regular through passenger trains from Niagara Falls to Detroit, on Wednesday, 18th inst. We suppose passengers will be ticketed through, by proper arrangements among the different Companies, to and from Detroit and New-York, by both the New-York Central and New-York and Erie routes. By the latter, the broad gauge is complete to the Suspension Bridge at the Falls; and by the Hudson River and Central, the narrow guage is uniform. The distances are something in favor of the Erie; the time about the same.

A question in reference to the bonds of the New-York Central Railroad Co. came up to-day in the Brokers' Board. It appears that a new issue of bonds has come upon the market which are given to the individual roads in the combination for their interests in the State Line and Canada Roads, assumed by the Combined Company. This issue amounts to $750,000. The first issue of bonds given for premiums on the individual stocks, amounted to about $8,800,000. The question was whether the two kinds of bonds, one being a regular bond, and the other only a certificate of debt, should be sold as two distinct securities, or indiscriminately. A Committee was appointed to consider the matter and report to-morrow.

The Board of Directors of the New-York Central Railroad Company meet on Friday next to declare their dividend from the earnings of the road from 1st May to 1st February last. We learn that the earnings will amount to a net sum sufficient to declare six per cent, and leave a handsome surplus after paying interest on the debt and laying aside the sinking fund of 1¼ per cent. What the dividend will be is, of course, unknown, though it will certainly not be less than four per cent. It will be paid in cash on the 1st February, proximo.

The Bank of Mobile has declared a semi-annual dividend four ⅌ cent.

Money on call shows increasing ease. The supply is abundant at 7 ⅌ cent. There is less mercantile paper offering of the best quality, and but for the pressing wants of Railroad Corporations the prices of paper would materially decline.

Gold is beginning to return from the West. The steamer from Boston to morrow, we hear, will take $200,000 in gold. Ingots can be bought at ⅜@¼ ⅌ cent. discount.

The interest on the Eastern division and the dividend on the Western division will be paid at the office of Messrs. Atwood, Dunlevy & Co., No. 16 Wall-st.

The following is a statement of the movement in Cotton since the 1st September last, as compared with the previous three years:

	1854.	1853.	1852.	1851.
Recd, w[illegible]	[illegible]	[illegible]	1,141,000	1,057,000
Exports to Great Britain	268,000	488,000	384,000	303,000
Exports to France	91,000	108,000	194,000	146,000
Exports to other foreign ports	25,000	44,000	60,000	70,000
Total Exports	436,000	640,000	638,000	521,000
Stock on hand	516,000	570,000	422,000	449,000

Of which during the past week, included in the above:

	1854.	1853.	1852.	1851.
Receipts at the Ports	80,000	101,000	120,000	13,000
Exports to Great Britain	37,000	70,000	60,000	31,000
Exports to France	10,000	7,000	12,000	10,000
Exports to other foreign ports	4,000	14,000	10,000	5,000
Total Exports	51,000	97,000	90,000	46,000

From which it will be seen that the decrease in receipts now amounts to 558,000 bales; the decrease in exports to Great Britain, 347,000; France, 14,000; other foreign ports, 28,000. Total decrease in exports, 384,000 bales.

Mr. Wright, in his circular for the steamer, says:

Receipts at the ports, owing to a fall in the Southern rivers, are again light for the week under review, and the total deficit as compared with last year now amounts to 558,000 bales. At the latest mail dates from New-Orleans, we learn that rain had fallen, and a rise in the rivers was then almost certain. By telegraph to the 14th inst., we learn that the receipts for the week were 40,000 bales, from which I infer that the rivers had risen, and we may now expect that future receipts will be commensurate with the probable extent of the crop.

Crop.—Opinions on this subject are without change: the "shorts," encouraged by the increasing deficit in receipts, are strong in the faith at 2,800,000 bales; the "conservative" party adhere to 3,000,000 bales; the "extremes" above and below these figures meet with no favor. I repeat my own estimate of 3,000,000 bales as the quantity grown and secured, but depending upon *price* as to what portion of it may reach the ports.

The Copper export from the Lake Superior Mines, for the season of 1853, is stated at 2,535 tuns, of the gross value of $1,014,000. About 1,600 tuns were shipped to Cleveland, and 935 direct to New-York. The value of the smelted copper at Cleveland, when it is prepared for the Western markets, is about $600 ⅌ tun.

The charter of the Lafayette Bank of Cincinnati expired on the 31st ult. Its unsettled business has been transferred to trustees to be wound up, which, it is stated, will be done without the loss of a dollar to the public or stockholders. The only bank of issue now remaining in that city is the Mechanics' and Traders'.

In regard to the heavy payments of the 4th inst., at New-Orleans, *The Picayune* says:

These large payments ($2,350,000) were effected without a single default, and without any undue pressure. The discount line of our banks is now materially extended, and they have been compelled to forego exchange operations in order to help along their home customers, whose means are partially straitened by the diminished receipts of produce. Last year at this time our banks held exchange to the amount of $5,013,000, whereas now this item only figures to the extent of $2,416,000. The Canal Bank, unusually the heaviest operator in exchange, has so far yielded to the necessities of the home trade as to have discounted within the last fortnight—that is in four discount days—no less than $1,170,000.

The deposits and coinage of the Branch Mint at New-Orleans for the month of December were:

GOLD DEPOSITS.	
California gold bullion	$202,717 25
Other	5,931 74—$208,648 97
SILVER DEPOSITS.	
Extracted from California gold	$1,952 10
Other silver bullion	30,330 85—$32,281 95
Total value of gold and silver deposits	$240,930 92
GOLD COINAGE.	
Double eagles, 6,800 pieces	$136,000 00
Eagles, 12,000 pieces	120,000 00—$256,000 00
18,800 pieces.	
SILVER COINAGE	
Quarter-dollars, 288,000 pieces	$72,000 00
Half dimes, 500,000 pieces	15,000 00—$87,000 00
788,000 pieces.	
Tot. coinage, 806,800 pieces	$343,000 00

The receipts and coinage for the year were:

GOLD DEPOSITS.	
California gold bullion	$2,096,673 16
Other	148,501 00—$2,152,254 16
SILVER DEPOSITS.	
Extracted from California gold	$12,157 24
Other silver bullion	4,323,973 82—$4,336,131 06
Total value of gold and silver deposits	$6,488,385 22
GOLD COINAGE.	
Double eagles, 71,600 pieces	$1,432,000 00
Eagles, 51,000 pieces	510,000 00
Gold dollars, 290,000 pieces	290,000 00—$2,220,000 00
SILVER COINAGE.	
Half-dollars, 1,822,000 pieces	$911,000 00
Quarter do. 1,332,000 pieces	333,000 00
Dimes, 1,100,000 pieces	110,000 00
Half-dimes, 2,200,000 pieces	110,000 00—$1,225,000 00
Total, 6,120,000 pieces.	
Total coinage, 6,332,000 pieces	$3,445,000 00

The receipts at the Dahlonega Branch Mint in 1853, were $452,089, against $276,788 in 1852, and $379,308 in 1851, and $245,990 in 1850.

The Albany and Boston Railroad has just made its annual report:

Earnings for the year 1853	$1,525,223
Expenses	778,457
Total	$746,766

From this must be deducted interest on bonds, contributions to Sinking Fund, and various other matters, which cut down the net earnings to $731,476.

The Morris and Essex Railroad Company opened their road yesterday for public travel to Hackettstown.

It appears from the annual report of the Connecticut River Railroad Co., that the receipts of the road for the year ending Nov. 30, were $268,020, of which $133,635 was from passengers, $113,796 from freight, and $10,771 from mails, express and rents. The net earnings for the year, were $139,098. From this is to be deducted for interest $15,889, and the rent of the Ashuelot Road $30,000, leaving a balance of $86,208 applicable to dividends. The increase on the gross earnings over the year 1852, was about $30,000. The total cost of the road and its equipment has been somewhat rising $1,800,000, and the debt of the road is now but little over $900,000, which is owed to the Western Railroad Sinking Fund, and is payable in 1862 and '63. The debt was reduced the beginning of this year about $38,000, and the company is out of the money market for temporary loans.

The following table from *The Gulena Jeffersonian* shows the amount of lead shipped from the upper mines during the past year, from the 21st of March to Dec. 1:

Shipped via river.	Pigs.	Pounds.	Value.
From Galena	318,643	22,398,019	$1,221,549 65
From Dubuque	63,612	3,693,040	162,859 20
From Potosi	23,000	1,616,020	88,921 10
From Cassville	14,194	993,029	54,616 10
From Buena Vista	2,676	192,529	10,352 49
From Furnaces on E. side of the river to the lakes	29,871	1,642,071	90,183 25
Total number Pigs	452,414		
Total weight in lbs.		29,913,680	
Total value @5 50 per 100 lb			$1,630,384 80

All except what was shipped from Dubuque and Galena, came from Wisconsin Mines; and probably seven-eighths of that shipped from the latter place was brought from Wisconsin.

The annexed report of the annual meeting of the Milwaukee and Mississippi Railroad Company, we copy from *The Milwaukee Sentinel*:

The Annual Meeting of the Stockholders of the Milwaukee and Mississippi Railroad was held at the Depôt in this City yesterday. The attendance was large, and much interest evinced in the progress and prospects of this pioneer Railroad enterprise of our State. The Fifth Annual Report of the Directors, which was submitted to the Stockholders in the morning, and which we shall endeavor to lay before our readers in full, gives a most satisfactory account of the business of the past year.

The gross receipts for 1853 (on 70 running miles), are thus stated:

From Passengers	$73,535 39
From Freight	142,820 29
Total	221,455 68
Expenses of operating road, repairs to track, cars and engines, salaries, &c	$87,115 48
Net Receipts	134,340 14
Interest	58,200 00
Applicable to dividend on $606,900 of stock, being balance of cost of that part in operation	76,140 14

The Board declared a dividend of 10 ⅌ cent. ($60,690) payable in stock, leaving a surplus of $6,260 14.

The road was opened to Stoughton, 80 miles from Milwaukee, on the 3d of January. By the terms of the Cooke and Sherwin contract it was to have been opened to Madison on the 1st, but the contractors failed to fulfill. The grading, bridging and masonry, however, on this additional section is nearly all completed; the ties, rails, &c., for the superstructure on hand, and an expenditure of $50,000 will finish it up. The road will be finished and opened to Madison without fail ready for the spring business. Beyond Madison to Prairie du Chien, on the Mississippi, the route has been surveyed, and the line located and partially graded to the Wisconsin River. The contract with Mr. A. L. Catlin, of Burlington, Vt., for the construction of this portion of the road has been *cancelled* on terms satisfactory to both parties, and for reasons set forth in the report. The Company are therefore in a condition to put the work under contract to the Mississippi at any moment they may deem it expedient to do so, and the Directors announce the determination to press it forward with all possible dispatch consistent with economy and a proper regard for all the interests involved.

The reports of the Secretary, Treasurer and Superintendent accompany that of the Directors. From the Superintendent's we learn that 75,975 passengers have been carried over the road during the past year without the slightest injury or accident of any kind to one of them—and that 67,000 tuns of freight have also been transported, besides a very large amount of construction. Two passenger and two Freight trains have run daily (Sundays excepted) during most of the year. The Superintendent speaks of the road, as far as built, as equal to any of the first class roads, and describes the line west of Madison as remarkably direct, with easy grades and of cheap construction. During the year buildings for the Company (freight warehouse, brick round house, machine shop, &c.) to the amount of $20,923 have been erected in this city; 14,885 rods of fence, costing $12,706, have been put up, and passenger and freight stations have been built at Fulton, $2,688; at Stoughton, $3,628, and at Madison, $4,100. The machine shop, car house, &c., at Waukesha were sold in July last to Messrs. Case & Pollen for $12,000; the Company taking in pay 75 box cars at $625 each, and 25 platform cars at $225 each. This establishment at Waukesha will henceforth be able to supply the Company with cars. The equipage of the road includes 8 passenger cars, 4 baggage do., 171 freight, 40 gravel, 14 hand do., and 11 locomotives. The sum of $87,115 48 for operating the road during the past year, includes all kinds of repairs and expenses as well on construction as on running account. This is but 39¾ ⅌ cent of the gross earnings; a fact which speaks volumes for the careful, vigilant and economical supervision which has characterized the management of the road.

The total amount of freight bound westward, during the year 1853, is as follows:

Merchandise, lbs	19,254,564	Shingles	5,525
Groceries, lbs	1,734,189	Coal, lbs	1,437,100
Hardware, &c.	7,957,180	Iron, lbs	3,190,872
Leather, &c.	1,366,591		

Amount of freight bound eastward in 1853:

Wheat, bush	676,551	Tobacco, lbs	29,546
Corn, bush	13,848	Hides	133,608
Oats, bush	49,822	Flax	18,941
Barley, bush	122,506	Broom corn	103,236
Rye, bush	27,520	Wool, lbs	159,485
Flour, bbls	2,623	Sundries	1,473,893
Grass seed, bush	5,328	Butter, kegs	1,628
Potatoes, bush	16,244	Live stock, number	1,435
Flour, lbs	52,915	Stone, cords	413
Pork, bbls	1,510	Lumber, feet	32,242
Lard	112	Packing barrels	1,192
Beef, bbls	57	Unused bbls	32
Pork, lbs	1,375	Mill feed, lbs	704,693
Lard, lbs	1,027,778	Lead, lbs	720,564
Hogs	85,523	Shot, lbs	110,201

The statement of the Secretary, Wm. Talntor, shows the amount of capital stock subscribed up to Dec. 31, 1853, to be 15,422 shares, or $1,542,200—on this there remains unpaid $311,219 24.

But space fails us and we must cut short our remarks. We advise our readers, however, especially those who feel interested in this great work and who have anxiously watched its progress, to possess themselves of the Report of the Directors and see how abundantly the enterprise has vindicated the confidence of its projectors and on what a solid and satisfactory foundation it now stands.

Markets.—CAREFULLY REPORTED FOR THE N. Y. TRIBUNE.
TUESDAY, Jan. 17, 1854.

ASHES—The market is better for Pots; sale of 70 bbls at $5 62½@$5 75. Pearls are firm but quiet at $6 25.

COTTON—The market is very active, but is steady at the quotations of yesterday; the sales are 1,030 bales. Export, 735; home use, 405; in transit, 600.

FLOUR AND MEAL—Our market is still unsettled for Western and State Flour, and there is less doing for the home trade and for immediate delivery. A good inquiry may be noted for future delivery. Prices are 12½c. easier, but the decline is not general, and at the close there was more firmness. The sales are 10,000 bbls, at the closing rates. Ohio is nominally 12½c. easier, but there is no offering to speak of, and sales yesterday of 1,000 bbls at $8, but generally held higher. The sales of Western Canal are 17,700 bbls (including 7,700 bbls, to arrive) at $5 87½@$6 12½ for common to straight State on the spot; $6 for do. to arrive; $6 06@$6 25 for mixed to fancy Michigan and common to good Ohio. Southern Flour is firm and in fair request, in part to arrive; sales of 1,000 bbls at $5 25@$5 37½ for mixed to straight brands, Baltimore, &c. Rye Flour is firm; sales of 150 bbls at $4 31. Corn Meal is better and in demand; sales of 600 bbls at $4 12½ for Jersey, and $4 25@$4 50 for Brandywine in bbls, and $4 50 in purchases.

GRAIN—Wheat is unsettled—the market is better, but prices are quite irregular. The sales reported are 10,000 bush prime white Genesee at $2 25; 3,000 bush white Southern at $1 75; 1,200 bush inferior red Southern at $1 80; 2,000 bush do at $1 85; 300 bush inferior red Genesee at $1 90, and 300 bush choice red Southern at $2. Rye is scarce and wanted; last sales at $1 25. Oats are heavy and in demand at 58@59c. for State and Western, and 40@41c. for Jersey. Barley is scarce and is nominal at 90c @$1. Corn is very much unsettled, is more plenty, and is lower; sales of 24,000 bush at 90c for new Southern, to arrive; 90@93c for new Southern yellow mixed and white, on the spot; 92c. for old wheevily do and 95@97c. for sound yellow.

PROVISIONS—Holders of Pork are firmer, but the demand is less active; sales of 700 bbls at $14 @$14 25 for new Mess; $13 @$13 25 for old Mess, and $12 75@$12 87½ for new Prime. Beef is in better demand; good is firm, but common is dull and heavy; sales of 400 bbls at $8 50@$11 for Country Mess; $12 50@$13 for City Mess; $9@$10 50 for repacked Ohio, and $9@$9 50 for Country Prime. Beef Hams are steady at $23 50@$25. Dressed Hogs are plenty at 6@6½c. Cut Meats are heavy; sales of 170 tcs and bbls Hams at 7@8½c. and 6@6½c. for Shoulders. Lard is steady and in limited request; sales of 400 tcs at 9@9½c., and 100 kegs at 11c. Butter is in limited demand and is steady; sales of Ging at 16@18c., and State at 17@19c. Cheese is rather firm and in fair request at 9@9½c.

COFFEE—The market for this article is 1 of a cent lower on Rio; the decline at the auction sale was ½c., and at private ⅛c. The sales are 400 bags at private sale at 11½@12c., and at auction 1,792 bags at 9½@11½c. 4 months; 300 Java at 13½c.

SUGARS are without change, the demand moderate; sales 250 hhds New Orleans at 4¾@5¼c.; 100 Porto Rico at 5c.; 250 Havana at 5¼@5¾c.

MOLASSES is ½c. lower, the demand good; sales 600 bbls New-Orleans at 29½c.

HOPS—An easier market with only a moderate demand; sales 40 bales Eastern and Western at 43@46c. Old is selling sparingly at 30@40c.

LIME—We hear of no sales or arrivals; the inclemency of the weather has also an effect on the market. Common Rockland may be quoted at $1, and lump at $1 25@$1 40.

LATHS are in demand at $1 12.

PLASTER—We hear of sales of 200 tons white Windsor at $3 25; 25 calcined at $1 75, the latter much wanted.

SALT—The market is dull and prices are easier; sales 1,000 sacks Ashton, to arrive, at $1 62½@$1 70. There is a cargo of Curacoa and 1,500 Ivica on the market unsold.

WHISKY—The market is better, the demand exceeds the supply; sales of 600 bbls at 31c. for Ohio, Prison and Jersey, and now held higher.

IRON—A firm market for Scotch Pig, with a fair demand; sales of 400 tons at $40, six months.

LEAD—The market is unchanged; sales of 150 tons at $6 for Spanish, and $6 37½ for English.

OIL CAKE—The market is quiet for country. Of city we hear of a sale of 100 tons this at $55, delivered.

HIDES—The arrivals are more frequent, but the increased firmness of holders checks operations. Sales 4,300 Buenos Ayres, 21@24½ lb, at 24½c.; 4,000 do, 21½ lb, 23½c.; 1,300 Savanilla, 24 lb, 16c.; 200 do, 24 lb, 17c.; 3,000 Angostura, 24½ lb, 22½@22½c., 6 mos, rejecting water-damaged hide. Stock about 72,000.

LEATHER—The market is decidedly buoyant at 25@28½c. for Hemlock B. A. light and middle weights, and 24½c. for Angostura. Oak is scarce and quick and tends upward. Damaged is in demand and prices are improving. The stock and arrivals continue alike meagre.

OILS—The market for English Linseed is very firm with an animated inquiry; sales 3,000 gals at 72c., on the spot, and 72@73c. for the last delivery. Crude Whale is firmer with a better demand; sales here of 1,400 bbls at 64c. as they run, and 66c. for selected; winter bleached is steady at 75c. Crude Sperm is firmly held at prices above the views of buyers. Manufactured is selling in small lots, as wanted, at $1 60@$1 65 for unbleached and bleached. Lard is unchanged and selling at 13@14c. for Western fall and winter. Rosin is firm at 6½c., cash.

NAVAL STORES—The market for Spirits Turpentine has improved with a better demand; sales 400 bbls, at 63@64c. Crude is held with greater firmness and the stock is nearly exhausted; the sale are 500 bbls Swanshore at $4 87½; 1,625 Wilmington, supposed $5. Common Rosin is in small stock, particularly large size bbls, the demand is good; sales 500 bbls, Wilmington at $1 85; middling grades are dull and prices are in favor of buyers; strictly fine the market is firmer and prices are firmer. There is in eight inquiry and prices are steady at $3@$3 25 for thin and $3 50 for ropemakers. Can phene is quiet at 64c.

TOBACCO is in fair request. Sales 87 hhds, Kentucky at 5¼@8½c., 116 bales Havana 20@40c.; 1,3 cases Ohio and Connecticut Seed at 7@7½c.; 65 cases Florida 14@35c.

FISH—The market are rather firmer, the demand is better; sales 1,300 quintals Western and Grand Bank fat at $3 12½@$3 25.

FREIGHTS are selling at 40@50c. for Ohio Live Geese, and 45 for Tennessee; sale 3,00 lbs.

SEEDS—The market is without much change for Clover; sales of 150 bbls and kegs now at 10@10½c., the latter price for small lots. Timothy is quiet at $1 50@$1 75 for mowed, and $1 87½@$2 25 for cleaned. Rough Flaxseed is better demand; sales of 4,300 bushels at $1 70@$1 80 for Southern, and $1 85@$1 87 for Ohio, in Calcutta. Linseed we notice quite a movement at improved prices; sales of 1,500 bags, on the spot, at $1 62½@$1 65; 9,000 bags at Boston, and 3,000 bags and 1,200 packets, to arrive there, chiefly for this market, at $1 62½@$1 65, usual time.

HAY—The market is well supplied, and the demand is fair for shipping; sales of 1,100 bales at 87½@75c. Salt Hay is plenty at 37½@40c. Straw is plenty and very quiet at 50@60c. @100 lb.

Philadelphia Markets.—TUESDAY, Jan. 17.

The Cotton market is quiet, and 100@200 bales sold at steady prices. FLOUR is but little inquired for at the advance: $7 62½ offered and $7 75 asked for good shipping brands; the only sale we hear of is a 500 bbls extra at $8 ⅌ bbl; sales for home use are limited, and holders firm at the above rates. CORN MEAL and RYE FLOUR are in better demand and on the advance. About 200 bbls of the former sold at $4 62½, and the latter at $4 12½ ⅌ bbl. WHEAT is active and heavy, and bringing higher prices; about 4,000 bush sold in lots at $1 70@$1 75 for reds, and $1 85 for white, closing at the latter rates. RYE is wanted, but there is none offering. CORN is again better, and 5,000 bush new Delaware and Pennsylvania yellow sold at 91c., afloat and in store. OATS—No change. The market for GROCERIES is quiet to-day, and no sales of any moment have transpired to alter quotations. PROVISIONS—Holders little disposed to sell Meats and Lard on low terms to the firmness of holders. BUTTER is about stationary, and is in moderate demand. CHEESE SEED is unchanged. WHISKY is improving; bbls. are held at 30c., and hds. at 29c., but the sales are small.

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

CINCINNATI, Jan. 16—FLOUR has advanced to $6. PROVISIONS are heavier, and held for an advance. MESS PORK is quoted at $11 50@$12. LARD is firmer; sales at 9c. for kegs. Sight Exchange on New-York dull at ¼ premium. Freights to New-Orleans: Flour, 70c., and Pork 90c.

LOUISVILLE, Jan. 17—PROVISIONS firm and advancing; Mess Pork, $12; Lard 9@9½c., in bbls, kegs 9c. Shoulders 6c., out of salt.

CHARLESTON, Jan. 16—COTTON—The sales to-day reached 1,400 bales, at unchanged prices.

Receipts of Produce....JAN. 17.

By the Erie Railroad—1,700 bbls Flour, 100 pkgs Beef, 100 do. Lard, 1,500 bags Oats, 100 do Wheat, 700 pkgs Butter, 130 Sheep, 350 Hogs, 4,500 sides Leather.

Ocean Steamers.

LIST OF STEAMERS FOR THE MONTH OF JANUARY.

Canada	From Boston	Jan. 18. For Liverpool.
Glasgow	From New-York	Jan. 18. For Glasgow.
George Law	From New-York	Jan. 20. For Aspinwall.
Star of the West	From New-York	Jan. 20. For San Juan.
Baltic	From New-York	Jan. 21. For Liverpool.
Europa	From New-York	Jan. 21. For Liverpool.
Washington	From New-York	Jan. 28 For Bremen, &c.
Yankee Blade	From New-York	Jan. 31. For San Francisco.

STEAMERS TO ARRIVE FROM EUROPE.

City of Glasgow	Sails from Liverpool for Philadelphia	Jan. 4
Arabia	Sails from Liverpool for Boston	Jan. 7
Atlantic	Sails from Liverpool for New-York	Jan. 11
Asia	Sailed from Liverpool for New-York	Jan. 14
Andes	Sailed from Liverpool for Boston	Jan. 18
Arabia	Sails from Liverpool for Boston	Jan. 21
Pacific	Sails from Liverpool for New-York	Jan. 25
Africa	Sails from Liverpool for New-York	Jan. 25

MINIATURE ALMANAC.....THIS DAY.

SUN—Rises..... 7 21 | Sets..... 5 00 | MOON—Rises..... 8 19m
HIGH WATER.....THIS DAY.
Sandy Hook....11 22m Gov. Island...10 12m | Hell Gate.....0 02m

MARINE JOURNAL.

PORT OF NEW-YORK.....JAN. 17.

Cleared.

Steamship—Glasgow (Br.) Crabr, Glasgow, J McSymon.
Ships Havana, Adams Trieste, Dutilh & Co; Atlantic, Hayden, Antwerp, F. D. Hurlbut & Co.
Barks—Star, Parkard Kingston, J T. White & Co; Ann Sawyer, Gates, St. Marks &c, Brodie & Pettis.
Schooners—Z Snow, Smith, Franklin, R. P. Buck & Co; Allen, Howell, Baltimore, Mather & Lord; Mary C. Ames, Small, Newburyport, F. W. Lewis; M. W. Brown, Hines, Wilmington, Dollner & Lord; C. A. Crooke, Lambert, Georgetown, Mc'ready, Matt & Co; Merchant, Winters, Richmond, C. H. Pierson; Hanover, Whipple, Richmond C. H. Pierson; E. J. Talbot, Amesbury, Brandywine, Croft, Son & Co; Margaret, Wrgham, Petersburg, James Hunter & Co.
Sloops—Nancy Jane, Gardner, Newport, to master; Rhode Island, Corvin, Providence, to master; Neptune, Rackett, Providence, J. H. Haven.
Steamer—Delaware, Clark, Philadelphia, C. B. Sigford.
Propeller—Jackson, Johnson, Baltimore, Parker Vein Steamship Company.

Arrived.

U. S. M. steamship Marion, Foster, 55 hours from Charleston, with mdse. and pass. to Stoford, Tileston & Co. Sunday 15th inst, at 5 P M, Cape Hatteras bearing N W, exchanged signals with steamship James Adger, bound to Charleston, and at 9 P M, Cape Hatteras light bearing W by N, with steamship Augusta for Savannah.
Ship Elizabeth Hamilton, (of Portsmouth) Jones, Newcastle, Eng, 48 da, with coal to the Manhattan Gas Co.
Ship Nebraska, Bearse, Calcutta Sept. 24, Lands Head Oct. 3, with linseed, saltpeter, &c to T. Tigney. No date, lat. 31 N, lon 67 W, spoke Br. bark Buenos Ayreas, for Philadelphia; understood from Valparaiso. The N has experienced very heavy weather N. of Bermuda; lost sea spit with her deck.
Bark Harvest, (of Waldoboro) Ray, Sagua la Grand via Holmes's Hole 8 da, with sugar and molasses to Napier & Johnson. The A has experienced very heavy weather during the passage, having lost sails, long boat, bulwarks washed away; also coaming the vessel to leak.
Bark Abagon, (of Boston) Burgess, London Nov 13, via Falmouth, England Nov 21, with mdse, to Cooke & Smith. Dec 23 lat 37, lon 73, encountered from S W, just time to spread, topgallant-sails, weather sail, jib. 24th inst, lat 37, lon 73 34, saw a large ship bound east showing a blue signal with white center and letter A in the white.
Bark Frances and Louisa, Burgess, Inica, Spain, Dec 2, with wine, &c. to Gomez, Wallis & Co.
Bark Philah, Spofford, Shields 15 da, with mdse, to R. W. Trundy. 10th inst, lat 36 18, lon 68 30, spoke brig John Murray, Jenkins from Lagunas for Liverpool; (of Saltpeter Rocks. The P has experienced heavy gales from W. to N; lost foreyard, bulwarks, head-rail, split sails and looked badly in the top.
Bark Undine, (of Bath) Merriman, New-Orleans 18 da, with mdse, to master. Experienced heavy weather.
Schr Lysander, (of Kingston, Mass) Ellis, Port-au-Prince 13 da, with logwood to W P Wade & Co, (of Boston.
Schr J. W. Horton, Lennell Virginia 2 da, with oysters, bound to Boston.
Schr Abel Easler, Brown, Potomac River with ship timber to Mr. McKay. 12th inst, in Potomac River, spoke ship James N. Cooper, from Boston for Alexandria.
Schr Ship Carpenter, Pease, Smyrna, with wheat to A. Barratt.
Schr John J Bayley, Mason, Virginia, with oysters.
Schr Neptune, Sanford, (of Salem) Pease, San Juan via Ponce, lost Remedios 11 da, with sugar, &c, to master. Experienced heavy weather, lost sails, stove pilot house.
Schr Agnes, Lord, Nassau, E. P. 9 da, with lumber to C. & E. J. Peirce.
Schr Orleans, Dodge, Richmond 10 da, with flour and tobacco to C. H. Pierson. Experienced very heavy weather on the passage; lost main-topmast, &c.
Schr Enoch French, (of Fall River) Hall, Havana 16 da, with sugar &c, to J. W Elwell. Experienced heavy weather, split, foresail, stove bulwarks, &c.
Schr. Linden, Warren, Boston 6 da, with mdse. to S. W. Lewis.
Lighter schrs. Excelsior and Eclipse, from the ship Chancery formerly, off New-York.

BELOW—Packet-ship Rosetta, Porter, Liverpool Dec. 14, with mdse. and pass. to J. Foster, Jr.; also a Hamburg ship with pass. and 1 ship and 2 barks.

SAILED—Ship Constellation, Allen, for Liverpool.

WIND—W. N. W.

The Danish brig Laura, arrived 15th, reports, no date, lat 39, lon 73, spoke Bremen brig Emma from Bremen for Philadelphia, with loss of sails, spars, &c.

[By Sandy Hook Pilot to Telegraph.]
THE HIGHLANDS, Jan. 17—Sundown.

A ship and two barks in tow off the Highlands.
Ship Rosetta from Liverpool and another ship in tow off the Highlands.
One ship in tow going in by the Hook.
Ship Elizabeth Hastings going up the Bay, in tow.
One outward bound ship at anchor in the Bay.
The ship New-Orleans 16 da, for Salem, with a cargo of linseed, saltpetre, indigo, &c, is now going up the Bay in tow. She brings no passengers.
Wind light from N. W.; weather clear.

[From our Correspondent.]

PHILADELPHIA—*Arrived*—Jan 17, barks Buenos Ayreas, Williams Valparaiso; Mary H Kendall, Tellman, Leghorn; Thomas Dallett, Dill, Puerto Cabello; brig Adelo, Lewis, Bordeaux, via New-York.

Cleared—Steamship Kennebec, Capes, New-York; schr. Delaware, Harding, Providence; ship Pequot, Killpatrick, Liverpool.

By Telegraph.

BOSTON—Arr. Jan. 17, ships Dublin, Constradt, Daniel Sharp, Penang; barks May, Glasgow; Avon, Charleston; Makungina, Lennon, D. Webster, Baltimore; brigs Velocity, Glasgow; Lemuria, Turks Island; E. Hinds & A. Adams, Wilmington, N. C; A. Dunbar, Baltimore; schrs. W. Nickinson & Geo. Savory, St Domingo City; Baltic, Gonsives. Cld. ship Herald of the Morning, San Francisco.
CHARLESTON—Arr. Jan 16, Br barks Levant and Snowden.

Disasters, &c.

SHIP SUSAN G. OWENS, Pierce, of and for Charleston, from Liverpool, in attempting to go into Charleston at the ship Rer, on the morning of the 12th inst, the wind being light, fell off and went ashore on the North Breaker. Two steamers were dispatched to her assistance, and if the weather continued favorable it was thought she would be got off without serious damage.

P S The Susan G Owens was got off at high water morning of 14th looking slightly.

BARK JASPER, Bennett, at Charleston from New-York, from the 25th to the 30th December, experienced a succession of gales from W. to N W., which forced the bark across the Gulf three times. On the first day of the blow, with a heavy sea on, and the water coming over the vessel in large bodies, she removed about three hundred barrels of lime (which were in a house on deck) to be on fire, and was compelled to throw it overboard immediately to save the vessel; lost also split sails, &c.

BARK MANGELA, at Boston from Glasgow, reports: On the 21st ult, lat 41 55, lon 46 30, passed within two miles of an immense iceberg, judged to be 200 feet above the water; also passed Mr. Gessner's iceberg S W. 30 miles, fell in with the hull of a vessel bearing S S W 5 miles; stood for it, but coming on thick snow, did not find her; judged the wreck to be a bark of about 300 tons; nothing standing but the mizzenmast, bowsprit gone; the head of mizzenmast was painted black; was abandoned. The Mangela has experienced heavy gales the entire passage; carried away mainyard, split sails, stove bulwarks, slatted cargo, &c; 5th, while under closereefed main-topsail, mast was taken aback, and in coming round, threw the mate at the helm over the wheel, breaking one leg, and badly injuring the other.

BR. BARK NEVANTHE, at Boston from Glasgow, on the 11th ult, lat 52 45, lon 38 24 in a gale from S. E., sprung aleak, and have overboard about 30 tons iron.

BARK PALMETTO, Cleaves (of Harrington, from Darien, Ga. for Mattapoisett, put into Tarpaulin Cove (Elizabeth Is.) in a gale was have down on her lee rail, cut away foremast, which took with it the mainmast, when she righted. Jan. 5, no lat., &c., saw a vessel's deck-house, finished with black painted fresh color, with green window sides. No date, about lat. 30 30, saw a large vessel, apparently a clipper ship, with loss of main and mizen-masts—appeared to be full of water.

BRIG EVA, Burrows, Felt, which cleared at Jacksonville 17th ult, for Jamaica, put back, in distress, date not given, and remained there 16th inst., disabled.

BRIG CHOCTAW, before reported ashore on Nantasket beach, has got off, and arrived at Boston. Schr. Galeta has also got off, with assistance from steamer John Taylor.

BRIG WATER WITCH, which was ashore on Nantasket beach, has been got off and arrived up at Boston.

A 1st mate's table, with all her spare standing, was seen ashore about a mile to the southward of Stone Inlet, by several coasting vessels arrived at Charleston.

BR. BRIG CHARLOTTE, reported yesterday, had eight feet water in her hold 15th inst, and it was thought would become a total wreck.

SCHR. LOTUS, Clark, from Baltimore for Attakapas, while at anchor off North Point 12th inst., was struck by a squall and driven in contact with ship Greenfield, from Baltimore, bound to Liverpool. The schr's main rigging was carried away, and she sustained other damage.

PROVINCETOWN, Jan. 15—Bark Lysander (before reported) was got off on 12th by the Screw and Lever Co., for $1,000. Bark Ida was got off on 13th. Brig Wm. M. Rogers had started about 20 feet, was stove in, and got on bilge. Bark Fanny Buck still lies near Race Point, the tide ebbing and flowing. Baltimore, 300 bales cotton in a damaged state had been discharged. Between decks there were 200 barrels beef and pork, and drifters would go to her on 10th, if the water was smooth. Capt. Finlander Crosby of Centreville, Barnstable, sailed from Boston the day before the gale in a small sloop which he had purchased, for Barnstable, and nothing has been heard of him since.

CAPT. RUSSELL, of Nantucket, late master of whaling brig Venezuela, of San Francisco, has arrived home, and reports the loss of his vessel on the 30th of October, on Coquimbo reefs or shoals, about five miles from land. On the 1st of Nov. the officers and crew left the wreck with their boats and a raft, and landed on one of the Coquimbo islands. Next day left in four boats for Tarapaca, leaving the second and third mates to secure whatever property might come on shore. Arrived there Nov. 6, all well. On the 15th Capt. R. returned to the brig in a schr. from Ensenadilla, but found the officers gone from the island to the main land, and the vessel stripped of everything of value by the natives. A boat's crew belonging to the brig, which left in company with the schr. to go to the wreck, failed in getting there, and was not heard of afterward. The wreck was sold for $125; two boats for $70. The V. had 35 bbls sp. oil on board, which was lost. Chronometer and whaling gun were saved.

EXTRACT FROM A LETTER to Ellwood Walter, Esq., Secretary of the Board of Underwriters, dated

GALVESTON, Jan. 5—The steamboat Magnet, Swan, of and from Mobile, went ashore on the beach about 35 miles to the eastward of this place on the 3d inst. She parted her cable, pipe and rudder, and became disabled. She has been aligned and is nearly a total loss. Insured in M