principal articles enumerated in the above list:

Beeves	34	Geese	2
Veal Calves	255	Eggs bbls	34
Sheep and Lambs	17	Butter tubs and pails	77
Swine	160	Hay bales	51
Fowls	85	Straw bales	40
Turkeys	30	Rye, bbls	100

Philadelphia Markets....TUESDAY, March 14.

There is little or nothing doing in COTTON at the advanced rates now demanded. Cost is firm, but there is much a better demand for shipment. The FLOUR market continues dull, with a limited business doing for shipment, and only about 750 bbls have been sold at $7 87½@$7 ⅌ bbl, for fair mixed and Baltimore brands, mostly at the former price. The demand for home consumption is also limited, and prices ruling the same. RYE FLOUR is quiet. CORN MEAL is more inquired for and lower, and about 300 bbls Pennsylvania Meal have been sold at $3 37½@$3 50. WHEAT is more active and 12@15c higher, prime Pennsylvania White sold at $1 30, mostly to arrive; 1000 bbls fresh good Pennsylvania Red brought $1 30, in store. CORN is in limited demand, with further sales of 3,000 bush. Yellow at 73 cents in store, and 80 cents afloat. RYE—no change. GROCERIES—The market for Sugar and Molasses is dull, and prices about the same. Coffee is dull at 9c. with a moderate business doing. In Provision trade is quiet, but quotations show no alteration. SEEDS—No change. WHISKY is selling at 27 cents for barrels. Hhds are held at the same rate.

Receipts of Produce.....MARCH 14.

By Erie Railroad—3,870 bbls. Flour, 48 pkgs. Provisions, 36 do. Ashes, 187 do. Whisky, 103 bags Wheat, 11,214 do. Corn, 67 do. Rye, 5,627 do Oats, 56 pkgs. Butter, 200 Hogs, 4,700 sides Leather, 150 Sheep, and sundries.

Passengers Sailed.

In steamship Nashville, for Havre—D. J. Hinson, F. A. Revin, D. Herring, Mr. R. Frederick Reuter, lady, child and servant; Mr. Howis, Jesse B. Fournier, J. G. Estefanl, Louis Parano, Mr. Delsano, J. Weik, M. Grosmayer, L. Trumble, M. Friedlum, Mr. Andreson, J. Provost, M. Marchand, Mme. de la Cost, Mr. Dumbock, Mr. Bryce, Mr Breese, Mr. Demoulin, Mr. Grandel and lady, and $364,070 99 in specie.

Passengers Arrived.

In Ship Living Age, from Canton—Miss H. A. Baker, Mrs. A. M. Holmes and child, lady.

In Ship Isaac Jess, from Havana—Miss Anna Birnes, Miss Ninada, Mrs. Louisa Palma, Miss S. Fabregas, Capt. D. C. Lord, Mr. G. Macula, Mr. V. Garcia, Mr. C. Macula, Mr. S. Manli, F. Canel.

MINIATURE ALMANAC.....THIS DAY.

SUN—Rises	6