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

MOBILE, April 14—OUR COTTON market is firm; the sales of the week add up 18,500 bales—to day's sales amount to 1,500 bales. The receipts at this port as compared with those of last year at this time, fall short 19,000 sales. The stock on hand is 86,000 bales. Cotton FREIGHTS to Liverpool, ⅛c. STERLING EXCHANGE, 8@9 ⅌ cent, premium.

PHILADELPHIA April 16—10,000 bush. of CORN sold here to-day at 81 10 ⅌ bush. SuperfleE FLOUR is $11 ⅌ bbl.

NEW-ORLEANS, April 14—The COTTON market is easier, but not quotably lower; the sales of the day and up 1,000 bales. Mess PORK sells at $16@$16 50 ⅌ bbl. BACON SIDES are 9½c. ⅌ lb.

Receipts of Produce

Per Hudson River Railroad for the week ending April 12, 1855.—167 head Cattle & do. Calves, 2 do. Horses, 900 live Hogs, 16 pkgs Provisions, 6 do. Poultry, 14 do. Eggs, 45 do. Whisky, 1,800 bush Oats, 7,452 do Potatoes, 480 bbls. Flour, 512 bales Hay, 1,156 sides Leather, 12,000 gals Milk, 17 tons Marble, 9 do. Slate, 92 bbl's. Peas.

By Erie Railroad—2,636 bbls. Flour, 398 do. Whisky, 58 do. Ashes, 132 pkgs. Provisions, 932 bags Oats, 232 pkgs. Lard, 9,000 sides Leather, 250 pkgs Butter, 300 do. Eggs, 750 bbls. Apples, 656 sheep, 1,650 Hogs, 60 bales Wool.

By North River Boats—11,252 bbls Flour, 140 do. Beef Hams, 992 bags Oats, 6 pkgs. Ashes, 206 bbls. Whisky, 200 bags Oil Meal.

Passengers Arrived

In clipper-ship Gazetteer from Glasgow and Greenock—John Hunter, lady, child and servant.

In brig Wm. D. Shorts, from St. Jago de Cuba—J. F. Partnavie, wife.

MINIATURE ALMANAC.....THIS DAY.
Sun—Rises.....5 19 | Sets.....6 41 | Moon—Rises. . 8 07
HIGH WATER.....THIS DAY.
Sandy Hook . 7 45 | Gov. Island.. 8 35 | Hell Gate 10 18

MARINE JOURNAL.

PORT OF NEW-YORK.....APRIL 16.

Cleared.

Ships—Jeremiah Thompson, Blake, Liverpool, S. Thompson's Nephew; Sultana, Barrett, New-Orleans, W. Nelson & Son.

Barks—Hermitage, Moulton, Gambia, J. A. Machado; John Wesley, Curtis, Tonlon, R. P. Buck & Co.

Brigs—Samuel G. Adams, Ogier, Cienfuegos, Brett, Son & Co; Jas. Crosby, Clifford, Pensacola, B. P. Buck & Co; Haidee, Bryant, Amelia Island, G. S. Coit; W. Fisher, Benson, St. Johns N. F. Arrowsmith & Moss; Alice, Holmes, Philadelphia, W. H. Thompson; Pulaski, Crawford, Trinidad, J. W. Fiveali; Eliza Ann, Terry, Laguna, H. D. Brookman; E. Wake, Lewis, Vienna, Md., H. McComb.

Schooners—George, Ward, Wilmington, G. Barrell; Baltimore, Slaight, Baltimore, Johnson & Lowden; Ellen Hallett, Boston, S. W. McKee; Mary Jane, Mott, Sturges, Clearman & Co; Bergen, Magee, City Point, J. Hunter & Co; Ellen Redman, Osgood, New Bedford, master; Col Satterly, Stetson, Charleston, McCready, Mott & Co.

Arrived.

U. S. Mail steamship Cahawba, Schufeldt, New Orleans March 8 and Havana 11th. mdse, &c, to Livingston, Crocheron & Co. April 12, lat 36 17 N., lon. 79 50 W., passed herm. brig Baltic, standing north. Same day, lat 36 37 N., lon. 79 49 passed clipper ship E. Wilder Farley, standing north.

Steamship Western Port, (Cromwell's line,) Hall, Baltimore, mdse to John Riley.

Steamship Roanoke, Skinner, Norfolk, Petersburg and Richmond, mdse. to Ludlam & Plessants.

Ship Gazetteer, (clipper) Washington, Glasgow and Greenock Feb. 22, mdse. and pass to Dunham & Dimon. April 2, A. M., in lat 43 30, lon 47 passed a Breman bark steering E., showing Marryatt's signal No 3 658.

Ship Fidelia, (pkt) McGill, Liverpool March 20 mdse. and 300 pass to G. H. Warnell & Co. No date, on the Banks, spoke ship Antarctic bound E.

Ship Hero (of Belfast) Finlay, Foo-Chow-Foo Dec. 11, passed Java Head Jan. 11 sld fm St. Helena Jan 24, tea to order. March 12, lat. 00 05 N., lon. 23 spoke Hamburg bark Sylphide, from Cedes for Rio Janeiro. March 29, lat. 24 N. lon. 56, spoke brigantine Eulalia, of and from Yarmouth, N. S., for Barbadoes 24 days out.

Ship St Denis (pkt) Hollensbee, Havre Feb. 28, mdse. and 208 pass to Bend & Pincoss. Been 6 ds W. of Georges. March 26, lat. 40 45 lon 64 37, Ephriam McMullen seaman, native of Ireland aged about 21 years, fell from the jibboom, and was lost. April 4, lat. 42 37, lon 54 08, exchanged signals with ship Patrick Henry, bound E. 5th, lat. 41 03, lon 59 50, spoke ship Antarctic from New-York for Antwerp. The St. D. has experienced heavy westerly weather on the passage.

Bark Carolina, (Sherwood Charleston 6 ds, cotton, &c., to Dunham & Dimon. 12th inst, lat 38 20, lon. 71 10, spoke ship Hero, of Belfast, 120 ds fm. East Indies for New-York.

Bark Robt Mills, McNair, Savannah 7 ds, cotton, &c., to Sturges, Clearman & Co.

Bark Flight, Cash, un. Savannah 7 ds, cotton, &c., to Dunham & Dimon. 13th inst., lat. 39 7, lon. 73 15, spoke brig Tauagher, fm. Matanzas for Portland.

Bark Maraval, Ward, Guanaca, P. R., 12 ds., sugar and molasses to T. Dwight. Left no vessels. The bark J. Forbes, for New Haven, sld. a few days previous. The schr Volant, of Ellsworth, sld. 26th for Guayaquilla, to load for New-York.

Brig Jorge Hathaway, (of Ellsworth) Leland, Laguna, and Charleston 8 ds, where she put in, in distress, with logwood to Lobach & Schepeler; vessel to C & E. J. Peters.

Brig Wm. D Shurtz, (of Eastport) Stickney, St. Jago de Cuba March 29, sugar to Grant Son & Co April 2, lat. 34 1, lon. 72 25, spoke bark Odd-Fellow fm. Havana for Portland; has sprung her mainmast and lost topgallant mast. The W. D. S. has experienced heavy weather N. of Hatteras.

Brig Clara, (Br., of Greenock,) Hutchinson, Messina 130 ds., fruit to Draper & Devlin. Has experienced very heavy weather all the passage, with gales from N. W. to S. W.; sprung foremast, carried away fore-yard and received other damage; 24 inst experienced a hurricane; 7th inst. shipped a sea which started beats spars and hatches; has been driven twice across the Gulf March 9, in lat 37 03, lon 63 29, spoke brig Anglo-Saxon fm Boston, 3 ds out. March 31, lat. 39 07, lon. 64 56, spoke brig "Argonaut" from Stonington for Africa.

Schr Alexander Mitchell, (Br.) Flannagan, Lisbon March 5 salt and cork to J. A. Machado. March 27, lat. 37 12, lon. 62 fell in with the wreck of a brig or schr, about 120 tons burden, painted lead color, with two white streaks around her; all her masts were gone; she was water-logged and abandoned. The A. M. has experienced heavy weather from the 14th of March; encountered violent gales from W to S. W., split sails, stove bulwarks &c.; has three passengers.

Schr Revival (Br) Phillips, Palermo 102 ds and Gibraltar 55 ds, oranges, lemons and sulphur to Chamberlain & Robinson. The R has experienced heavy gales on the passage; split sails, stove bulwarks, &c.

Schr Mary C Hoyt, Monron, Washington, N. C., 4 ds., cotton to S. L. Mitchill.

Schr. Wintemozeh (of Flushing, L. I.) Morrow, Matanzas 10 ds, pine-apples, pumpkins and tomatoes to T. Gilmartin.

Schr. Mary Mankin, Bearse, Boston, mdse. to Dayton & Sprague.

Schr Wonder, French, Providence.

Schr. J. Rogers, Worthington, Portland, Conn.

Schr. John Rhoe, Hammond, Wilmington, naval stores to master.

Schr Buena Vista, Lett, Alexandria, coal, bound to Bridgeport.

Schr. E Townsend, Cummings, Alexandria, coal, bound to Bridgeport.

Schr. Music, Ketchum Alexandria, coal.

Schr. H May Chapin, Philadelphia, coal.

Schr. Hannah Maulds, Brown, Baltimore.

Schr. J. Peetmen, Cramer, Virginia, pine wood.

Schr. J. S. Bodine, Robbins, Virginia, pine wood.

Schr. E. W. Farrington, Hulse, Virginia, pine wood.

Schr. Elias amanda, Williams, Virginia, pine wood.

Schr Ann Turner, Turner, Virginia, pine wood.

Schr W. S. Brown Holbrook, Rockland.

Schr Meyers ——, Rockland, lime.

Schr H. D. Swanson, Lawton, Savannah 6 ds, cotton to Bernston & Tallman.

Schr Elizabeth Arcularius, (of Rockland,) Baker, Warren, New-Providence, 13 ds, cotton (being a part of the ship Eva's cargo) to order.

Schr E Atkins, Harding, Charleston 10 ds, cotton to master.

Schr Jones Smith, Warren, Savannah, cotton to McCready, Mott & Co.

Schr New York, Atkins, Richmond, flour to C H Pierson.

Schr Ship Carpenters, Burrows, Delaware, corn to S N. Fox.

Schr Rio, Cheesman Delaware, corn to E N Fox.

Schr N C. Harris Harris, Addison, spars to I F. Snow.

Schr Atlantic, Elliott, Salem, mdse. to R. W. Ropes.

Schr W L Coxswell, Elliott, Wilmington, naval stores to McCready, Mott & Co

Schr. Mary & Susan, (Br.) Kelly, Baracoa 11 ds., fruit to Miller & Luther.

Schr Vapor, Smith, Wilmington N. C., 4 ds., naval stores to Blossom & Son. Sld in company with schr Alba, for New-York.

Schr. Isaac W Hughes, Field, Newbern, N. C., 5 ds, naval stores. Sld. in co. with schrs M. E. Hover, and Elizabeth Ann, for New York.

Sloop Blackstone, Reynolds, Providence.

BELOW—Packet ship James Foster, Jr., Porter, Liverpool March 6. Also, two Brigs.

SAILED.—Ships Union, Davis, for Liverpool; Toulon, Upshur, Cork; Sultan, Eldridge, (new,) St. John, N. B.; and others.

WIND—Sunrise, N. E.; Sunset, S.

The Sardinian frigate Des Geneys, Mantas, for Genoa, (supposed,) was towed to sea by steam tug Leviathan, Captain Hazzard.

The ship Dewitt Clinton, Funk, for Liverpool, is at anchor at B. W. Sp. 6.

Disasters, &c.

P CAPT. Cot Bibb, of the ship Thornton, arrived yesterday from Liverpool, reports that he experienced a succession of westerly gales. From April 1 to about the 7th, passed through large quantities of wreck and stuff, such as boxes, parts of masts, with rigging attached, &c., lowered a boat, and picked up a box with bacon in it, having the following marks: Diamond S in the left upper corner, N. 1 C 8 in the opposite corner, O'Neil, Healy & Co., packers, Madison, Indiana. In the center: middles, 304 lb, underneath, C. C. in a square at the bottom; 3,380 on the right lower corner, and on the other side of the box was 491.

BR BRIG LAURA, from Halifax, which was reported bound to Portland, and which got ashore at Sambro, came off, supposed without damage, and sld. for West Indies.

BRIG P P BECK, from Providence for Charleston, before reported ashore at New-port, R. I., was got off without damage.

BRIG VINCENNES, from Cardenas, at Portland, 13th, lost deck-load of molasses, and stove part of cargo in the hold.

BR BRIG RAPID, from Halifax, at Portland 13th, experienced heavy weather, lost fore yard, top gallant yard, jibboom, &c.

SCHR. HENRY DUNSTER, Gilkey, from Cardenas, at Portland 13th, lost deck load of molasses during heavy weather.

SCHR MARY FOWELL, for Wilmington, N. C., before reported ashore, got off, and anchored inside Old Topsail Inlet, remained 14th inst. She had been laid on shore to stop a leak. Her cargo had been shipped to Wilmington—part of it badly damaged.

CAPT. PRESCOTT, Coast Pilot, reports, that in passing Race Light, Cape Cod, with ship Good Hope, Capt. Miller, on the 16th, he saw the head of a topmast, that appeared to be attached to some vessel sunk; Race Light bearing S. by E ½ E., and Highland near S.E.

SCHR. BUENA VISTA grounded on the bar off Arcusse 20th ult., and the vessel and cargo became a total loss. The crew were rescued on the 27th by Captain Arnot, of the schr. Major Barbour.

CAPTAIN COBBS, mate and four seamen, late of the brig Catharine & Mary, of Boston, before reported lost, arrived at Holmes's Hole 11th inst—passengers in schr. Northern Light, from Jacmel.

THE WRECK of brig Emily Dodge, of Deer Isle, Me., spars all gone, and vessel waterlogged, before reported abandoned, was fallen in with no date, lat. 24, 37, lon. 62.

SCHR. CLARA AND DELAWARE arrived at Boston 14th from Orleans with part of cargo of bark Sylvillo.

SLOOP ALEXANDER arrived at Boston 14th, with 70 bales of cotton from ship Wm. A. Cooper.

SCHR. SARAH & LUCY, (of Richmond, Me.) Hilsh, from Attasapas for New-York, was the vessel which foundered in the Gulf of Mexico, on the 27th ult., and not the Sarah Ann, as before reported. Her officers and crew were taken off (saving nothing but the chronometer and boat) and carried into Key West by brig John Alfred, Capt. Ballard. She was built in Robinston, Me., in 1852, and was worth about $5,000.

SCHR. F ROGERS, Capt. Collier, from Mobile bound to Brazos St. Jago, with a cargo of lumber, sprung aleak on the 2d ult., in lat 26 06 N., lon 96 50 W., when all hands went to the pumps; but finding it impossible to keep her free, and fearing she would capsize, they cleared away the stern boat, and all hands took to it as she went down. They then made their way toward Sierra Lerena and at 10 o'clock that night discovered land. About 11 o'clock, landed on the coast of Mexico, about ten miles to the southward of the Rio Grande, and then proceeded toward that river. Two days afterward they arrived at Brazos St. Jago, where they were taken on board of the schr Venice, Capt. Fish, and brought to New-Orleans. Capt. Collier reports that he and his crew lost everything but what they stood in.

SCHR. ABNER L. COLBY sailed from Gloucester with eight persons on board, on Monday, Feb. 26th, and was last seen on George's Bank, March 7th. The following is a list of the persons on board: James Brown, master, of Gloucester, aged about 38 years; John J. Hutt, of do., about 35 years; Wm McCalab, of Deer Isle, Me., about 29 years; John Pyne, of Gloucester, about 22 years, James Sullivan, a stranger; James Marr, a stranger, about 35 years; James Flarity, a stranger, about 35 years; John Powers, a stranger, about 40 years. The Abner L. Colby was a first class vessel, 74 tuns burden, built at Essex in 1853, and was owned by Messrs A. Merchant & Co., and others. She was valued at $4,000, and insured at the Gloucester Mutual Insurance Office for $3,000.

MISSING VESSELS.—Schr. Reporter, sailed from Gloucester Feb. 22, with eight men on board, and was last seen in the Western Bank, March 7, with nearly a full trip of halibut. The following is a list of the names of the persons on board: John Bearse, master, of Gloucester, a native of Nova Scotia, unmarried, 45 years of age; Samuel Bearse, of Nova Scotia, unmarried, 25 years; Edward Stuart, of Marblehead, 21 years; Joseph Sexton, of Gloucester, unmarried, 20 years; Jesse Rich, of Maine, 28 years; Nicholas Gifford, of Newburyport, unmarried, 18 years; Charles Worden of England, unmarried, 23 years; Michael Clarey, of Rockport, an Irishman, leaves a widow and five children, 45 years of age. The Reporter was a first class vessel, nine months old, 84 tuns burden, built at Essex, and owned by Joseph O. Proctor and others. She was valued at $4,500, and seven-eighths of her was insured at the Gloucester Mutual Fishing Office for $3,600.

Spoken, &c.

April 11, no lat. or lon., was seen ship Sea Serpent, of and fm. New-York for San Francisco.

Feb 3, lat. 16 n., lon. 16 W., ship Red Jacket, fm. Liverpool for Melbourne.

Feb. 26, lat. 5 S., lon. 30 W., ship Phenix, Hoxie, fm. New-York for San Francisco.

April 9, Cape Florida S 40 miles, was seen ship Louisiana, from New-Orleans for New-York; same day, 4 P. M., a ship standing —, showing a red and white horizontal signal with a letter in it.

Whalers.

Spoken—Dec. 16, off Whytootacks, Benj. Tucker, Sands, N. B., nothing since leaving the Islands; Jan 20, lat 45 38 S., lon. 153 40 W., John Coggeshall, Norton, F. H., 2½ do; Feb. 7, lat. 47 40 S., lon 63 W., saw ship California, Manchester, N. B.; 13th, lat. 46 40 S., lon 49 W., spoke Cherokee, Smith, 60 bbls. oil since leaving the Islands.

At Rio Janeiro March 6, ship Maria, Perry, fm. Callao, of and for Nantucket, repg.

Financial.

BY SIMEON DRAPER, Office No. 46 Pine-st., corner William.—TUESDAY, April 17, at 12½ o'clock, at the Merchants' Exchange:

$14,000 eight per cent. bonds of the Michigan Southern Railroad Co., due 1867, interest payable April 1 and Oct. 1, in New-York, $1,000 each.

$17,000 five per cent. coupon bonds State of Pennsylvania, due 1877, interest payable Feb. 1 and Aug. 1, in New-York, $1,000 each.

$4,000 five per cent Canal Stock, State of Indiana, interest payable Jan. 1 and July 1, in New-York.

$3,900 five per cent. stock, State of Indiana (issued to the Wabash and Erie Canal,) interest payable Jan. 1 and July 1, in New York.

$1,713 Mercantile Mutual Insurance Company Scrip, issue of 1852.

50 shares Third-av. Railroad Company Stock, $100 each.

50 shares Niagara Company Stock, $100 each.

$2,000 seven per cent. first mortgage bonds of the Buffalo, Corning and New-York Railroad Company, due 1866, interest payable April 1 and Oct. 1, in New-York, $1,000 each.

$2,700 Mercantile Mutual Insurance Co. Scrip, issue of 1853.

$830 Mercantile Mutual Insurance Co. Scrip of 1852.

OFFICE OF THE COMMONWEALTH FIRE INSURANCE COMPANY, No. 6 Wall-st.

THE BOARD OF DIRECTORS have this day declared a SEMI-ANNUAL DIVIDEND of SIX PER CENT. on the Capital Stock of the Company payable on and after the 1st day of May ensuing. The Transfer Books will be closed from the 27th day of April to the 1st day of May inclusive.—April 11, 1855. THOS. L. CHESTER, Secretary.

$1,000,000 BONDS of the VIRGINIA and TENNESSEE RAILROAD COMPANY—Proposals will be received for the whole or any part of the above issue of Bonds. They are dated July 1, 1854, and payable to bearer in the city of New York on June 30, 1884, with interest Coupons attached, at the rate of 6 per cent. per annum, payable semi annually, at the Bank of America, on the 1st of January and July of each year, and one-half their amount convertible into the stock of the company, at the option of the holder.

These bonds are issued under the full authority of the stockholders, for the purpose of finishing and equipping the road, and they are secured by a second mortgage on the road, with all the real estate, fixtures, and equipments, franchises appurtenances, and privileges appertaining thereto. The first and prior mortgage is for $1,500,000, of which $1,000,000 was taken by the State of Virginia, on the following very advantageous terms: 6 per cent. interest and the principal to be liquidated by payments annually of one per cent for 34 years, commencing on July 1, 1858. The remaining $500,000 were sold at par.

The capital of the company is $3,000,000, three-fifths of which is held by the State of Virginia, and the whole amount paid in is $2,978,110.

The length of the road, from the City of Lynchburg to the Tennessee line, is 204 miles, of which 135 are entirely finished and in operation. The remaining 69 miles require only $235,000 to complete them, and ten months' labor is only necessary to put the entire road into full operation. There has been expended on the road about $5,000,000 in construction, rolling stock, and expenses, a sum double the amount of both mortgages, which together do not exceed $13,000 per mile of road. The road forms a link in the chain of railroads which become probably the most important route in the Union, giving an almost straight line from the Northern and Eastern cities, to those on the Gulf of Mexico and the Mississippi, shortening the distance more than 500 miles; and there is but one more link to be finished to afford a continuous railroad transportation from the City of Washington to Montgomery, Ala. But independent of the travel that will come to it as a part of the great North and South Line, the Virginia and Tennessee Railroad has a certain local business of its own, which is clearly ascertained by the earnings of last year, with only 85 miles open, ($183,929 79,) as being sufficient of itself to support the road. It passes almost the whole length through a region abounding with a variety of minerals of the most valuable nature, such as lead, coal, iron, copper, salt and gypsum, all of which exist in great abundance, which have been hitherto neglected, but which are fast being developed now that they can be conveyed to market. In short the prospects of the road are most flattering, and fostered as it has been by the State, and supported generally by the people of Virginia, with so large a cash capital actually paid in, it is believed no security has been recently offered of a better character. The Company have agreed to set apart one per cent annually on the amount of their bonds from the earnings of the road, as a Sinking Fund to meet the payment of them at maturity; and the stockholders have adopted as a line of policy, to declare no dividend excepting from a cash surplus, after the interest and Sinking Fund have been provided for.

The terms on which the sale will be made are 25 per cent. down, and the balance in payments of 10 per cent. every thirty days till all paid. If the whole amount is paid at once, interest to 1st of July to be allowed. The right of rejecting all or any part of the bids is reserved. If deemed for the interests of the Company to do so. The bonds will be lodged in bank to be delivered when the whole amount is paid. Full information will be given on all subjects connected with the financial affairs of the Company which could be derived by parties wishing to offer for the bonds, and documents for reference obtained by applying to ADRIAN H. MULLER, Esq., No. 38 Wall st., New-York, to whom offers must be sent, sealed and marked "Tender for Railroad Bonds," on or before the 24th day of May next. JOHN ROBIN MCDANIEL, President Virginia and Tennessee Railroad Co.

The Board of Directors are: HENRY DAVIS, GEORGE STUART, THOMAS L. PRESTON, WILLIAM A READ, WM. T. ANDERSON, and C. F. M. GARNETT, Chief Engineer.

I will receive sealed proposals for the above loan, which will remain with me unopened till 3 o'clock P. M., of Thursday the 24th day of May next, to be then opened in the presence of the President or some other authorized agent of the Company.

ADRIAN H. MULLER, No. 38 Wall-st.

New-York, April 6, 1855.

ROCKY-BAR MINING COMPANY, No. 20 MERCHANTS' EXCHANGE, NEW-YORK CITY, April 16, 1855.—PURSUANT to a resolution of the Board of Directors, passed at a meeting held on the 25th day of March last, notice is hereby given that the following Certificates of Stock in this Company upon which only or all the following assessments remain unpaid, viz: 5 per cent. due 15th March, 1856; 3 per cent due 21st February, 1854; 2 per cent due 17th October, 1854; and 2 per cent due 15th March, 1855—will be sold at public auction, in the Merchants' Exchange, in this City, at 12½ o'clock P. M., on FRIDAY, the 18th day of May next, for non-payment of any and all of such assessments remaining unpaid thereon, namely:

Old Stock, par $100—Nos. 6, 21, 26, 32, 34 to 42, 56 to 57, 66 to 70, 72 to 76, 87, 88, 92, 94 to 96, 104, 105, 108, 110, 118, 125, 128, 134, 136, 144, 147, 174, 175, 178, 181 to 185, 187, 188, 190, 194, 200 to 209, 213, 216 to 219, 403, 410, 427, 428, 430, 435, 439 to 444, 448, 449, 454, 455, 491, 495, 538, 548, 560, 568, 590, 592 to 599, 601, 604 to 607, 628, 647, 651, 652, 654, 663, 667, 673 to 678, 681 to 691, 693 to 702, 704, 709, 711, 714, 716, 730, 792, 793, 797, 808, 814, 828, 845, 846, 892, 894, 906, 913, 915, 926, 956 to 957, 958 to 976, 990, 994, 1004, 1091, 1098, 1111, 1124, 1125, 1136, 1147, 1149, 1154, 1155, 1163, 1168, 1170, 1173 to 1176, 1222, 1272, 1227, 1238, 1240, 1251, 1252, 1256 to 1257, 1261, 1269, 1272, 1274 to 1280, 1282, 1289, 1290, 1314, 1349 to 1351, 1355, 1357, 1358, 1373, 1378, 1477, 1437, 1440 to 1443, 1457, 1458, 1461, 1473, 1485, 1495, 1498, 1504 to 1562, 1565 to 1607, 1611, 1619, 1622, 1642, 1648, 1658, 1656, 1657, 1674, 1700 to 1705, 1712, 1716, 1717, 1732 to 1734, 1747 to 1984, 3001 to 3013, 3054, 3055, 3074, 3075, 3079, 3080—in all, 1653 Shares, for non-payment of all the above-named assessments, amounting to 12 per cent.

Old Stock, par $100—Nos 90, 875, 1539—in all 7 shares, for non payment of the second, third and fourth named of the above assessments, amounting to 7 per cent.

Old Stock, par $100—No. 1248, 2 shares, for non payment of the third and fourth named of the above assessments, amounting to 4 per cent.

New Stock, par $5—Nos 85, 88, 98 to 105, 127, 136 to 138, 143, 155, 159, 162, 170 to 172, 178, 179, 181, 196, 197, 200, 203, 212, 218, 238, 255, 259, 260, 245, 249, 263 to 266, 279, 289, 297, 298, 353 to 358, 541, 550 to 555, 696, 707, 717, 718, 749, 773 to 776, 778, 1058, 1179, 1185, 1249, 1250, 1257, 1223, 1292, 1294, 1356, 1362, 1414, 1446, 1455—in all 15,520 shares, for non payment of the second, third and fourth named of the above assessments, amounting to 7 per cent.

New Stock, par $5—Nos 1530, 1544, 1581, 1601, 1603, 1604, 1606, 1610, 1616, 1668, 1694, 1695, 1721, 1722, 1724, 1725, 1731, 1744, 1748, 1779, 1763, 1770, 1773, 1791, 1799, 1806, 1817, 1833, 1862, 1866, 1870, 1873—in all 10,289 shares, for non payment of the third and fourth named of the above assessments, amounting to 4 per cent.

New Stock, par $5—Nos 2068, 2069, 2072, 2089, 2145, 2162, 2179, 2182, 2187 to 2195, 2195, 2196, 2220, 2224, 2229, 2232, 2254, 2264, 2265, 2268, 2269, 2274, 2276, 2281—in all 10,101 shares, for non payment of the last-named of the above assessments viz: 2 per cent. By order of the Board. M. BRENAN, Secretary.

THE MARINERS' SAVINGS BANK, corner 3d-av. and 9th-st.—Pays 6 per cent. INTEREST on sums of $500 and under, and 5 per cent. on sums over $500.

Open daily, from 9 A. M. to 2 P. M., and WEDNESDAY and SATURDAY EVENINGS, from 5 to 8.

OFFICERS:

Hon. JACOB A. WESTERVELT, (late Mayor of the city,) President.

PHILIP W. ENGS and ISAAC T. SMITH, Vice-Presidents.

W. H. ELSWORTH, Secretary.

N. B. This Savings Bank is in no way connected with any other Banking Institution in this city, is regularly chartered according to law by the Legislature of this State, and has its funds securely invested, mainly on bond and mortgage, on property worth double the amount loaned.

CROTON AQUEDUCT DEPARTMENT, April 14, 1855.

PUBLIC NOTICE is hereby given that, in pursuance of an act of the Legislature, passed July 20, 1853, all property on which the Croton Water rents remain unpaid after the 30th day of April will be returned from this office to the Clerk of Arrears of Taxes for collection.

M. VAN SCHAICK, President.

R. W. LATHAM, Auctioneer.

J. THOMPSON'S AUCTION SALES.—On WEDNESDAY, April 18, at the Merchants' Exchange, at 12½ o'clock.

$25,000 Virginia 6 per cent. Bonds; coupons semi annually in this city.

$5,000 Louisiana 6 per cent Bonds; coupons semi-annually in this city.

$5,000 Missouri 6 per cent. Bonds; coupons semi-annually in this city.

$2,000 Louisiana 6 per cent. Bonds; coupons semi annually in this city.

$2,000 Louisiana 6 per cent. Bonds; coupons semi-annually in New-Orleans.

$10,000 Cleveland and Toledo Railroad 7 per cent Bonds; interest in New-York 1st of March and 1st of September, due in 1868.

$1,000 Cleveland and Toledo Railroad Company Dividend Bonds, issued April 1855 interest 7 per cent; April and October in New-York; Bonds due in 1865.

$2,000 New-York and Harlem Railroad Company 7 per cent. 2d Mortgage Bonds; interest February and August in New-York; due 1864.

$5,000 Lake Erie, Wabash and St. Louis Railroad Company 7 per cent 1st Mortgage Bonds; interest 1st February and 1st of August in this city; due in 1865.

$15,000 Cleveland Painesville and Ashtabula Railroad Company 7 per cent Mortgage Bonds, interest January and July, in Philadelphia.

20 shares of the Mercantile Fire Insurance Company of New-York, $50 each.

All purchases must be paid for, on or before 1 o'clock of the day after the sale. When purchases are made for account of parties out of the city, 10 per cent will be required on the day of sale, and six days' grace given, (adding interest) on the balance.

The accrued interest will go to the purchaser (the same as at the Board of Brokers) except when otherwise stated.

Office No. 2 Wall st. J. THOMPSON.

UNADJUSTED MICHIGAN FIVE MILLION LOAN BONDS.

STATE TREASURER'S OFFICE, LANSING, March 25, 1855.

In pursuance of the following section of an Act, relating to the FIVE MILLION LOAN BONDS, approved February 12, 1855, which is hereto annexed, I do hereby give notice to the holders of the following described Bonds:

$1,000 Bonds.	$3,000 Bonds.
Nos 189 to 226, both inclusive.	Nos 357 to 374, both inclusive.
" 228 to 254, " "	" 378 to 380, " "
" 266 to 307, " "	" 385 to 396, " "
" 311.	" 398
" 313.	" 429 to 433, " "
" 317 & 318.	" 440 to 448, " "
" 501 to 551, both inclusive.	" 473 & 474
" 554 to 600, " "	" 476 to 485, " "
" 300 to 495.	" 492 to 500, " "
" 801, 802, 803, 805.	" 507, 542, 546, 547, 550, 555, 557, 558, 559
" 868 to 875, both inclusive.	" 561 to 570, both inclusive.
" 825 to 828, " "	" 576, 577, 580, 581, 582.
" 830 to 873, " "	" 586 to 590, both inclusive.
" 875 to 902, " "	" 592, 594 and 595, 608, 609, 610.
" 904.	" 617 to 629, both inclusive.
" 909 to 994, " "	" 631, 641, 642.
" 998 to 1012, " "	" 645 to 668, " "
" 1015, 1016 & 1017.	" 689, 693, 694, 705, 707, 708, 709, 710.
" 1019, 1020 & 1021.	" 713, 714, 715.
" 1023.	" 722 to 728, both inclusive.
" 1027 to 1095, both "	" 732 to 735, " "
" 1099, 1099, 1100 & 1101.	" 745 to 752, " "
" 1164 to 1623, both inclusive.	" 769
" 1701 to 2000, " "	" 761 to 808, " "
	" 811
	" 854 to 871, " "
	" 873 to 901, " "
	" 909, 911, 934, 935, 936, 938, 947, 948, 951, 972
	" 975 to 991, both inclusive.
	" 994, 995, 1009, 1011, 1012, 1013, 1014.
	" 1048 to 1057, both inclusive.
	" 1069, 1064, 1065.
	" 1070 to 1077, both "
	" 1082, 1083.
	" 1088 to 1094, " "
	" 1096, 1097, 1099, 1100.

That they are required to surrender the same at the office of the undersigned, at Lansing, on or before the 12th day of August next ensuing, for adjustment agreeable to the provisions of said Act. The rate of such adjustment will be, in accordance with the 8th section of the Act, published at pp. 202, 212, 218, 1848, (therewith annexed.) The new bonds to be issued in the adjustment of these above described will contain a clause entitling the holder to any and all claims the State may have against the United States Bank, and the Morris Canal and Banking Company, or their legal representatives, growing out of the nonrecitation of the Five Million Loan Bonds; and such new bonds, when issued, will be made payable in New York, both as to principal and interest, and will be made to close mature at the time fixed for the maturity of the original part-paid bonds. The interest on said new bonds will be paid semi annually, on the first day of July and January of each year, until the maturity of said bonds, or the redemption of the principal. After the expiration of said 12th of August, the interest on all the class of bonds, remaining outstanding or unadjusted, will cease.

S. M. HOLMES, State Treasurer.

COPY OF SEC. 2 OF THE ACT RELATING TO THE SURRENDER OF BONDS. APPROVED FEB. 17, 1855.

SECTION 2. All holders of that class of State Bonds for which new bonds are directed to be issued by section eight of Act numbered 175 of the session laws for the year 1848, entitled an Act to provide for the funding the outstanding Internal Improvement Warrants of this State, and the interest due thereon, and also for liquidating and funding the amount of principal and interest actually due upon the part-paid, Five Million Loan Bonds, are hereby required within six months, from and after the passage of this Act, to present any bonds of this State, held by them, at the State Treasurer's Office, for the purpose of having the amount due thereon accurately ascertained, and new bonds issued therefor, according to the provisions of said Act; and, in case they fail so to present said bonds within the time herein prescribed, no interest shall be allowed on said bonds to the holder or holders thereof, after that time, so that the same may not be in any manner incorporated into said new bond, so to be issued as a part of the principal sum thereof, and the State Treasurer is hereby authorized to give all reasonable and proper notice of the provisions of this Act, so as best to secure the object hereby contemplated.

COPY OF SEC. 8 OF THE ACT RELATING TO THE RATES OF ADJUSTMENT OF THE PART-PAID BONDS. APPROVED APRIL 1, 1848.

SECTION 8. That, upon the surrender at the Treasury of this State of any of the said part paid Five Million Loan Bonds still outstanding, the holder of the same shall be entitled to receive from the Governor of this State certificates of stocks or bonds, at the rate of four hundred and three dollars and eighty eight cents on each one thousand dollars of said bonds, for principal and interest due thereon, the first day of January, eighteen hundred and forty-six, and adding for subsequent interest, at the rate of six per cent. per annum, on three hundred and two dollars and seventy-three cents, for each thousand dollars of said bonds, to be computed up to the first day of January next, after the surrender thereof: *Provided*, The Coupons since July, eighteen hundred and forty-one, shall remain attached thereto:

Provided, further, That, in case any of the Coupons falling due on any of the said bonds, between the first day of July eighteen hundred and forty-one, and the maturity of the bond or bonds, shall not be delivered to the State Treasurer, with the bonds to which they belonged, there shall be deducted from the amount authorized to be issued in new bonds, under the preceding section, the sum of nine dollars and eighty cents for each Coupon removed from a bond of one thousand dollars, and twenty-seven dollars and twenty-four cents for each Coupon removed from a bond of three thousand dollars.

JOHN MUNROE & CO., AMERICAN BANKERS, No. 5 Rue de la Paix, Paris, grant LETTERS OF CREDIT for mercantile purposes. Also, CIRCULAR LETTERS OF CREDIT on the following cities:

Alexandria,	Coblentz,	London,	Palermo,
Antwerp,	Cologne,	Leghorn,	Pisa,
Amsterdam,	Constantinople,	Lucerne,	Prague,
Athens,	Dresden,	Lucca,	Riga,
Berlin,	Florence,	Lyons,	Rome,
Aix la Chapelle,	Frankfort on the Maine,	Madrid,	Rotterdam,
Baden Baden,	Genoa,	Madeira,	Seville,
Bale,	Geneva,	Malaga,	Stettin,
Berne,	Gibraltar,	Malta,	Smyrna,
Beyrout,	Hamburg,	Mannheim,	St. Petersburg,
Bologna,	Havre,	Marseilles,	Strasburg,
Bordeaux,	Heidelberg,	Mayence,	Stockholm,
Bremen,	Jerusalem,	Messina,	Trieste,
Brussels,	La Haye,	Milan,	Turin,
Bruxelles,	Lausanne,	Moscow,	Venice,
Cadiz,	Leipsic,	Munich,	Vienna,
Carlsruhe,	Lisbon,	Naples,	Wiesbaden,
Cairo,	Liege,	Nice,	Zurich.
		Pau,	

Office in New-York, No. 8 Wall st. Bills on Paris at short or 60 days' sight for sale in sums to suit.

OFFICE OF THE MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R. COMPANIES, No. 18 William-st., NEW-YORK, March 15, 1855.

A MEETING of the STOCKHOLDERS of the MICHIGAN SOUTHERN RAILROAD COMPANY will be held at the Office of the Company, at Adrian, in the State of Michigan at 10 o'clock, A. M., on the 25th day of April next. And a meeting of the Stockholders of the NORTHERN