THE HOMICIDE ON BOARD THE BROOKLYN.—The examination of witnesses in the case of the homicide of George Ritter, on board the United States steam corvette Brooklyn, was resumed at Nautilus Hall, Staten Island, on Tuesday. It will be remembered that Capt. Farragut said that gagging had never been authorized by him, and that he was not aware that a case had ever before occurred on board the Brooklyn. This statement is met by another from Charles Clark, who had been ship's corporal of the Brooklyn for eight months, and who testified on Tuesday as follows:

I have seen the gag used on board the Brooklyn before the time when it was used upon George Ritter; I have, and have had orders from the captain and all the lieutenants, except Lieut. Mitchell, to use it; I have gagged a dozen by their orders; I always received special orders to do so, and would not do it without orders; I received orders from the quarter deck.

The gag was produced in Court. It is a round oaken stick, about 14 inches long and one inch in diameter. It still bears the blood stains and the indentations made by the teeth of deceased, and was recognized by some of the crew as the one used upon the occasion in question.

Wm. H. Anthon has been retained as counsel in behalf of Sergeant Edward Ray, who is charged as having been a party to the death of Ritter.

Meantime, Capt. Farragut, being subpenaed as a witness, has informed the Department of the same, and has also demanded a speedy examination, in order that the ship may not be further detained.

We have received a letter from John Williams, one of the seamen on board the Brooklyn, charging Capt. Farragut with having confined him in double irons, in the fore cock-pit of the Brooklyn, a narrow, noisome place, for 105 days, under a guard, and preventing him from holding any conversation with any of his messmates, because he had originally revealed the circumstances of the murder to the authorities of Richmond County. This was now in Richmond, Jail as a witness.

Yesterday the examination was resumed. Drs. Walker and Richardson testified, reiterating the evidence adduced at the inquest. Capt. Farragut testified, as before, that there had been no orders given to have the gag used as an instrument of punishment on board of his vessel. Lieut. Wm. Mitchell was also sworn. He testified that he had ordered Ritter in irons, and gave him in charge of Cooper, to be taken below into the "brig." Cooper ironed him, and he was removed below, after which witness saw no more of him till he was dead. Corporal Powell was examined, and exhibited great anxiety in behalf of the prisoner Ray. The examination will probably be resumed to-day.

CITY TRUST AND BANKING COMPANY.—Charles Gibson was arrested yesterday, charged with having passed a $100 bill of the above worthless Company. Wm. Struckman, a boarder at the Collins Hotel in Canal street, had a bill of $24 against Gibson. Meeting that gentleman in the street, he demanded payment. Gibson thereupon pulled forth the $100 bill of the old worthless City Trust and Banking Company, and received $76 in good money. On learning of the swindle, Struckman caused the arrest of Gibson, and Justice Connolly held the accused to answer.

COUNTERFEIT BILL.—On Tuesday night a sailor named John Dority attempted to pass a counterfeit $1 bill, and was arrested. The bill purported to be of the issue of the Chemung Bank of Elmyra, N. Y., and was offered in payment for liquor at No. 212 West Forty-second street. As the accused had previously been informed of its worthlessness, Justice Kelly held him to answer a charge of forgery.

RUN OVER.—A little unknown boy, aged 2½ years, was run over by a dirt cart yesterday, at the corner of Avenue B and 14th street. The driver of the cart was proceeding very slowly at the time, when the child ran under the wheels and was seriously injured. He was conveyed to the residence of his parents.

BROOKLYN ITEMS.

AN OUTRAGE IN THE NAME OF THE LAW.—Eight months ago, a poor Irish lad arrived in Brooklyn, from Connecticut, with all his earthly possessions in a valise, which he carried in his hand. While inquiring where he could obtain employment, two young men, named Edward Tracey and Daniel Grogan, decoyed him into a secluded place, stole his valise, and fell upon and beat him in a savage manner. The boy's cries attracted the attention of the police, who succeeded in arresting the scoundrels and recovering the property. They were taken before a magistrate, and committed to await the action of the Grand Jury. The boy, as he had no friends who would be responsible for his appearance when wanted as a witness, was committed to the House of Detention in White street. The Grand Jury indicted Tracey and Grogan for highway robbery, but, notwithstanding the urgency of the case, they were not brought to trial. Tracey was admitted to bail, and last Fall figured quite extensively in the Democratic primary meetings and county conventions.

On Tuesday these highwaymen were brought up in the Court of Sessions for trial on the indictment for highway robbery. The District-Attorney, instead of placing them upon their defense, and convicting them as could have been done, as the complainant and all other witnesses were at his command, permitted them to plead guilty to an assault and battery, upon which Tracey was sentenced to the Penitentiary for ninety days and Grogan to the same institution for sixty days. The complaining witness has, during the last eight months, been confined a prisoner in the House of Detention. It is hardly necessary to remark that both of these villains are Democratic shoulder-hitters.

A PAINFUL CASE.—Coroner Horton held an inquest yesterday on the body of a woman found dead in the hallway of the house corner of Hudson avenue and Marshall street. She was identified as Mary O'Donnell, a woman of intemperate habits. A post mortem examination was made of the body, and from the testimony thereby elicited a verdict of "Death from inflammation of the bowels" was rendered. The little child found near by the body of deceased, supposed to be her daughter, was sent to the Alms-House.

POLITICAL.—The Kings County Republican General Committee have designated Tuesday, the 13th, upon which to hold their primary meetings. The Democratic General Committee are holding meetings with the view of harmonizing the conflicting elements in the party, in anticipation of the Spring election.

SCHOOL EXPENSES.—The report of the Finance Committee of the Board of Education shows that the total amount required for school purposes the coming year will be $150,800. The salaries of teachers will be $120,406, which is an increase of $7,066 50 over the previous year.

ARREST ON AN OLD CHARGE.—Deputy-Sheriff John Quincy Adams of the District-Attorney's Office, yesterday arrested Henry Gascoigne, on an indictment charging him with rape upon the person of Mary E. Lawrence on the 5th of September, 1857. Gascoigne was elected Pound-Master of the Eleventh Ward some weeks since, by the Common Council. Charges of the above character were made by his opponents in the Board, but were energetically denied by his partisans, who argued that they were arranged up to defeat his election. He was chosen, notwithstanding, and these proceedings are now taken with the view of showing that there is a basis for the charges made by some of the Aldermen.

FIRE.—A fire broke out in the fringe factory of Wm. Prime, in the rear of No. 88 Fulton avenue, on Tuesday evening, doing damage to the extent of $100 before it was extinguished.

FIRE IN HICKSVILLE, L. I.—On Saturday last, one of those annual fires peculiar to the Plain occurred at that place. It is supposed to have taken from a spark from a locomotive on the Syosset Railroad, and the grass being very dry, it rapidly spread over several hundred acres. Mr. Fox appears to have been the greatest sufferer, losing most of his fences, and having his woodland burned over.

THE COURT OF OYER AND TERMINER.—The Grand Jury of the Court of Oyer and Terminer presented a few indictments yesterday, and again retired. They expect to finish their labors this week.

MR. David Davenport, of Woonsocket, R. I., commenced taking small doses of laudanum on Thursday afternoon, about three o'clock, and also administered it to her child, an infant about five months old, in consequence of which the latter died about one o'clock on Friday morning, while the mother died about three hours later, despite the efforts of physicians, who had been summoned in the evening to save them. Family troubles are assigned as the cause of this lamentable crime. Mrs. Davenport attempted suicide previous to her marriage, about a year since.

MR. Alsey S. Brown, a widow lady residing in Georgiaville, R. I., committed suicide on Thursday noon last, by hanging herself to a bed-post.

The Rocky Mountain News of the 8th inst., caution emigrants for the Gold Region against starting too early, and suggests the first of May as the proper time to start on a trip over the plains. *The News* also says a nugget of gold weighing over six pounds was found in a neighboring gulch, a short time before.

NEW-YORK LEGISLATURE.

SENATE....ALBANY, March 7, 1860.

A bill was introduced to empower a Board of Supervisors to designate two papers in each county to publish election notices and session laws.

The Governor's veto on the bill to extend the time for the collection of taxes was sent in.

The Senate ordered the General Appropriation bill for the completion of the Canals to a third reading in its original shape, including the Chenango Canal appropriation. Friday was fixed on for a vote on a final passage.

The Senate strongly sustained the Governor's veto. On the question, Shall the bill pass over the veto? the vote stood 8 to 19.

The bill to incorporate the Zoological Society was reported favorably.

The Canal bill was reported in Committee of the Whole House.

EVENING SESSION.

The Senate met to consider the Railroad bills for the City of New-York.

There was a very crowded attendance in the lobby, and intense interest was manifested by all.

The Seventh-avenue Railroad bill, introduced by Mr. Fiero last night, was taken up in Committee of the Whole. This bill includes several independent routes, as laid down in bills heretofore introduced in the Senate and Assembly, but combines all interests in one body of corporators.

Many attempts were made to amend the bill and delay action on it, but all without success, it being evident that the friends of the bill were well drilled and prepared to carry it through.

The only alteration from the original bill was made by the friends of the measure, who added the following names to the corporators: Messrs. Walter L. Cusson, J. H. Ransom, Thomas J. Davis, and Edmund C. Bramhall.

After much skirmishing, Mr. MANIERRE presented a communication addressed to him by Messrs. N. Ludlam, Edwin Hoyt, D. H. Haight, S. B. Althouse, Peter J. Nevins, Aaron Arnold, M. Morgan, Amos R. Eno, John J. Phelps, and Benjamin L. Swan, jr., offering $1,000,000 for the franchise of the Broadway parallel route only, or $70,000 annual license fee.

Mr. SPINOLA then moved that the Committee rise and report progress.

In the Senate, Mr. SPINOLA moved to discharge the Committee from the further consideration of the bill, and that it be ordered to a third reading, the final vote to be taken at 11½ o'clock to-morrow, without delay, debate, or amendment.

After several futile efforts to draw off this motion, it was carried by the following vote:

AYES—Messrs. Blood, Fiero, Grant, Hammond, Kelly, Ketcham, Lapham, Lawrence, McGraw, Munroe, Ramsey, Richmond, Robertson, Rotch, Sessions, Spinola, Truman, and Warner—18.

NAYS—Messrs. Bell, Colvin, Connolly, Ferry, Gardiner, Goss, Hillhouse, Manierre, Montgomery, J. McLeod Murphy, P. P. Murphy, Prosser—12.

This bill upsets the bills agreed on in the Committee of the Assembly, which were carefully arranged as to corporators. It is understood that 20 votes can be secured in the Senate for the bill, and that 17 are certain.

From Our Own Correspondent.

ALBANY, Wednesday, March 7, 1860.

TOLLING RAILROADS.

Mr. Session, from the Select Committee, to whom was referred the subject of tolling railroads, reported a bill this morning, for the consideration of the Senate, entitled:

"An Act to levy and collect tolls on freight transported over certain railroads in this State, and to provide means for paying the interest and principal of the State debt."

The bill provides for levying the same rate of tolls upon all property transported hereafter upon the New-York Central and the Oswego and Syracuse Railroads, from the 1st of April to the 1st December, during the years 1860, 1861, and 1862, as is charged upon the canals; also, during the same time, for levying the same rate of tolls upon all through freights on the Erie Railroad; also, upon all freights over the Watertown and Rome Railroad going from tide-water to places west of Toronto, and coming from places west of Toronto and going to tide-water. The same provision also applies to the Northern Railroad. The canal rates of tolls are also to be paid upon all property transported over the Syracuse, Binghamton and New-York Road from tide water to Syracuse, or from Syracuse to tide water; on all property transported over the Cayuga and Susquehanna Road from tide water to Cayuga Bridge, or from Cayuga Bridge to tide water; upon all property transported over the Elmira, Jefferson and Canandaigua Road from tide water to Geneva or Canandaigua, or from Canandaigua or Geneva to tide water; upon all freight on the Buffalo, New-York and Erie Railroad, and the Rochester and Genesee Valley Railroad, going from Batavia or Rochester to tide water, or from tide water to Rochester or Batavia; upon all freight transported over the Rensselaer and Saratoga Railroad, and the Saratoga and Whitehall Road.

No tolls are to be charged upon live stock or dressed hogs upon any of the foregoing roads. In adjusting the tolls upon property transported over any of the above roads, except the Central, the Canal Board shall so arrange that the maximum charge between any of the said places or over either of said roads shall not exceed the toll on any kind of property transported the whole length of the New-York Central.

The bill further provides that the aforenamed railroad companies, or either of them, may pay sums in gross, quarterly, instead of the tolls required by this, as follows:

New-York Central	$500,000
New-York and Erie	240,000
Buffalo and New-York and Erie	15,000
Oswego and Syracuse	7,700
Northern Railroad	5,000
Rensselaer and Saratoga	4,000
Saratoga and Whitehall	2,000
Syracuse, Binghamton and New-York	8,000
Watertown and Rome	4,000
Cayuga and Susquehanna	1,300
Rochester and Genesee Valley	700
Elmira, Jefferson and Canandaigua	7,000
Total for three yhars	$794,700

The bill also permits the Central to charge 2½ cents per mile way fare, which is an increase of one half cent per mile over the rates now fixed by law.

Mr. Connolly consented to the reporting of this bill for the consideration of the Senate while he did not concur with his colleagues in the necessity or propriety of the measures proposed by the bill—regarding it as a special tax in a form for which there may exist the power but not the right.

I hardly think this bill will meet with as much favor as the original one introduced earlier in the session, which had no provision for the payment of specific sums in lieu of tolls, for the reason that it would, in case the roads should elect to pay the gross sums, practically prevent an increase of tolls on the canals, and thus prevent an increase of the revenue from that source, while the sums set down for each of the various roads would not equal what might reasonably be expected in the way of tolls. I apprehend, also, that the people living along the line of the Central Road would not be particularly pleased at finding their railroad fare increased 25 per cent.

The Toll bill before the Assembly was debated at considerable length to-day, in Committee of the Whole, and the House finally reported progress and adjourned.

CITY RAILROADS.

The railroad schemes before the Legislature are becoming badly mixed up and tangled. I sent to THE TRIBUNE the other day an abstract of five bills which had been reported from the Assembly Committee on Cities and Villages. Last evening Mr. Manierre introduced a general bill into the Senate, putting the question of railroad grants into the hands of the city authorities, of which you received an abstract by telegraph, and Mr. Fiero introduced a bill for a road in Seventh avenue, and nearly all the other streets in the city, containing the names of between thirty and forty incorporators, which proposes to run on most of the streets named in the five bills reported in the Assembly.

This morning the Senate Committee on Cities and Villages reported for the consideration of the Senate all the City Railroad bills which had been referred to that Committee—eight in number—and they were made a special order for this evening. I have only had time to copy the routes and incorporators of a portion of them, as follows:

To authorize the construction of a Railroad in Seventh avenue and other avenues in the City of New-York.

Incorporates, Wm. H. Hays, Edward B. St. John, Jacob Hays, James S. Hunt, Menthorne Tompkins, jr., Wm. Higgins, Andrew B. Hodges, Wm. Lumby, Benj. M. Stillwell, Thomas H. Tower, Frederick T. Hayes, Wm. H. Geer, Henry R. Low, Wm. P. Buckmaster, Lewis A. Cohen, Alonzo F. Robbins, Wm. B. Smith, James Murphy, Joseph S. Craig, Richard E. Winsor, Jacob Russell, John B. Babcock, Burkly B. Hotchkiss, R. Schuyler Hewitt, Wm. Ravesteyn, John Petigrew, Richard Franchat, John C. Thompson, Nathaniel Barnett, Thomas W. Dixon, Edward E. Kendrick, Robert Marshall, John Marshall, and John Berry, with power to construct a railroad, commencing in Fifty-ninth street at its intersection with Seventh avenue, thence by double track through Seventh avenue to Greenwich avenue, thence to Eighth street; thence to McDougal; thence to Fourth street; thence to Thompson; thence to Canal; thence to West Broadway; thence to College place; thence to Barclay; thence to Broadway; also with single track from the corner of Barclay and Church streets along Church street to Canal; thence to Greene; thence to Clinton place; thence to University place; thence with double track to Broadway; thence to Seventh avenue; to intersect with said track in such avenue. Also with single track, from the corner of Clinton place and University place to Wooster street thence to Canal; thence, with double track, to West Broadway and to Greene street. Also with double track from the track in West Broadway, along Duane to Broadway. Also connecting at the corner of Eleventh avenue and Thirty-second street, and thence with double track along Eleventh avenue to Fourteenth street, thence through Fourteenth street to Hudson; thence to Troy; thence with single track to Fourth street; thence to McDougal; thence to Bleecker; thence, with double track, to Crosby street; thence to Howard; thence to Elm; thence to Reade; thence to Centre; thence to Chatham street and Park row to Broadway; thence with single track through Ann street to William, to Fulton, to South, to Beekman and thence to Park row. Also, with double track along Centre street, from Reade to Leonard street, thence along Leonard to intersect with the track in Elm street. Also, with single track, connecting with double track in Hudson street, at Troy street; through Hudson to the southerly end of Abingdon square and Bleecker street, along Bleecker to Macdougal, to intersect with the double track in Bleecker. Also, connecting at the corner of First avenue and Thirty-fourth street, and running thence with double track along First avenue to 23d street, thence to Avenue A, thence to Fourteenth street, thence to Avenue D, thence to Eighth street; thence, with single track, to Lewis street; thence to Grand street, thence, with double track, to East Broadway, thence to Chatham square and Chatham street, to the track in Park Row. Also, with single track, from the corner of Avenue D and Eighth street, along Avenue D to Houston; thence to Goerck; thence to Grand street, and along Grand to connect with the track as heretofore authorized. Also, with double track from the corner of East Broadway and Canal street, along Canal to Broadway. Also with double tracks, from the corner of Grand and Lewis streets, along Grand to the East River. Also with double track from the corner of East Broadway and Clinton street; along Clinton to Avenue B, to intersect with the track in Fourteenth street. Also with single track, along Tenth street, to connect the track in Avenue B with the track in Avenue D. Also with a single track along Eleventh street, to connect the track in Avenue B with the track in Avenue D.

To authorize the construction of a railroad from Weehawken Ferry, fronting of Forty-second street, North River, to Fulton Ferry on the East River.

Incorporates Messrs. John T. Mills, Daniel D. Nash, George J. S. Thompson, Richard Kelly, Phineas L. Tyler, Lemuel K. Everett, David M. Doremus, Wm. H. Degroot, Henry C. Rossiter, John McCollum, George Irving, and James Smith, with power to construct a railroad, commencing at the foot of Forty-second street, on the North River, and running thence along Forty-second street to Third avenue; thence to Bowery; thence to Chatham street; thence to Pearl street; thence to Fulton street, and to Fulton Ferry. Returning, along South street to Roosevelt street; thence to New-Bowery; thence to Chatham square; across Chatham square to Bowery, and through Bowery to Third avenue, and thence to place of beginning. The southern branch intersecting the above line at Chatham street, corner of Pearl, and continuing along Chatham to Chambers, thence to Broadway, and returning by same route to point of intersection.

The western branch intersecting the eastern line at the Bowery, corner of Broome, running thence through Broome to Center, thence to Canal, thence to Broadway, returning by same route to Grand street, and through Grand to Bowery at point of intersection.

To authorize the construction of a railroad in Seventh avenue and in certain streets in the City of New-York.

Incorporates Hillis Blackstone, Ira Campbell, Nathaniel Currier, Wm. G. Northen, Isaac Walton, Franklin S. Allen, and Orrin M. Rogers, with power to construct a road commencing on Seventh avenue, at the Central Park, and running thence by double track through Seventh avenue to Broadway; thence to Union square and University place; thence to Eighth street; thence, by single track, through University place and Wooster street to Canal street; thence to West Broadway; thence through College place to Barclay street; thence to Church; thence, with double track, to Broadway. Also connecting with the double track in Barclay, through and along Church street, with single track to Canal; thence to Greene, thence to Eighth street, and thence to connect with double track in University-place, thence to place of beginning; also with double track in Seventh avenue at its intersection with Broadway, and running thence through Seventh avenue to Greenwich avenue, thence to Clinton-place or Eighth street, thence to McDougal, thence to Fourth street, thence to Thompson, thence to Canal, thence to West Broadway, thence through West Broadway, College-place, Barclay, Church, Chambers, &c., to place of beginning; also connecting with the track in West Broadway, and running through Duane with single track to Church street, and thence by double track through Duane to Broadway; also connecting with the track in Wooster street through Broome with single track to Greene, and thence by double track through Broome to Broadway; also connecting with the track at Fourteenth street and Union-place through Fourteenth street, with double track to Broadway adjoining Union-square.

To authorize Jas. H. Wood and others to construct a railroad in the City of New-York.

Incorporates James H. Woods, John H. Swift, Samuel A. Walsh, Cyrus Curtiss, Daniel Van Dozen, and Louis N. Glover and their associates with authority to construct a railroad commencing at the intersection of West Thirty-first street and Eleventh avenue, and running thence, with double track, through Eleventh avenue to Twenty-third street; thence to Avenue A; thence to Fourteenth street; thence to Avenue D; thence to Houston street; thence to Goerck street; thence, with single track, to Mangin street; thence to Rivington street; thence to Tompkins street; thence to Delancey street; thence to East street; thence to Grand street; thence, with double track, to East Broadway; thence to and through Chatham square, Chatham street, City Hall square and Park row to Broadway; together with single track connecting with the double track in Grand street, to be constructed, laid, operated, and used through Goerck street, to connect with double track aforesaid in Grand street.

The bill to complete the Canals was discussed in the Senate again to-day, and, on a test vote, the Chenango swindle was retained, 17 to 15, and the bill was ordered to a third reading with that excrescence upon it. The third reading is set down for Friday next at 12 o'clock, without delay or debate. There is some hope, but I fear not well founded, that the bill will be defeated on its final passage.

SHOEMAKERS' MASS MEETING.

A mass meeting of Shoemakers was held at the Fourteenth Ward Hotel last evening, to take into consideration the best mode of aiding the Massachusetts shoemakers, now on strike. The attendance was scanty enough, considering the importance of the call, only about 50 persons being present. Mr. G. TYRELL was appointed Chairman. He stated the object of the meeting to be that of sympathizing with their fellow-craftsmen in Massachusetts who had struck for a list of prices which would enable them to support their wives and their little ones. He had heard that the strike was for political effect, but he could not believe that. He said that it was important that the sympathy required should be substantial, inasmuch as the interest of the craft in Massachusetts was the interest of the craft in New-York.

Mr. MCCARTHY submitted the following resolutions:

That this meeting, believing the men on strike in the Eastern States to be entitled to our sympathy, pledge ourselves to support them by every means in our power.

That this meeting will use all its endeavors to obtain the support of all other trades in behalf of our suffering brethren, and that a Committee be formed to carry out the above object.

He addressed the meeting at some length, charging Abolition philanthropists with crushing the working men of the North, while they sympathized with the "Nager."

Mr. JAMES HARTLEY said that they had come to sympathize with men who were trying to do something for themselves and their trade, and not to talk on political subjects. He hoped that the needed aid would be tendered, and the legitimate object of the meeting would be carried out.

MICHAEL G. DOLAN made a short speech eulogizing the people of Lynn, and the shoemakers of Massachusetts generally.

Mr. MCINTYRE thought that the subject had something to do with politics.

Mr. JOHN HEATH was in favor of enabling his fellow-craftsmen everywhere to know the importance of their taking hold of politics, and acting like men in defense of their own rights.

The resolutions were then unanimously adopted.

On motion, the Chairman appointed the following Committee of fifteen to collect funds to carry out the object of the meeting:

Owen Farrel, James Tyrell, John Hamilton, Michael Walsh, Michael Keegan, Wm. Withers, Francis Moore, James Hartley, Wm. Foster, John McDonough, B. Molvaney, John Vowell, R. Withers, Joseph Fogarty, Charles McCarthy.

The meeting then adjourned till Monday evening at the same time and place.

COMMENCEMENT OF THE N. Y. UNIVERSITY MEDICAL COLLEGE.

The Nineteenth Annual Commencement of the Medical College attached to the New-York University, took place last evening, in the large Chapel of the University. The Chapel was filled, even to all the standing room, and the graduating class, as usual, occupied the body pews. On the stage were seated the members of the Faculty, and Drs. Francis, Wood, Anderson, and other prominent men of the medical profession. Chancellor Ferris presided, and Dodworth's band furnished the music.

After music and reading the Scriptures, and prayer by Chancellor Ferris, the names of the graduates were read, one hundred and thirty-eight in number. We publish a list of the names below, from which it will be seen that more than half are from Southern States—a conclusive refutation of the story some time since going the rounds of the press, that the John Brown excitement had driven the bulk of Southern students away from the medical institutions in this city. Following the reading of the names, was the presentation of diplomas to the graduates. Several graduates of former classes were awarded "Certificates of Honor"—the certificate attesting their attendance upon medical lectures more than prescribed in the usual course. Next in order came the distribution of medals and prizes. Three medals, called "Mott Medals," were awarded, of gold, silver, and bronze, respectively, and each bearing an engraved likeness of Dr. Mott. The medal recipients were Samuel F. Spier, John W. Richmond, and Samuel W. Francis. Two descriptions of prizes were awarded—the Van Buren and Metcalf prizes—consisting mainly of cases of surgical instruments. The first Van Buren prize was taken by John W. Richmond, and the second by S. F. Spier. The first Metcalf prize was given to H. M. Sprague, and the second to S. F. Ferguson.

Dr. VALENTINE MOTT delivered the valedictory address. It was a most felicitous effort, and characterized by marked force of utterance and happy and brilliant illustration. After indicating the medical profession as the noblest of the professions, he pointed out the duties and responsibilities attending a proper practice of the profession. Good dress and good manners were enforced as indispensable essentials. The address lasted over an hour, and the venerable speaker was interrupted with frequent applause.

Benediction by the CHANCELLOR concluded the exercises.

The following are the names of the graduating class:

Anderson, James H., N. Y.; Anderson, Garrett A. C., Va.; Armstrong, John H., N. J.; Babcock, Amos C., Ill.; Bailey, Charles W., Me.; Bailey, Thomas J., N. Y.; Bargamin, Eugene V., Va.; Barnett, Joseph W., Ga.; Bates, Charles W., N. Y.; Baylis, jr., Thomas, N. Y.; Beckwith, Robert M., Miss.; Benjamin, Henry G., N. Y.; Bennett, James A., N. Y.; Bennet, George H. R., N. Y.; Bigham, John G., Ohio; Black, Nathaniel S., Ala.; Blakelock, Ralph, N. Y.; Blakeny, Julius C., S. C.; Blount, William A., N. C.; Bogert, Edward S., N. Y.; Bond, I. Norman, N. S.; Boone, Henry W., S. C.; Boykin, Anthony R., Va.; Broaddus, Eugene L., Va.; Buist, Edward S., S. C.; Burkett, John, Va.; Byington, Francis M., N. Y.; Callaway, James L., Ga.; Cameron, Andrew S., S. C.; Campbell, Nicholas C., Ga.; Case, jr., Jonathan H., N. Y.; Chapman, Jean Baptiste Wm., Canada East; Cleveland, N. William K., Canada West; Cole, Henry B., New-York; Coleman, Benj. F., New-York; Coles, Walter, Va.; Corbett, Christopher C., N. C.; Cornwell, William D., S. C.; Cowan, Leonidas M., La.; Cox, Cader, G., N. C.; Culver, Josiah H., N. Y.; Deemy, Emmanuel K. L., Pa.; Deppen, James H., Pa.; De Rossett, M. John, N. C.; Deyerle, John S., Va.; Dimmick, Anthony, Pa.; Ennett, George Noble, N. C.; Farwell, Darius G., N. Y.; Fitch, George D., N. J.; Fitzpatrick, George A., N. Y.; Francis, Samuel W., N. Y.; Frisbie, William, N. Y.; Gaynor, Lewis, N. Y.; Gibbs, Daniel W., Va.; Gibbs, Westell W., N. Y.; Goodman, John C., N. C.; Gordon, Charles P., Ala.; Gregory, Richard K., Va.; Groover, James L., Ga.; Haddock, Thos. P., N. C.; Hall, Wm. H., N. Y.; Hannon, Joseph, Ala.; Hannon, Virgil T., Ala.; Hardie, Robert C., Ga.; Harding, Wm. L., N. Y.; Harris, Robert W., N. C.; Hawkins, William Sen., Ala.; Henry, Frank B., Canada West; Hill, Robert M., Alabama; Hinkle, James B., Alabama; Hinkle, James R., Ind.; Holton, Henly D., Vt.; Hornblower, Josiah, N. J.; Howell, William A., C. W. Hunt, Oliver G., Me.; Jarvis, George C., Conn.; Jordan, William F., Ga.; Ketchum, Benjamin F., N. Y.; Ladd, Charles H., S. C.; Leary, Joseph H., N. C.; Lilly, William H., N. C.; Long, William F., Tenn.; Malone, Henry H., Ala.; Margaret, Eugene, N. Y.; Meys, Richard J., Fla.; McCombs, James F., N. C.; McGregor, Malcolm C., Tex.; McKenzie, William W., N. C.; McLeary, Wm. M., N. Y.; Menefee William M., Ala.; Mitchell, Benjamin C., Ga.; Moseley, William X., Miss.; Moseley, Edward J., Va.; Murray, Charles, N. B.; Nardin, Waller H., S. C.; North, Abraham C., Ga.; Pardee, Charles I., N. Y.; Pearson, jr., Robert C., N. C.; Pearpall, Alfred O., Fla.; Pitney, Jonathan K., N. J.; Post, George E., N. Y.; Poynter, Marcus E., Ky.; Prince, John R., Miss.; Quinby, Stilman J., N. H.; Ragland, A. E., Ga.; Ramseur, David P., N. C.; Reed, James L., Pa.; Reuter, John N., N. Y.; Richmond, John M., S. C.; Robinson, Herman H., N. Y.; Roesa, Dan. B. St. John, N. Y.; Scott, Thomas L., Va.; Sharp, Thomas H., N. C.; Shepard, Joseph C., N. C.; Simpson, George L., N. B.; Skiff, George V., N. Y.; Smith, S. Chester, N. Y.; Speir, Samuel F., N. Y.; Stallings, Junius B., N. C.; Sommey, Daniel F., N. C.; Talson, George W., N. J.; Tanner, William M., N. F.; Taylor, Thomas J., Va.; Terry, William F., C. W.; Thompson, Edward W., N. C.; Thornton, Gustavus R., Tenn.; Tipton, Joseph S., Va.; Tucker, Beverly St. Geo., Va.; Van Wyck, Samuel M., S. C.; Ward, Thomas B., Va.; Watson, Thomas J., Mo.; Weld, Octavus, C. W.; Wells, Frederick I., Ga.; Wharton, John T., N. Y.; Williams, John S., Va.; Wilson, Thomas J., N. C.; Winston, Peter, Va.; Woodruff, Richard W., N. C.—Total, 138.

Markets—CARREFULLY REPORTED FOR THE N. Y. TRIBUNE.

WEDNESDAY, March 7, 1860.

ASHES—The demand is fair for both kinds; sales of 76 bbls. at $5 25 for Pots and $5 62½ for Pearls.

BEESWAX—American Yellow is selling at 36@37c. for Western and Southern.

COTTON—The market is firmer, with sales of 1,500 bales at 11½@11¾c. for Middling Upland, and 11½@11¾c. for do. Gulf.

COFFEE—The trade is very moderate; sales of 175 bags common Rio at 12¼c., and 500 Sabina at 12¾c. We quote:

Java, White, ℔ lb	.....	Maracaibo	12½@13½
Rio, fair to prime	12 @13	Jamaica	@13
Rio, ordinary	11½@11	St. Domo. (c.) 100 lb	— @112
Laguayra	12½@13½		

COAL—Domestic has been in good demand since our last, but with liberal arrivals, prices favor the buyer. We quote by the cargo at $3 45@$4 25; and from yard, at $4 25@5 25 ℔ ton. Foreign is more plenty; sales of a part of a cargo of House Cannel, at $12 50, cash, and $13, 4 mos; Common Cannel, at $10, and small lots of Orrel, at $13, cash.

CANDLES—Adamantine are in moderate demand at 17½@23c., as to brand. Plain Sperm continues at 38@40c.; Patent at 50c.

COPPER—New Sheathing, Yellow Metal, as well as Bolts and Braziers sell slowly at steady rates. Refined Ingot is dull, with limited sales at 22½@24c. Old Sheathing is in fair request; sales of 10,000 lb at 21c., cash.

DYEWOODS are inactive, but the stock is light, and prices rule firmly; sales of 300 tons St. Domingo Logwood at $15 50@$15 75, and 95 do. Jamaica Logwood at $14, and 20 do. Maracaibo Fustic at $22, cash.

FLOUR AND MEAL—The inquiry for Western and State Flour is less active, owing to the inclemency of the weather and the advanced prices demanded for the better grades; these are in good request for the home trade and the East. The arrivals are limited, mainly common brands, and these are slow of sale. The sales are 6,740 bbls. at $5 20@$5 25 for superfine State and Western; $5 25@$5 55 for extra do.; $5 60 for choice State; $5 95@$6 10 for shipping brands round-hoop extra Ohio; $6 15@$7 for trade brands do.; $6 25@$7 50 for St. Louis brands. Canadian Flour is in fair demand, and is scarce, and prices tend upward; sales of 270 bbls. at $5 30@$7 25 for extras. Southern Flour is again better, more particularly the high grades; these are held higher—in some cases are withdrawn from the market at the present; the sales are 1,900 bbls. at $5 35@$6 10 for superfine Baltimore, &c., and $6 15@$7 50 for the better brands. Rye Flour is in fair request, and is firm; sales of 320 bbls. at $3 60@$4 40. Corn Meal is rather quiet, and the supply is fair; sales of 140 bbls. at $3 65@$3 75 for Jersey and $4 15 for Brandywine. Buckwheat Flour is in good request and is firm, at $1 75@$1 87½ ℔ 100 lb. We quote:

Unsound	@ —	St. Louis, com	$6 25@$6 75
State, superfine	5 20@ 5 25	St. Louis, extra	6 30@ 7 50
State, good	— @ 5 25	Canada, extra	5 30@ —
State, extra	5 35@ 5 55	Balt., Alex & G'wn	5 35@ 7 25
Ohio, round-hoop	5 95@ 6 10	Richmond City	6 50@ 7 50
Ohio, extra	6 15@ 6 40	Baltimore	5 30@ 6 75
Ohio, choice extra	6 50@ 7 00	Rye Flour	3 60@ 4 40
Mich. & Ind. extra	5 75@ 6 85	Corn Meal, Jersey	3 65@ 3 70
Genesee, fancy	5 75@ 5 85	Do., Brandywine	4 15@ 4 25
Genesee, extra	6 00@ 7 30	Do., Puncheons	—@ 17 75

FISH—Dry Cod are quite active, and the market for other descriptions remains quiet, though prices are without essential change. We quote:

Dry Cod	℔ cwt.	$2 50 @	$4 50
Dry Scale	— —	@	2 25
Pickled Cod	℔ bbl.	— —	@ 3 75
Mackerel, No. 1, Mass., large	16 75	@	17 00
Mackerel, No. 1, Halifax	— —	@	17 00
Mackerel, No. 2, Mass., small and med	14 25	@	14 50
Mackerel, No. 2, Halifax	— —	@	— —
Mackerel, No. 3, Mass., large	10 00	@	10 25
Mackerel, No. 3, Mass., medium	— —	@	8 75
Mackerel, No. 3, Halifax	— —	@	5 00
Salmon, Pickled, No. 1	16 50	@	17 00
Salmon, Pickled	℔ tce.	22 00	@ 24 00
Herring, Pickled	℔ bbl.	3 75	@ 4 00
Herring, Scaled	℔ box.	— 28	@ — 30
Herring, No. 1	—	— 18	@ — 20
Herring, Dutch	℔ keg.	1 —	@ 1 12½

FRUITS—Foreign are dull. Raisins are selling at $2 47½ for Layers, and $2 37½ for Bunch. We quote:

Raisins, Seedless	℔ half cask	4 37½	@— —
Raisins, Bunch	℔ box	2 35	@ 2 37½
Raisins, Layer		2 47½	@— —
Currants	℔ lb	— 6½	@— 6¾
Citron, Leghorn		— 16	@— 18½
Almonds, Languedoc		— 12½	@— 12½
Almonds, Marseilles, Soft-Shell		— —	@— —
Almonds, Ivica, Soft-Shell		— 11½	@— 11½
Almonds, Shelled		— 16	@— 17
Sardines		— 46	@— 48

GRAIN—The Wheat market is rather firmer; the demand is chiefly for milling; the arrivals are very light; sales of 500 bush. good Milwaukee Club at $1 25, and 3,000 bush. White Indiana and 2,000 bush. White Michigan at $1 60. Rye is firm and in fair request; sales of 3,700 bush. at 85c., afloat, and 86½c., delivered. Barley is held firmly, and is in fair request at 77@88c. Barley Malt is selling at 88@92c. Oats are plenty and quite dull and heavy; sales of Western and Canadian at 43½@44½c., and State at 44@45c. Corn is less firm; the supply is larger, and with the wet weather the market closes heavily; the sales are 19,400 bush. at 74@77c for unsound, 78@80c. for Jersey and Southern Yellow, 89@81c. for White Southern, and 75c. for Western Mixed. We quote:

Wheat, Red W'n	$1 40@1 41	Oats, Canadian	43½@ 44½
Wheat, White Mo	1 60@1 70	Oats, New-Jersey	40 @ 42
Wheat, Red Mo	1 40@1 41	Oats, Penn	— @ 42
Wheat, White Can	1 52@1 57	Oats, Southern	39 @ 40
Wheat, Can. Club	1