system of sales, to sell their own coal, and to shut out from the management any person who may be disposed to act in any manner detrimental to the interests of the great body of stockholders, which he not in the purchase or sale of his stock in Wall st, but in the profitable earning of the Company.

Report of specie exported from New-York from the 25th March to April 1, 1854, inclusive:

Steamer Washington, Bremen, American Gold Bars	$150 453 45
Steamer Washington, Bremen, Am. Gold and Silver Coin	59,710 60
Brig Orinoco, Maracaibo, Specie	300 00
Brig Potomac, Cathagena, Five Francs	500 00
Schr. Heinrich, Aquadilla, American Specie	25,000 00
Total for the week	$235,964 05
Previously reported in 1854	4,656,034 51
Total this year	$4,891,998 56

The Ohio and Mississippi Railroad will be opened from Cincinnati to Aurora on the 4th inst.

The amount of public debt redeemed during the past week was $312,600. The amount in the Treasury subject to draft, $22,716,762 78.

At Boston the Money market continues quite tight. First-class paper is 10@12 ⅌ cent.

At Philadelphia the rates for money remain about the same as last quoted—10@10½ ⅌ cent. for strictly first-class paper, and from 12 to 15 ⅌ cent. for names less favorably known.

The Banks in Newburyport pay the following dividends: Ocean, 3 ⅌ cent; Merchants', 4; Mechanics', 3½.

The Reading Railroad brought down for the week ending Thursday, 35,571 tuns; making for the year, 401,616 tuns, against 324,091 tuns to the same time last year. The navigation of the Schuylkill Canal has been somewhat interfered with by the weather and the ice. The shipments for the week ending on Thursday, were 17,265 tuns, making for the season, 58,655 tuns, against 31,289 tuns to the same time last year.

Messrs Duncan, Sherman & Co., hold on sale: State of Missouri 6 ⅌ cent. Bonds, City of New Orleans 6 ⅌ cent Bonds, City of Mobile 7 ⅌ cent. Bonds, City of Chicago 7 ⅌ cent. Bonds, City of Chicago 6 ⅌ cent. Bonds, City of Chicago 6 ⅌ cent. Bonds, City of San Francisco 10 ⅌ cent. Bonds, City of Sacramento 10 ⅌ cent. Bonds, City of Louisville 6 ⅌ cent. Bonds, City of St. Louis 6 ⅌ cent Bonds, County of St. Louis 6 ⅌ cent Bonds, City of Cincinnati 5 ⅌ cent Bonds, City of Cleveland ("water loan,") 7 ⅌ cent Bonds, City of Milwaukee 7 ⅌ cent. Bonds.

The Baltimore papers state that Robert Garrett & Sons of that city, have purchased from the Baltimore and Ohio Railroad Company the balance of the bonds of 1885 remaining unsold, $500,000, at the rate of 87—the whole to be paid on the 8th of April next. The original issue of these bonds was $2,500,000, and one half of them were publicly negotiated about a year ago, at an average of 92¾.

The work on the Central Ohio Railroad is being pushed on from Zanesville to the Ohio River with all possible speed, and it is expected a connection will be formed with the Baltimore and Ohio Railroad at Wheeling in August next. Only at cost $300,000 worth of grading and masonry remain to be done. Over $500,000 worth of machinery has been contracted for, the delivery of which is to commence on the 1st of August. The road is now in successful operation from Zanesville to Columbus.

We omitted yesterday to make our acknowledgments to Messrs. Adams & Co. for the Mint report.

The following table will show the coinage at the Mint of the United States, Philadelphia, for the three months of 1854:

	Jan. & Feb.	March.	Total.
Double Eagles	$6,222,940 00	$2,398,200 00	$8,621,140 00
Eagles	.....	241,120 00	241,120 00
Half Eagles	.....	245,735 00	245,735 00
Quarter Eagles	81,530 00	204,955 00	286,485 00
Dollars	55,000 00	182,522 00	237,522 00
Total Gold	$6,359,470 00	$3,272,532 00	$9,631,802 00
Half Dollars	414,000 00	56,000 00	470,000 00
Quarters	639,000 00	536,000 00	1,175,000 00
Dimes	117,000 00	18,000 00	135,000 00
Total Silver	$1,070,000 00	$610,000 00	$1,780,000 00
Copper	2,374 28	6,736 17	9,162 55
Gold, Silver and Copper	$7,431,852 28	$3,889,268 17	$11,320,964 55
Gold Bars	668,283 00	626,000 00	994,383 00
Total	$7,979,535 28	$4,515,627 17	$12,295,857 55
In 1853	7,963,579 50	5,850,339 25	13,813,918 75
Decrease	$416,044 22	$1,334,967 07	$1,517,961 20

The whole number of pieces coined in March 1854, was 3,800,785 against 6,097,848 the corresponding month of 1853. Of the pieces coined this year 450,968 were gold, 2,676,000 silver and 673,817 copper.

The deposits of precious metal for the first quarter of the year were:

	1853. Gold.	1853. Silver.	1854. Gold.	1854. Silver.
January	$3,962,097	$14,000	$1,215,579	$103,000
February	3,548,523	15,000	2,514,000	1,166,000
March	7,503,752	70,000	3,982,000	147,000
Total	$15,013,372	$97,000	$10,711,579	$1,421,500

Showing for the three months of this year a decrease of $5,532,793 in the deposits of gold, and an increase of $1,324,946 in the deposits of silver.

A portion of the discrepancy between the deposits of gold at the Mint last month and in March 1853 arises from the fact, that those semi-monthly arrivals went in in March 1853, while only two went in in March 1854.

A. A. Van Santvoord, Esq of Jersey City, has been elected President of the Passaic Insurance Co—a new institution just organized. This is a judicious choice of presiding officer, and it is fortunate to the company that he accepts it. If the company end in the matter of selecting officers as well as they have commenced, it will be "second to none" in the excellence of its arrangement.

The annual report of the Illinois Central Railroad has appeared, from which we learn that the last instalment of ten per cent. on the loan of $3,000,000, made last year, becomes payable during the present month, and in view of this fact, and of the comparatively small amount yet to be received from the other loans previously made, and of the rapidity with which the work upon the road is approaching completion, and of the large payments required during the present spring, for the remainder of the iron, which is now almost daily arriving at New-York and New-Orleans, the directors have, during the past winter directed their attention especially to the importance of consolidating, at an early day, such further negotiations as should supply without embarrassment or inconvenience, the means as they should be needed for these purposes, and have recently concluded a negotiation covering all the remaining bonds which the Company has the right to issue under the mortgage executed to the Trustees for their security, and giving to the parties to this negotiation the right to subscribe for three shares of the stock for each bond of $1,000, taken and paid for, and a like proportion for a larger or smaller amount, which rights, when taken by the parties will, with the previous negotiations and allotments, absorb the whole number of shares at which the capital has been limited by the Board of Directors, viz: 170,000 shares of $100 each, making a share capital of $17,000,000.

The negotiations of the Company are, therefore, now complete, covering the whole capital stock, and the whole amount of bonds authorized by the mortgage, viz: $17,000,000. The payments for the bonds disposed of under the last mentioned negotiation are to be made in monthly instalments, and will be available as fast as they will be required to meet the wants of the Company.

The receipts and expenditures to the 1st March, 1854, have been as follows:

RECEIPTS.

Cap. Stock—$20 ⅌ share on 10,000 shares	$200,000 00	
10 ⅌ share on 10,000 shares	100,000 00	
5 ⅌ share on 101,210 shs	505,150 00	
		$805,150 00
Construction Bonds—To contractors and others, at par	$1,100,000 00	
Subscribers to $4,000,000 Loan	2,016,000 00	
Subscribers to $3,000,000 Loan	2,311,500 00	
To parties on special contract	699,000 00	
Subscribers to Loan of Feb. 7, 1854	516,000 00	
Instalments on $4,000,000 Loan, nor which Bonds are to be issued	359,120 07	
Instalments on $3,000,000 Loan for which Bonds are to be issued	379,813 43	
Instalments on $3,000,000 London Loan	3,784,937 78	
Instalments on Loan of Feb 7, 1854, for which Bonds are to be issued	545,184 44	
		11,611,556 77
Exchange—Premium on Bills, &c		106,302 78
Bills and accounts payable		1,476,165 86
Total receipts		$13,694,765 21

EXPENDITURES.

Charter Expenses, prior to organization of Company	$31,209 00	
Company Expenses—Salaries, Counsel Fees	290,682 42	
Land Expenses—Land damages, right of way	639,570 46	
Engineering—Surveys, maps, profiles, &c	295,952 11	
Construction Account—Grading, masonry, bridging, &c	6,523,621 62	
Iron Rails—Including transportation to Ill	2,633,201 00	
Equipment—Engines, cars, &c	753,372 12	
Commissions	291,429 23	
Interest—Balance of interest account	310,971 83	
Total expenditure		$11,925,209 39
ON HAND.		
Cash	$463,209 15	
Bills and accounts, receivable	1,345,450 67	
		$1,808,449 82

All the land that can, under the charter, be now offered for sale, to wit, all adjacent to the finished part of the road, are fully arranged, and wait only a meeting of the Trustees, which will shortly be held in New-York, to be put in the market, should such be the decision of the Board.

It is proposed to select 50,000 acres from the highest valuation, and hold these for sale by special contract, not, of course, less than $20 ⅌ acre. The next in value, to the extent of 350,000 acres, will be held at $15; then 1,300,000 acres at $8, and the balance at $5, until it shall be deemed expedient to advance these rates. Credit to be given to actual settlers, but cash to be insisted on from speculators.

The Springfield Register, (Ill.) has the annexed article:

ST. LOUIS BROKERS AND ILLINOIS RAILROADS.

We find in *The Alton Telegraph* of Friday, and *The St. Louis Intelligencer*, a communication from three attorneys of Springfield, directed to Hon. Robert Smith, expressing the opinion that the Mississippi and Atlantic Railroad Company was not legally organized, and that the act of the Legislature recognizing its existence was void. The reason for this sage opinion, given by three employes of a rival interest to the road in question, in this communication to a fourth, are: first, that the articles of association filed by the Mississippi and Atlantic Railroad Company, call for but a thousand dollars per mile for the road not above that a thousand dollars per mile for the contemplated road were subscribed, and ten per cent. paid thereon before the organization. Both these facts do appear from an affidavit of three of the directors attached to and filed with the articles, and this is all the law requires.

The law authorizes "any number of persons, not less than five, being subscribers to the stock of any contemplated railroad," to form a corporation for the purpose of constructing the same. The phraseology of the statute clearly shows that *all* the stockholders need not unite to form the corporation, but *any twenty-five being subscribers*, have the right to effect the organization, and the "*said subscribers*," who, in the preliminary organization of the Company, are to elect Directors, and severally to subscribe articles of association, are the "not less than twenty five" before alluded to. It would be absurd as well as impracticable to require the more than nine hundred subscribers to stock in this road to come together to participate in the preliminary organization of the Company, and severally to sign articles of association. Here the law has wisely authorized it to be done by any twenty five of the number, and has required an affidavit of three Directors to show the fact that the requisite amount of stock has been subscribed, and ten per cent. paid thereon.

Again it is said the act of the Legislature recognizing the existence of the Mississippi and Atlantic Railroad Company is invalid, because the subject of that Railroad Company was not embraced in the proclamation of the Governor convening the Legislature. The proclamation declares the object of the call to be, so far as this question is concerned, "to pass laws recognizing the existence of corporations formed under the General Railroad Law. If the Mississippi and Atlantic Company had a legal existence, there could be no question of its coming directly within the proclamation, and even if its organization was not strictly legal, it is still within the proclamation. If it was a corporation *in fact*, as all know it was, it is as much embraced by the proclamation as if *legally* so. The Governor probably had just such a case in mind when he wrote the proclamation. He certainly did not mean to call the Legislature together to do so idle a thing as to pass laws "recognizing the *existence*" of corporations which already had a legal existence. It was to give a valid existence to defective corporations, and not to perfect ones, that the Legislature was convened. But it is useless to argue this question. Every intelligent man in the State has known for years of the existence in fact of the Mississippi and Atlantic Railroad Company. The Governor knew of it as such, and his proclamation embraces it as perfectly as if he had referred to it in so many words by name.

It is amusing to see with what gusto *The Alton Courier* publishes the opinion of these feed attorneys, as if it was of any importance, further than to help the friends of "State policy" to die easy. All the arguments now urged against the Brough road were repeated ever and over again, in both branches of the Legislature, by the friends of State policy, before the passage of the law, and, notwithstanding, the law was passed by a Legislature understanding all the facts, by a vote of more than two to one. Mr. Cook, in the Senate, before the passage of the act, most triumphantly met and refuted every position now assumed by the attorneys of "State policy."

The Intelligencer, in publishing the communication adverse to the Brough charter, expresses its sorrow that it is signed "by *three of the oldest jurists of Illinois!*" What hypocrisy, coming from a paper that, before the passage of the charter, was engaged in publishing articles hostile to the enterprise! But everybody in this locality understands these assaults upon the Brough charter. They are the expiring throes of a dead policy.

There is an air of gravity in the comments of the Alton papers on this *new!* opinion recently delivered that is ludicrously taking. The idea of our respected fellow citizens, John T. Stuart, Abraham Lincoln and B. S. Edwards, having an opinion inimical to the Brough road, and gravely set forth as a new discovery, is a "burst of humor" that would shake the "risibles" of the gravest court in the land. Mr. Stuart, while in the Legislature, next to Mr. Gillespie, was the leading champion of the defunct "policy," and one of it he has been one of its most industrious attorneys. Mr. Lincoln ditto, and Mr. Edwards the same. Of course, they have the opinion that the Brough charter is illegal, and we doubt very much if any charter could be passed that would be legal with them. They are *legalized* against it. Another *very* amusing feature of this farce, after the tragedy of "State Policy Dead and Buried," is the assumption by the Alton press that *The St. Louis Intelligencer* publishes the correspondence with regret! upon which *they* triumphantly descant. *The St. Louis Intelligencer* is owned by Page & Bacon, bankers of St. Louis, who have large investments in a rival road. While the bill was pending at the recent session, its columns teemed with articles in opposition to an enterprise which conflicted with the projects of its owners. It is a ludicrous attempt, indeed, to now parade regrets over an assumed failure on the part of the Terre Haute road and Illinoistown Co. to attain what that paper labored for months to prevent, and more so in the Alton press to parade these expressions of regret with the hope of deceiving the most unsophisticated with the idea that Page & Bacon's organ laments a defeat of the Brough road!

The monopoly policy certainly dies hard, and it is deserving of sympathy if it not going down while there is even an energetic straw afloat, to make a futile grasp at. The question paraded in these newspapers is out for the adjudication of the courts. Why is it not carried there? Why is it urged in advance before the people, who have no power to nullify the charter? The reason is that the monopolists know that the Supreme Court will never declare the charter void, therefore the only hope left is to prejudice capitalists and frighten them from advancing funds. There is a malice in this, which we were surprised to see. A single glance at the opening of *The Intelligencer's* article, will satisfy any mind that the article was got up to make an impression in New York. We extract the following. Let our readers in reading it, bear in mind that *The Intelligencer* has heretofore opposed the road:

ERough's Charter to be Contested! Important Legal Opinion—The Fight not over yet.—These words fall harshly on St. Louis ears, and well they may. After a six year's struggle of night against night, 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 wine-seed 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 that those mutterings followed a 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, in the following extracts from 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.

What a shallow trick is this! Was there ever a more shameless effort at deception! Now the entire reading public of Illinois and Missouri know that *The Intelligencer*, for weeks before and during the session, in obedience to the mandates of Page & Bacon, its owners, denounced the Brough Road project. They failed; and now, under the shallow garb of regret for the legal point raised by three attorneys of the opposing interest, they parade *their* legal opinion of the nullity of the charter with a chapter of regrets. The hope is entertained that in eastern financial circles their regrets may pass for sincerity to give weight to the legal opinion which they publish.

Its malicious effort to hamper the Terre Haute and Illinoistown Road is but the "last leetle trick" to bolster up a defeated monopoly. Admitting the flaw in the charter which they parade, the next Legislature would put it all right. Public opinion in Illinois has stamped "State policy" as among the things that were, and any defect that might exist in the Terre Haute and Illinoistown charter would be remedied at the next session; but there is no such flaw. None know this better than those who are attempting to raise a clamor about it.

Markets.—Carefully Reported for The N. Y. Tribune.

SATURDAY, April 1.

ASHES—The market is steady for both kinds, and is quiet at $5 94@$6 for Pots, and $6 62½@$6 68¾ for Pearls.

COTTON—Our market is reported ¼@⅛ off middling and grades below, other grades are without change; sales 1,295 bales. Export, 384; home use, 200; speculation, 550; in transitu, 92.

FLOUR AND MEAL—Our market for Western and State Flour opened rather heavy and lower for the latter but firm for the former, with a good local and Eastern demand. The returned stock of all kinds has checked speculative demand, and at the close there was more firmness apparent. The export inquiry is very light. We notice at the close a demand for forward delivery. Canadian is quiet at $7 25@$7 31½; the sales of Western Canal are 10,400 bbls, at $7 25@$7 ½ for common to straight State; $7 62½@$7 87½ for mixed to good straight brands Michigan and common to good Ohio. Included in the sales are 2,000 bbls. State for May and June delivery at $7 ... and $8 37½ bbls Western for April and May delivery seller. Southern Flour is rather easier and the demand moderate; sales of 600 bbls at $7 56@$7 75 for mixed to good straight brands Baltimore, Alexandria, &c, and $7 75@$7 87½ for favorite brands. Rye Flour is inactive at $4 50 for fine. Corn Meal is easier and is dull at $3 37½.

GRAIN—There is little Wheat offering and the demand is mainly confined to prime white Genesee, which is scarce and held above the views of buyers; prices are nominal. Rye is heavy and inactive at 90c @$1. Barley is steady; sales of 1,000 bus. fair to middling at $1 01½. Oats are plenty and in fair demand at 43@43c for Jersey, and 38@35c. for State and Western. Corn is quiet; mixed and white lower; yellow scarce and firm and in good request for the East; the shipping demand is moderate; sales of 15,000 bus at 77c. for mixed Southern, 79c. for white, and 79@80c. for Jersey yellow, ex 80@81c. for Southern yellow.

WHISKY—The market is lower, notwithstanding the veto of the "odious bill;" sales at 20c. bbls. at 24½c. for Jersey and 24c. for Ohio and Prison. Drudge is quiet at 24½c, time and interest.

PROVISIONS—There is increased heaviness in our Pork market, and prices are easier; sales of 250 bbls. at $14 37½@$14 87½ for Mess, and $12 37½@$12 44½ for Prime. Beef is more active, and is quite buoyant for good shipping qualities; sales of 1,100 bbls. at $14 for repacked Chicago, $7 50@$12 for Country Mess, and $6 50@$8 50 for Prime. Prime Mess is buoyant at $20@$24. Beef Hams are scarce at $15 50@$17. Cut Meats are steady; sales of 100 tcs at 7½@8c for Hams, and 5½@5¾c for Shoulders. Lard is heavy and quiet; sales of 200 bbls and tcs at 9c @9½c. Butter is in fair request and is firm at 12c @15c for Ohio, and 13c @20c. for State Dairies. Cheese is steady, and in moderate request at 10@12c.

RICE—Scotch Fig is firm at $4 50@$4 56, six months with small sales.

LEAD—A limited demand for Spanish at $6 50@$6 62½; English at $6 62½@$6 75 and Galena at $7.

SEEDS—There is a better demand for Clover Seed, and the market is firmer; sales of 150 bbls. at 9@9½c; Timothy Seed is in good demand at $2@$2 22.

COFFEE is very quiet but firm; sales 210 bags Rio at 11¼@11½c; 50 bags St. Domingo at 9½c. The stock on the 1st April was 31,000 bags Rio; 25,000 mats Java; 2,000 Maracaibo; 1,500 bags Laguayra; 1,000 bags Porto Rico; 1,000 St. Domingo; 1,000 Jamaica, and 300 Cuba.

SUGARS are very quiet: 100 hhds. Cuba Muscovado at 4¾@4¾c; 100 New-Orleans at 4¼@4½c.

MOLASSES favors buyer: the demand light; sales 400 bbls. New-Orleans at 25@30c.

RICE—A dull market; sales 60 tcs at $3 75@$4 25.

HIDES—The reduced stock induces much firmness with holders, and the demand is good: sales 500 Buenos Ayres, 21½@22c. ⅌, at 23c; selected, 1,400 Rio Grande, 20½ ⅌, at 23c, do, 1,800 Southern at 19½c., cash and 5 months.

TOBACCO—Sales 50 hhds. Kentucky at 7½@9½c; 50 bales Cuba on private terms; 10 cases Florida at 20@22c.

STOCK IN INSPECTION WAREHOUSE.

	Kentucky.	Va. & N. C.	Ohio.	Total.
Stock March 1, 1854, hhds	5,619	197	1	5,817
Received since	273	20	..	293
Total	5,892	250	1	6,110
Delivered since	4,116	24	1	4,141
Stock April 1, 1854, hhds	4,116	226	..	4,342

TEAS—The cargo of fresh Teas per ship Ariel was offered at auction to-day, and mostly disposed of at very full prices; the quality was highly creditable, and the sale was very spirited and well attended. The Blacks were of last year's importation and receded a little from the previous sale; the Greens sold at an advance.

LEATHER—Only a moderate business doing to-day in all directions; the market, however, is firm. The stock and receipts continue alike trivial.

OILS—We notice a lively demand for English Linseed and full prices are obtained; sales 12 double casks at 87c. for large and small parcels, part Alabama. Crude Whale remains depressed; the supply is better at the last quotations; sales at 55c, delivered there. Manufactured is salable at 57@72c. for winter. Crude Sperm is in moderate request; stock particularly desirable parcels, which are needed. Winter Undressed and Bleached are in fair request at $1 30@$1 35. Olive Sperm, with a good inquiry; sales in casks at $1 97.

NAVAL STORES—Our market for Spirits Turpentine is steady but remains dull; sales 100 bbls. at 64c. cash, and 65c. 15 days. Crude is dull and a concession would be necessary to effect sales. Common Rosin is nominally to be quoted at $4 37½ ⅌ bbl. Common Rosin is in moderate demand; sales 450 bbls. Wilmington, at $1 85, delivered, and 400 bbls. No 2 at $2 12½. Tar is firm at $3 50 ⅌ bbl. City and 400 bbls. No 2 at $2 12½. Tar is firm at $3 50 ⅌ bbl. City. Pitch sells at $2 50.

BRICK—The supply is light, but is equivalent to the demand at $5 ⅌ M for Hard North River.

W. M. Brown's Hide Circular.

New-York, Friday, March 31, 1854.

The imports of Hides into this City for the month now ended have been to a fair extent, amounting to 103,043 foreign direct, and 55,798 of all classes coastwise. Of the direct imports 4,136 were Dry Buenos Ayres, ex Gustavus, Parana, and Delicia; 3,271 Rio Grande, being the cargo of the Carondelet, landed at St. Thomas and brought thence per George Andress; 99,734 Angostura, ex Sullivan, Flying Cloud, and Heinrich; 15,317 Porto Cabello, ex C. E. Foster, S. Mary, Caroline Knight, and Arts; 3,970 Caracas and Rio Hache, ex Mary Clarke, &c., 1,778 Savanilla, ex Horatio and Olive Branch; 7,507 California, ex Trade Wind and Comet; 6,791 San Juan, ex Queen Victoria, and 4,165 Maracaibo, 1,240 African, 3,071 West India and Central American, 1,031 West Coast, 1,500 English, and some smaller parcels as per tables. Of the imports coastwise, 4,944 were Southern, 3,179 various, and 29,075 dealers' purchases, chiefly Porto Cabello, Southern, &c. As compared with the months of March last year, the imports show a small falling off, being 141,841 against 156,156 in same months last year, a decrease of 5,309. In the first three months of this year there is an increase of 170,896 over the corresponding months in last year, as shown below.

STOCK—Our present stock is very moderate, amounting to only 17,968 Hides. It consists chiefly of about 2,500 Buenos Ayres, 1,000 Rio Grande, 2,000 Angostura, 1,000 Porto Cabello, 1,000 California, 1,500 African, 2,000 Southern and Western, and some smaller parcels. Dry Hides—Our market opened this month very dull, and arrivals being large with importers, willing sellers' prices declined, and this continued to prevail until the last ten days of the month, when the trade having purchased the bulk of the imports, holders began to be inspired with more confidence and to demand better rates, which being acceded to by purchasers, a fair amount of business was done, bringing up our quotations for Buenos Ayres to within a shade of the closing prices of last month; the sales attributed, however, to the small importation from that quarter; for Angostura and Porto Cabello to within ½ ⅌ ℔, and other sorts in like proportion; but our stock being now much reduced, as shown above, fresh arrivals would command fully the quotations. The sales this month comprise 9,177 Buenos Ayres, of from 20½ to 22½ ⅌ ℔ average, at 23@23½c. ⅌ ℔; 5,500 Rio Grande, 21 to 22½ ⅌ ℔ average, at 23c. ⅌ ℔; 40,734 Angostura, 20½ ⅌ ℔ average, at 20½@21c. ⅌ ℔ for stock, and 19½@20c. ⅌ ℔ for open, as in quality; 10,326 Porto Cabello, 17@18½c. ⅌ ℔ for dry and 19@19½c. for dry-salted; 10,464 San Juan, 18 ⅌ ℔, at 17½@18c.; 3,558 do Hache, 17½c. Savanilla, 2,419 Barcelona, 2,303 Vera Cruz, 1,107 West India, 1,431 Sandwich Islands, 2,311 California, 5,905 Southern and 6,471 African, ⅌ ℔ tables. To arrive, the sales have been 1,328 Buenos Ayres, 20 ⅌ ℔, at 20c. ⅌ ℔; 5,000 Angostura at 20½c. and 900 Pernambuco, from London, at 19½c. ⅌ ℔.

SALTED HIDES—Import 7,100, included in statement of imports, which have been as follows: 2,370 Porto Cabello, 45 ⅌, at 1½c. ⅌ ℔; 2,573 California, 45@55 ⅌, at 9½c.; 464 St. Thomas, 50 ⅌, at 8c.; 200 African, 10 ⅌, at 12½c.; 512 Minas from Para, 25 ⅌, at 13½c.; 800 West India, 50 ⅌, at 8c.; and 1,183 Southern, 47 ⅌, at 8c. ⅌ ℔. The same stock as last month, and the market throughout the month for the class of Hides as for dry.

HORSE HIDES—The imports have been 3,296 at salted Buenos Ayres, of which 2,606 were sold, ex ship, at $1 85 each; the balance have been stored.

HAIR—Imports, 14 bales and 18 cheques Buenos Ayres and 26 bales Rio Grande. Owing to the much reduced stock and light imports, prices have advanced, viz: 30@60 ⅌ ℔ Rio Grande mixed at 29½c., and 1,000 ⅌ ℔ long at 40c. The market closes very firm, with a good demand from the manufacturers.

GOAT SKINS—The imports of this month comprise 500 bales Corrasona and Rio Hache, 265 Sandwich Island and 135 Vera Cruz, the two latter parcels are not yet on the market. The sales during the month have comprised 1,000 Sandwich Island, 500 Corasona at 50 to 55c. each for heavy weights, and 28 bales Payets at 27½c ⅌ ℔—the market closing with but little inquiry from the trade excepting for heavy skins.

DEER SKINS—The high prices which have prevailed the past month has had the tendency to check the demand from manufacturers; consequently the market for American Skins closes easier, with a decided downward tendency. Some Eastern Skins of Missouri Skins, 16,000 bales, which have arrived during the past ten days, remain unsold in the hands of the receivers; an invoice of 64 bales of same class of Skins daily expected to arrive here have been offered at a decline of 5c ⅌ ℔, without finding a buyer. Lots of 6,000 Angostura and 2,000 Rio Grande have been sold during the month, on hand at 25@27c. ⅌ ℔ for Buenos Ayres, 26@28c. for Rio Grande, 18@19c. for San Juan, and 20@22c. for Texas and Mexican. Imports, 37,500, mostly from Southern ports, on dealers' account. The only sale being 5,000 Rio Grande at 13c. each.

SHIN BONES—Imports, 60,000. Sales 40,000 B. A. steamed at $12 ⅌ M and 40,000 Rio Grande boiled, at $16 ⅌ M.

HOOF CUTTINGS—Imports, 169 bales and 76 bags. Sales 75 bales and 76 bags at $4@$4½ cash.

STEAM—Imports, 434 bags. The only sales have been direct to the manufacturers, in small lots of 50 to 100 bags, ranging in price from $36@$37 50 ⅌ ton.

Philadelphia Markets.....Saturday, April 1.

THE COTTON market continues dull, and the sales to-day have been limited. The prices of low and medium grades show about 1c. decline on last week's rates. FLOUR SELLS steady in price with a fair business doing at $4 56@$4 75 ⅌ bushel. There is very little doing in FLOUR to-day, owing to the difference in the views of buyers and sellers, and only about 500 bbls. have been disposed of, in small lots, at $7 25 for standard brands. Indian is in small lots at $7 50@$7 62½ ⅌ bbl. Rye Flour remains $4 ⅌ bbl. Holders refuse these rates, but there is very little demand either for export or home use, at the above quotations. RYE FLOUR and CORN MEAL are but little inquired for and are nominally held at former rates, without sales.

The market for WHEAT is unsettled, with rather more offering, and about 2,000 bushels prime white sold, part to arrive, at $1 75@$1 80 ⅌ bushel. Some small lots of red brought $1 70. Still there is not plenty, and good yellow is wanted at 75@76c. Holders generally seek more. RYE is selling in a small way at 90@93c. at the distilleries. OATS—No change and no sales. In GRAIN there transactions continue limited, and the market generally dull. The PROVISION trade is quiet, and prices about the same. WHISKEY—Sales are limited, at about 23½c. for bbls. and 23c. for bbls.

Markets.....*Reported by Telegraph.*

CHARLESTON, March 30, 1854—COTTON—Sales to-day of 1,200 bales; sales for the week, 6,100 bales at 7½@10½c., closing at a decline of ⅛c. on the week. We quote good middling at 9½c. Receipts for the week, 3,000 bales. Stock in port, 50,302. RICE—Our market is dull at 3@3½c.; the bulk of the transactions at 3½@3¾c. FREIGHTS—Cotton to Liverpool, 5-16d. in square bales; to Havre, 15-16d. in square bales.

March 31—The market for Cotton is wholly unchanged. Sales to-day of 600 bales at 7½@10½c.

PROVIDENCE, April 1, 1854—Our COTTON market was dull to day, and prices unchanged. Wool market unchanged. Sales for the week, 105,500 lbs. In PRINTING CLOTHS there is a good demand for good makes of medium and finer qualities, but inferior manufactures are neglected. The sales of the week were 20,200 pieces.

CINCINNATI, April 1, 1854—FLOUR is dull at $6 25. PROVISIONS are steady. MESS PORK is held at $12. LARD, tierceled, 8½, in kegs 9½. MONEY is easy. New York Exchange 1@¼ pre mium, drooping.

Receipts of Produce.....April 1.

By New-York and Harlem Railroad for the Week—9,676 cans Milk, 125 head Cattle, 20 do Cows, 620 do Calves, 592 do Sheep, 10 do Horses, 12,063 lb Dressed Hogs, 1,057 lb Mutton and Beef, 15 pkgs Poultry, 172 do Eggs, 15 do Butter, 906 do Sundries, 2,536 bushels Oats, 730 do Other Grain, 1,157 do Potatoes, 10 cases Hats, 13 bbls Cider, 10 do Lime, 225 bls. Flour, 51 tons Hay, 17 do Lumber, 38 do Marble, 11,647 reams Paper, 50 bbls Pickles, 90 do Flour, 224 bls Wadding.

By Erie Railroad—890 bbls Flour, 100 bags Wheat, 1,250 do Oats, 400 do Corn, 1,955 sides Leather, 710 pkgs Butter and Sundries.

Passengers Arrived.

In steamship Canada, at Boston, from Liverpool—Messrs May and wife, Crosby, W Skelley, Ackhurst, J Morrison, F P Llewellate, A Austin, Miss McKenzie, Messrs Atkins Fatenx, H H McCree, Mrs Nett, Hon J Robertson, Messrs J H Waugh, J A Nourling, H May, P K Seldon, Warwick, Maridillo, S Seeger, McLellan, A Roy, J Durbin, Post, Dorlon, Hamet, G W Knox, Barnard, Barry, J Porter, G Merton, N S Whitmore, W E Stronach, R Thompson, Bourke, Lane, J L Inches, Van Abbott, J R Roe, Kay, J McCall, J S Sawyer, Brennan, Lewrquin, P H Fletcher, A Lyle, A Paget, Peacock, Vane, E Reinhart, O Pross, B Dakin, T Jardine, S D Burton, McGilvery, J Hewitt, Capt. Pillsbury, Mrs. Pillsbury and daughter, Messrs Cahill, W Magee, W J Morrison, Gilchrist, Fetherby, W M McGilverby, P Kirlan, W Meacher, Brown, J Thompson, J Hardie, J C Macklin, H B Forbes, J McDonald, G Sheldon, Walker, Brennan, Howard, H Culliver, Miss C Macklin, Master J Macklin, Messrs J Wilson, Storr, Nesmith, Frost, McCulloch.

In packeship Isaac Bell, from Havre—Messrs. H. Lehnert, J. J. Dean, S. Antenrieth, J. F. Kirchoper, R. Taylor.

In ship Plymouth Rock, from Callao—Mr. J. Long and lady.

In schooner John G. White, from Barracoa—Messrs. E. Lalieu, D. Lahens.

Passengers Sailed.

In steamship Pacific, for Liverpool—C. Dupuy, F. Steinhell, Prof. R. Dunglison, New-York; G. H. Boker, Boston; Mr. and Mrs. Gourd, New-York; Mr Gourd's child and nurse, E. A. Lambert, Marquis of Brock'ym; Earl of Mountcastle, England; J. Linnimann, Paris; Mr and Mrs. O'Sullivan, New-York; C. J. Hough, Pittsburgh; A. Reed, New-York; Mr. Perkins and lady, Ohio; L. Schlatt, wife, two children and infant; V. R. Carpenter, France; James McLean, Mr. Schlatt's servant, Samuel Ricker, La; Thomas Dixon, New-York; B. Baker, England; Henry Pierce, New-York; F. H. Coppett, Tenn; Mr. Kimball and servant, New-York; R. La Croix, Rev. Dr. W. R. Kinbert, Charleston; John Dawson and lady, Mr. and Mrs. D. Cushman, J. H. Mehoney and Mr. Corrette, New-York; A. Dennison, L. Bailey, Mr. Foote, lady and servant, New-York; D. H. Morris, Mr. Hemstreck, Mr. Smith, S. B. Lawrence, R. Knight, N. York; G. Todd, York; Joseph Young, A. Marvell, F. F. Thompson, E. G. Bell, New-York; S. S. De Tejada, lady, two children and servant, Spain; Don Diego Cucedin and Son Tejada, Spain; Mr. and Mrs J. Gregg and child; W. Stein, J. Langdon, New-York; Joseph Guildhur, San Francisco; J. R. Black, lady and daughter; A. W. Little and lady, Miss J. W. Little and three children; Mr Lyman, Mr and Mrs Hughes, E Warburg and lady, H. A. Fisher, W. H. A. Fischer, Mr. Petrocochino, J. Hess, Misses Berrian, C. W. Richards, A. Webber, Master of dispatches to Commodore Mr. Wells, W. Boker, J. Hamel, Mr Sheck, J. B. Uhman and lady, Rev. Dr. Mr Hillier, N. York; H. Walker, Detroit; J. S. Perera, Portugal; Miss Black, Ireland; R. Wilson, S. C.; George M. Mirabal, Syra; Mr. Duncan, Mr. Burney, N. Y.; Mr. Gallagher, Mr. Warenus, St. Louis; J. O'Sullivan's servant, Mr. Hoffman, Mrs. Hoffman, John Casey, Samuel Sleigh, New York; Geo. Howell, Esq. Geo. H. Howell, Jr. F. J. Howell, and C. Howell, Philadelphia; J. P. Bruce, E. E. F. Hourhon, Mr Gerasche, Mr Esteen, Mr Sweetline, Mr. et a Mrs Haig, N. Y.; Mr. Beasty, Mr. and Mrs Sturgenegger, Germany; A. R. McHenry, Philadelphia; A. Garido, A. Catlin Conn; Mr. Kinson, Mr Hirten, Mrs. and Miss O'Sullivan, J. P. Burton, Mr. and Mrs Wilson, Joseph Tryon, G. W. Wadsworth, G. S. Craft, New-York; C. Genesi, E. Herfurth, Germany; Wm Harrison and lady, Eng.; Henry Harrison, Thos Bottram, C. H. Hussman, Joseph F