[CONTINUED FROM FIRST PAGE.]

cloudy and cool. The river is rising fast. Arrived—Richmond, from St. Louis. Departed—Glasgow and Alice Deane for New Orleans, James Howard for St. Louis, Potomac for Cincinnati.

PITTSBURG, January 9.—Weather cloudy and mild. Monongahela five feet six inches in the channel, and falling.

EVANSVILLE, January 9.—Weather cloudy and cool. Mercury 32°, with signs of snow. The river has risen eight inches in the past twenty-four hours.

CAIRO, January 9.—Arrived—H. S. Turner, from New Orleans, at 9 P. M.; Argosy, from New Orleans, at 10 P. M.; Lookout, from New Orleans, at 11 P. M.; Alaska, from New Orleans, at 3 A. M.; Indiana, from New Orleans, at 9 A. M.; Thompson Dean, from Cincinnati, at 9 A. M.; Lucy Bertram, from St. Louis, at 3 P. M. Departed—H. S. Turner, for Louisville, at 10 P. M.; Argosy at 5 P. M. The river has risen twenty-two inches. Mercury 36°. Weather clear.

CINCINNATI, January 9.—The river has twenty-two feet three inches in the channel and falling. Cloudy weather.

MONROE, December 9.—Passed up this forenoon—Jennie Howell, Ruth and No. 9. Down—Sabine. There is seven feet of water on Monroe bar, and a rise reported at Camden.

LOUISVILLE, January 9.—River declining; nine feet six inches in the canal, seven feet six inches in the chute, and five feet over the rocks. Weather cloudy, damp and cool. Arrived—Kate Putnam, from New Orleans. Departed—John Kilgour, for New Orleans; C. B. Church, for Cincinnati.

The gates of the new locks have been taken to the Jeffersonville ship yard to be repaired and strengthened, which will take ten days.

The carpenters building the bulkhead on the Sam J. Hale will commence pumping her out to-morrow evening. The contractors think to get her afloat in a few days.

ST. LOUIS, January 9.—Arrived—Mary Alice from New Orleans. The river has risen two inches. There is still considerable slush, ice and low water, which interrupts navigation. Weather clear and mild. The snow is disappearing.

MARKETS.

Domestic Markets.

NEW YORK, January 9.—Cotton quiet; sales 2719 bales; uplands 21⅜c; Orleans 22c. Futures active; sales to-day 15,800 as follows: January 21 1-16, 21, 20 15-16, 20⅞, 21⅜; February 21 11-16, 21⅜, 21 1-16, 21½, 21⅜; March 22, 21⅞, 21⅜, 21¾; April 22¼, 22⅛, 22, 21¾, 21⅞; May 22⅜, 22⅛, 22 3-16, 22¼, 22; June 22, 22⅜.

Flour a shade firmer; common to fair extra $6 95@7 70; good to choice $7 75@9 75. Whisky 92½c. Wheat closed quiet; winter red Western 63@65c. Corn more active, but easier; new mixed, afloat, 77½@78c. Rice steady at 8¼@8¾c. Pork heavy; new $14 25. Beef steady. Lard—kettle 9½c. Naval stores quiet. Tallow steady. Freights firmer.

Coffee firm; Rio quoted at 19¼@21¾c. Sugar firm; fair to good refining quoted at 9⅛@9½c; Cuba 9@10c. Molasses in fair request; New Orleans 45@58c. Freights, ₽ sail, cotton 3-16d; wheat 6d; ₽ steam, wheat 7d.

CINCINNATI, January 9.—Cotton dull and prices drooping; middling 20⅞c. Flour—Market steady, with a moderate demand; family $6 85@7. Wheat—Demand good at full prices, $1 50@1 53. Pork quiet and unchanged; $13 50 asked. Lard—Full prices asked, but no demand; 8¾@9¼c asked. Bulk meats—Full prices asked but no demand; shoulders 5¼c; clear rib 6¼c; clear sides 6½c asked. Bacon—Demand light, but holders firm; small sales; shoulders 6¾c; clear rib 7⅜c; clear sides 7½c. Whisky—Demand fair and market firm at 88c.

ST LOUIS, January 9.—Cotton firm; middlings 20c. Flour firm; superfine winter $5 50@5 60; extra winter $5 75@6 10; double extra winter $6 25@6 60. Wheat strong and higher; No 2 spring Chicago $1 32; No. 3 red fall $1 52. Corn slow; prime white sacked 56@57c. Oats dull; No 2 elevator 44. Whisky—market steady, 88c. Bagging dull; 16½@17c. Pork quiet; $13 25 cash. Dry salted shoulders 4¾c; clear rib 6c; clear 6¼c, all loose; packed lots on orders ¼c higher. Bacon steady; shoulders 6¾c; clear rib 7¼@7½c; clear sides 7½@7¾c, on orders. Lard easier, 8½c cash.

Foreign Markets.

LIVERPOOL, January 9, Evening.—Cotton closed firm; sales to-day 15,000 bales, of which 5000 were for export and speculation; uplands 10⅝@10½d; Orleans 10⅝@10¾d.

The Cuban Policy.

We find this in Washington dispatches:

From sources altogether reliable it is ascertained that the administration has not, as has been stated, changed its policy on the Cuban question, but continues to act according to principles heretofore declared, namely, that while it will observe strict neutrality in regard to the difficulties now existing in the island of Cuba, it can not consent that our merchants and vessels shall be molested in their lawful pursuits, or overhauled and examined, unless they are found committing some violation of Spanish authority.

In accordance with this policy our government has protested against the action of the Spanish naval officer in boarding and searching the Forida on the high seas, and has required the Spanish government: first, to apologise; second, to disavow the act of the officer; third, to punish him, and fourth, to pay damages. That the Spanish government will meet these requirements is not doubted.

With regard to the Hornet, there will be no difficulty, as the Congress has been dispatched to Port-au-Prince to convey her to an American port. If, as the Spanish Minister alleges, she has committed a breach of our neutrality laws, she will be amenable to our laws, and not to those of Spain.

While it is true that Sagasta, who is at the head of the Spanish ministry, is known to be hostile to the United States, it is also known that he has no power to do harm, as his party in the Cortes is in a minority, and would, therefore, outvote him on any policy unfriendly to this country.

It is a matter of official record that about seven months ago General Sickles, in a conversation with a distinguished Spanish General, whose official employment afforded him ample means of accurate information, was informed that more than forty million dollars had been expended for military purposes during the year then passed in Cuba. He did not state whether or not this large sum included any portion of the amount disbursed for the fleet of gunboats maintained in those waters, or especially with reference to the insurrection. It was further stated that the aggregate force under arms exceeded 100,000 men, more than half of whom were regular troops, and that the losses of the army of Cuba from the various casualties of the service 18,000 men. It was the Spanish General's impression that the insurgent forces did not number more than 6000 of all arms.

Mr. Sickles then heard from trustworthy sources, likely to be well informed, that the insurgents lost no ground of importance; that their troops were better disciplined than ever, and that in several recent actions they had gained considerable advantage over the Spanish troops, most of whom are represented as deserting to the insurgents.

Reports of the most cruel severities against prisoners of war and against non combatants, perpetrated by both parties, continued to reach Madrid.

It is known that in the course of the struggle in Cuba the rights of American citizens were effected by the steps taken by the Spanish authorities to crush the insurrection. It being found inconvenient to refer all such cases to Madrid, the Spanish minister here was, by request of this government, authorized to settle by agreement with the Captain General of Cuba, without consulting the Spanish government, all questions arising with this government or its citizens, from circumstances through which the island of Cuba was passing, except in cases of disagreement with superior authority, or in a case of such gravity that in the judgment of Minister Roberts it might require previous consultation with his government. Questions were thus amicably adjusted until this power was withdrawn by the government at Madrid, in view, as it was officially asserted, of the favorable situation in which the island then was.

The favorable situation was supposed by our government to be the extinction of an organized armed resistance to Spanish authority in Cuba, and the withdrawal of this power from Minister Roberts, without notice to us, was regarded as an unfriendly act on the part of Spain.

It was after this that General Sickles wrote his letter to the Department of State, announcing, among other things, the successes of insurgents over Spanish troops.

Obstacles to Southern Trade.

[From the St. Louis Democrat.]

A glance at any railway map of the Southern States will show that their railway system is very ill calculated to promote the growth of a large commercial business between this city and any Southern point. There are few important controlling trunk lines penetrating the South which can be made serviceable to this city, and the numerous short lines, beginning and ending at unimportant points, intersecting the few trunk lines which do exist, are controlled by small and inharmonious corporations, more efficient in detaining than transporting goods. St. Louis merchants have been sending commercial agents quite freely through the South in the past year, and they all agree that Southern merchants entertain kindly feelings toward this city, and would most cheerfully send all their orders here for goods if their goods could only be made to reach them in something like a reasonable length of time. Days and weeks, sometimes months, elapse before goods which have been ordered here and paid for can be obtained, while it is asserted that goods purchased in Cincinnati and Louisville are quite promptly delivered.

Goods proceeding to Southern points from this city by rail pass over the Iron Mountain road to Columbus, Kentucky. Here begins the Mobile and Ohio road, running directly to Mobile. At Union City this road connects with the Nashville and Northwestern road. This road at Nashville connects with the Nashville and Chatanooga road, which at Stevenson, in Alabama, intersects the Memphis and Charleston road, giving our goods entrance to various points in South Carolina. At Chattanooga a connection with the Western and Atlanta road is made, and at Atlanta with the Macon and Western, and at points further on the Georgia Central which leads to Savannah and Atlantic and Western roads are tapped. All of the above roads are sadly deficient in rolling stock, none more so than the Mobile and Ohio, and during the very season of the year when St. Louis goods most demand transportation these roads have use for all of their cars in moving cotton, sugar, etc., along their lines, and as a matter of course, gives this business the preference, because it pays a local tariff, which is always more remunerative than a through tariff.

The Southern trade is exceedingly valuable to St. Louis, even in its present crippled and unsatisfactory condition, and were some means to be devised by which the goods we sell could be delivered to their various points of destination within some reasonable time this trade might be worked up to almost illimitable proportions and consequence. Various methods have been proposed for the accomplishment of this much-to-be-desired result. One is the construction of a trunk line to connect with the Iron Mountain road at its Southern terminus, which shall extend to various important Southern points, one of these points being Savannah. Another plan is for our merchants to form a company for the purpose of building several thousand freight cars for the sole use of St. Louis goods, as Cincinnati and Louisville are said to be doing. This latter plan seems to possess more elements of success and immediate relief than the one of building a railway does, and is wholly within the possibilities of our merchants.

[Dreadful Weather on the Atlantic.

[From the New York World.]

The ship Liverpool, Lambert, from London and Isle of Wight, forty-nine days, with merchandise to Grinnell, Minturn & Co., arrived at this port yesterday, after having been nineteen days west of the Banks. On December 23, at 3 P. M., no latitude, etc., wind south, Captain Lambert saw a vessel on the weather bow with signal of distress flying, with nothing but the fore yard and mast standing; hauled ship to the wind and got as near as possible to her; saw two boats leave the ship; laid the main yard aback, and at 6 P. M. the crew came on board. The vessel proved to be the ship Europa, of Glasgow, Captain Wood, from Glasgow for New York, who reported the ship making a great deal of water, with pump and steering gear broken. The crew were twenty-six in number, and were all much exhausted, only about six being fit for duty.

Left Glasgow October 15 and Lamlash on the twenty-fourth; had ordinary wind and weather to the twenty-fifth of November, latitude 40° 20', longitude 53° 2', where we encountered a very heavy gale from south to northwest, with a tremendous cross sea for three days, shipping large quantities of water, washing away bulwarks and causing the ship to labor and strain very much. From November 29 to December 20, latitude 40° 29' longitude 61° 2', had the worst weather I ever experienced; continued gales from south round to northwest, causing very heavy cross sea, ship rolling and straining fearfully, washing away bulwarks, rails, etc., and causing the ship to make a great deal of water, the watch constantly at the pumps. December 20 commenced with very heavy gale from southwest, flying round to northwest, causing ship to roll both rails in the water; ship under low topsails; sea making a clean breach over the ship.

8 P. M.—Set foresail and maintopmast staysail to keep her steady, the staysail blowing away when up; midnight, same weather; at 8 A. M., the wind increasing still more; hauled the foresail up; while the crew were making it fast a tremendous sea struck the ship on the port side, throwing her right over to starboard, when the main and mizzenmasts fell over the side close by the deck, with all the yards, sails and gear attached, injuring the boats, breaking the pumps and life-rail, carrying away headlights and braces—the people on the foreyard being in a very perilous position, the yard topping and swinging first one way, then the other, throwing the men down to the deck and into the rigging. They were only saved by a miracle, though much bruised. We then cut away the wreck, got the pumps repaired as well as possible and got a spar with fifteen fathoms chain over for a drag; the head yards swinging, about expecting them to come down every minute; nobody was able to go near them, the sea having washed away part of the topgallant forecastle and midship house. December 21, less wind, but very heavy cross sea; decks continually full of water, all hands lashed to the pumps; at 7 P. M. the foretopmast with yards went over the side, leaving nothing but the foremast and yard; 8 A. M., the drag carried away; sea making a complete breach over the ship. December 23, ship in an awful condition; bulwarks gone, pumps and steering gear broke, no masts, and the crew nearly worn out, they having been at the pumps for four days and nights, wet and cold all the time, carpenter patching the boats; at night sighted a vessel that bore down to us; got two boats out with difficulty, and all hands left the ship, there being seven feet of water in the hold, and making eighteen inches an hour; at 5:30 P. M. got on board the ship Liverpool, Captain Lambert, from London to New York, who kindly received us and brought us to this port.

"Beg yah pardon! but which are the coaches for Montreal?" said a newly-arrived Briton to the baggage-master of one of the northern railways in Boston. "First car forrad," said the active attache of the road; "baggage checked, sir?" "Baggage! Haw! you mean my luggage; haven't any, except what I have on, and that is all checked—plaid coat and trowsers, check shirt, and cross-bar scarf," and he ambled into the car. "A man as travels on the square," as the railway official remarked to a listening comrade.

A reverend gentleman was addressing a school recently, and was trying to enforce the idea that the hearts of the little ones were sinful, and needed regulating. Taking his watch, and holding it up he said: "Now, here is my watch; suppose it don't keep good time; now goes too fast, and now too slow, what shall I do with it?" "Sell it!" shouted a flaxen-headed youngster.

The Protestants in the City of Mexico have a large and elegant church called San Francisco, which will seat about 4000 persons.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, TUESDAY EVENING, January 9, 1872.

The movement at the banks to-day was unusually heavy, both in deposits and payments, the latter comprising three days, one being considerably heavier than on the fourth. Under these circumstances, there was rather more demand for discounts, but the offerings at bank were by no means excessive. On the street we noticed some increase in the supply of good and second grade paper, and negotiations of the latter at 2 per cent per month; but the reflux from the country has made currency abundant, and the general features of the market point to increased relaxation. We quote 1¼@1½ per cent per month for A1 business paper without collaterals, 1@— for A1 with collaterals, 1½ for good do and 2 for second grade.

An election for directors was held to-day by the Germania National Bank, which resulted in the choice of the following named gentlemen to serve during the ensuing year, viz.: Louis Schneider, Jules Cassard, Henry Abraham, Fred. Del Bondio, T. Prudhomme, L. B. Cain, J. W. Buhrmann, Louis Grunewald and H. R. Gogreve.

The following is the result of the election held by the New Orleans National Banking Association: Charles Cavaroc, E. F. Mioton, J. Aldidge, E. K. Converse, S. Cambon, P. S. Wiltz, C. De Ruyter, A. Thibaut, Leon Haas, Jr., A. Tertron, F. B. Fleitas, and William Von Phul.

Gold opened at 109¼@109¾ (against 109 at New York), and closed at the opening rates in both markets. The sales included $8000 at 109 3-16; $7500 and $11,000 at 109¼; $10,000 at 109 5-16, $90,000 at 109¼@109⅜; $4000, $6000 and $20,000 at 109⅜, and $3000 and $6500 at 109½.

Nothing reported in silver. We still quote 108@108½ for American half dollars, and 1¾@2¼ ₽ cent premium in gold for Mexican dollars.

We have only to report a moderate movement in foreign exchange, the sales of sterling summing up £65,000, of which £2500 bill of lading and £10,000 clear at 117¾; £12,000 bill of lading and clear at 117¾@118; £1500 clear at 117⅜; £2000, £3000 and £9000 clear at 118; £12,000 bank at 118¼@118⅜, and £10,000 bank at 109, gold.

In francs 300,000 A1 commercial sold at 4.92½. We now quote sterling at 117¾@118 for good to A1 bill of lading and clear, and 118½@— for bank.

Domestic exchange opened a shade firmer, but closed with no material change. The banks drew on New York at ¼ ₽ cent discount for remittance (one of them asking ⅛ during the forenoon), and the sales included $11,000 and $50,000 New York private bankers' sight at 5-16 ₽ cent discount; $7000 commercial, $15,000, $30,000, $35,000 and $200,000 private bankers' and $95,000 bank and private bankers' at ⅜, and $30,000 commercial and $75,000 bank and private bankers' at ½.

Nothing reported in stocks or bonds.

$1100 city appropriation certificates changed hands at 87½.

COMMERCIAL.

TUESDAY EVENING, January 9, 1872.

COTTON—The sales to-day were confined to 3100 bales, at rather easier prices, but without any quotable falling off. We repeat our quotations accordingly, and give also the exchange figures, which are for even-running of its types, while ours are for average lists, with the outside figures for strict:

	Average lists.	Exchange figures.
Low ordinary	16½@—	—
Ordinary	18½@19¼	—
Good ordinary	19½@19¾	19½
Low middling	20⅛@20¼	20⅛
Middling	20¾@20⅞	20¾
Strict middling	21⅛@21⅜	—
Good middling	21½@—	21⅝

The movement was checked by moderate supplies, buyers pausing to complete their previous operations, and discouraging telegrams from New York, which were only partially counteracted by those from Liverpool, but factors generally adhered to their pretensions. The advantage, however, if any, was on the side of the buyers.

The sales for the past three days sum up 22,800 bales, against 19,800 for the corresponding time last week. Receipts since Friday evening 16,816 bales, embracing 1732 from other delivery ports and 15,084 proper, against 24,880 last week, and 15,795 last year. Receipts proper since August 31, 471,392 bales, against 571,090 last year. The exports comprise 13,944 bales, embracing 6913 to Liverpool, 4212 to Havre, 2307 to Antwerp, 190 to Barcelona, and 322 to New York. The Exchange telegrams make the four days' receipts at all the ports 51,026 bales, against 58,740 last week, and 63,112 last year. Exports to Great Britain 15,375 bales, against 15,197 last week; continent, 1285 bales, against 7745 last week. Stock 537,460 bales, against 522,970 last week.

The Exchange reports: "Market quiet; quotations unchanged."

COTTON STATEMENT.

		Bales.
Stock on hand September 1, 1871		25,323
Arrived since last statement	5,849	
Arrived previously	537,225—543,094	
Total		568,407
Cleared to-day	13,754	
Cleared previously	360,758—374,512	
Stock on hand and on shipboard, not cleared		193,895
Stock on hand same time last year		215,904

To day's exports embraced 6913 bales to Liverpool, 4212 to Havre, 2307 to Antwerp, and 322 to New York. Receipts proper since last evening 5008 bales, against 7984 on last Tuesday, and 853 last year, making an aggregate since Friday evening of 15,084 bales, against 24,880 for the corresponding time last week, and 15,795 last year, and since August 31 of 471,392 bales, against 571,090 last year.

SUGAR—The receipts to day are light and the demand is good, especially for the better descriptions. The market is firm and unchanged, and fully fair, prime and choice are scarce. The supplies are selling at 5½@6¼c for inferior; 6¾@7¼c for common; 7⅜@8c for fair; 8¼@8½c for good fair; 8¾c for fully fair; 9@9½c for prime; 9¾c for strictly prime; 10@10¼c for choice; 7½@8c for seconds; 9@10½c for centrifugal; 10½@10⅞c for yellow clarified, and 11@12c for white.

MOLASSES—The receipts were light to-day. The demand is good, especially for the better descriptions, and prices are firm. The supplies have sold at 20@25c for interior; 30@38c for fermenting; 28@30c for common and centrifugal; 35@40c for fair; 40@43c for prime; 44@45c for strictly prime, and 46@47c for choice.

FLOUR—The market is quiet but firm, with a fair local demand. 3000 bbls were sold, of which 100 single extra at $7 25; 100 and 200 double extra at $7 50; 125 double extra at $7 62½; 100 and 200 treble extra at $7 75; 300 and 75 treble extra at $8; 100 do at $7 90; 200 do at $8 12½; 150 good treble extra at $8 25; 150 do at $8 25; 178 choice extra at $8 50; 100 and 100 do at $8 75; 59 at $9, and 100 at $9 50 ₽ bbl.

CORN—Is in good supply and fair demand; 10,000 sacks were sold, of which 500 yellow, second-hand sacks, at 69c; 500 and 1000 mixed, 2000 and 4000 white and yellow in lots, at 70c; and 2000 do do at 71c ₽ bushel.

OATS—Are in fair supply and demand; 1460 sacks were sold, of which 200, 300 and 600 sacks at 60c.

BRAN—Is in light supply and fair demand; 200 sacks sold at $1 65, and 500 sacks sold in lots at $1 70 ₽ 100 lbs.

HAY—Is in fair supply and demand; 200 bales prime Western sold at $32; 300 choice at $34, and 150 inferior at $29 ₽ ton.

PORK—We note more demand, but without any improvement in prices. 600 bbls mess were sold, of which 100 thin mess, and 200 and 250 new mess, on the landing, at $14, and 50, in store, at $14 25 ₽ bbl. It is quoted at $14@14 25, and is retailing at $14 50@14 75 ₽ bbl.

DRY SALT MEAT—29 casks rib sides sold at 6½c, and 30 casks clear rib and clear sides on private terms. Shoulders are quoted at 5¾@6c; clear rib sides 6¾c, and clear sides 7c ₽ lb.

BACON—Clear sides are in request and firm, but shoulders and clear rib sides are dull. 5 casks shoulders sold at the Jackson railroad depot at 7¾c; and 10 do clear rib sides at the depot at 7¾c, and 6 do clear rib sides on the spot at 7⅞c ₽ lb. Shoulders and clear rib sides are quoted at 7¾c; clear sides at 8@8¼c. New sugar-cured hams are in demand at 15@15½c ₽ lb.

LARD—Choice is in light supply and in demand. 40 tierces kettle rendered and 100 tierces packers' sold at 9¾c; 75 kegs do at 10¼c; and 50 kegs refined at 10¼c. Tierces are quoted at 9¼@9¾c; kegs 10¼@10½c ₽ lb.

CORN MEAL—Is dull and lower. 145 bbls sold on the landing at $4 ₽ bbl.

WHISKY—Better supplies are expected and the market is dull. A lot of 75 bbls choice rectified sold at $1 ₽ gallon. Ordinary is quoted at 94c.

BREAKFAST BACON—Continues very dull, and is quotod nominally at 8@8½c ₽ lb.

COFFEE—The market is quiet, but firmer. The stock in first hands embraces about 5000 bags, and in dealers' hands 17,000 bags. We quote prime at 21½@22c; good 20¾@21¼c; fair 20@20½c; ordinary 19@19½c ₽ lb (gold duty paid). These prices apply to large or round lots in first hands.

CHEESE—Is in better supply, and prices for Western have declined. Choice factory is selling at 15c; Western Reserve 13@13½c; Northern cream 16c ₽ lb.

BUTTER—Is in fair supply and moderate demand at 25c for choice Western and 33@35c for Goshen. No demand for inferior.

POULTRY AND EGGS—Chickens are selling on the landing at $6@7 50 for the old and $3@4 for the young; ducks $4@5; geese $7@9; turkeys $15@18. Eggs 35@40c ₽ dozen.

ESCULENTS—Potatoes are selling at $3@3 50; onions $3@4; apples $3@6; sour krout $8@10 ₽ bbl; cabbages $5@7 ₽ box; dried apples and peaches 6@8c ₽ lb; Western beans $9@10 50 ₽ bbl.

LOUISIANA RICE—Is not much in demand. Fair is quoted at 8½c; prime 9c, and choice 9¾c.

HIDES—All kinds are in active demand, with a light supply. Green salted command 10@10½c; dry salted 14½c; dry flint 16@16½c ₽ lb.

NAVAL STORES—Spirits of turpentine are dull and quoted at 65c ₽ gallon. No. 1 rosin commands $5 25@5 50 ₽ bbl. There is no pale, No. 2, or common rosin on hand. Tar is dull at $2 75 ₽ half bbl. There is no pitch here. It would command $5@5 50 ₽ bbl.

TALLOW—Is in light supply, and commands 9¼@9⅜c ₽ lb.

COOPERAGE—Molasses barrels are in demand $1 90@2, and half barrels at $1 25@1 30; sugar hogsheads are dull at $3 50@4 ₽ hogshead. Hoop poles are in demand at $40@50 ₽ 1000 for hogshead, and $25@30 for barrel poles.

STAR CANDLES—Are in light supply and in demand. They are quoted at 19½@20c ₽ lb.

PIGS' FEET—Kegs are selling at $2 15; half bbls $5; bbls $11.

BALING TWINE—Commands 19@20c ₽ lb.

MOSS—There is very little here, but the demand is limited. Clean picked is quoted at 6¼@11c; country picked 3¼@6¼c ₽ lb.

COTTON SEED—Is coming in freely and meets with ready sale at $13 ₽ ton, sacks returned, and $16 50 with sacks.

LIME—Is in good demand, with a small stock on hand. Western commands $2@2 25; Alabama and Rockland $2 25 ₽ bbl.

SALT—The demand continues good. The dealers' rates from store are $1 60@1 65 ₽ sack for coarse and $1 65@1 70 for fine. A deduction of 10c ₽ sack is made on lots taken by boats at warehouse. Turk's Island is dull, with a light stock on hand. It is selling at $1 25@1 30 ₽ bag of two bushels. Table salt in pockets is selling at 2¾ to 8c, as in size.

TOBACCO—As yet we have heard of no sales of new crop, which comes in slowly. Nothing has transpired to indicate any change in prices, and we report the market quiet at the following quotations: Lugs 7@7½c; low leaf 8@8½c; medium 9@9½c; good 9½@10½c, and fine and selections 11@13c.

FREIGHTS—The rates by steam are—Cotton to Liverpool —@⅝d; to Hamburg 13 16d; to Boston 1@1⅛c; to New York ¾@⅞c; to Philadelphia 1c; sugar to New York $7 ₽ hhd; molasses to New York 5c ₽ gallon. By sail—Cotton to Liverpool 15-32@—d, the latter for consignments; to Havre 1c; to Bremen 1⅛c; to Boston ¾c. Sugar to New York $1 50 ₽ hhd. Molasses $1 50 ₽ bbl. Tobacco to Bremen 45s. We hear of another ship taken up for Havre at 1c.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Wednesday, January 10, 1872.

CLEARED YESTERDAY

Steamship St. Louis, Whitehead, for New York
Steamship I C Harris Farwell, for Indianola via Galveston
British ship Assam Valley, Roberts, for Liverpool
British ship Louisa, Glover, for Liverpool
French ship Formose, Dussarget, for Liverpool
Ship Freeman Clark, Bosworth for Havre
British bark Savanna, Knowlton, for Antwerp
French bark Alphonse and Marie, Privat, for Havre
Schooner Martha, Newman, for Pensacola

ARRIVED YESTERDAY.

Ship Wallace, Mason, from Rio Janeiro November 25, Napier &c—1st district
Norwegian bark Ansgar, Grandison, 50 days from Newport, Wales, to master—Gretna
Bremen bark Felix Mendelshon, Deeljen, 42 days from Hamburg, in ballast, to Ranger, Eatman &co—4th district 44

TOWBOATS.

Tecumseh, Schellinger, from the Passes—Towed down and to sea, 2d instant, ship Kentuckian, barkentine Fleetwing and brig S E Kennedy—Brought up barks Felix Mendelshon and Ansgar.
Sentinel, Wright, from the Passes—Went down light—Brought up ship Wallace and schooner G Lanata

STEAMBOATS.

Esperanza, Dunlevy, from St Louis.
Shannon, Beatty, from Louisville
John Howard, Desmukes, fm New Madrid
Southwestern, Jacobs, from Shreveport.
Bradish Johnson, Radovich, from Lower Coast
E Hensley, Bassett, from Lower Coast
Bannock City, Alberts, from Harvey Canal

BELOW COMING UP.

Ship Lisbon, Dunning, from Marseilles November 4, to A Lanata—
Schooner Anna Lyons, Grant, 20 days from Boston, to Crescent City Ice Company—
British schooner G Lanata, Rosasco, 20 days from Malaga, to A Lanata—

EXPORTS.

ANTWERP—Bark Savanna—2507 bales cotton
LIVERPOOL—Ship Assam Valley—3145 bales cotton 2400 staves
LIVERPOOL—Ship Louisa—1108 bales cotton 7710 sks oilcake 2600 staves
HAVRE—Ship Freeman Clark—4057 bales cotton 12000 staves
LIVERPOOL—Ship Formose—6560 bales cotton 1296 staves
PENSACOLA—Scho ner Martha—1200 sks corn 70 sks oats 135 bbls flour 25 bbls pork 4 bbls whisky 2 hhds bacon
NEW YORK—Steamship St Louis—322 bales cotton 425 hhds sugar 61 bbls sugar 643 bbls molasses 22 bales hides 427 hdls hides 364 hides 1600 sks cotton seed
INDIANOLA VIA GALVESTON—Steamship I C Harris—For Galveston—10 hhds sugar 800 bbls flour 155 bbls whisky 300 bbls meal 200 bbls potatoes 50 tcs lard 50 tcs hams 1600 sks corn 50 bags coffee 430 pkgs mdse. For Indianola—10 hhds sugar 50 bxs tobacco 25 bbls beer 150 bags coffee 325 pkgs mdse
HAVRE—Bark Alphone and Marie—155 bales cotton 200 bbls oil 50 half bbls pork 162 tcs tallow 34 pkgs and 68 hhds do 1153 tcs lard 5000 staves

IMPORTS.

NEWPORT, WALES—Bark Ansgar—3027 bars railroad iron

RECEIPTS OF PRODUCE.

ST LOUIS—Steamer Esperanza—2148 sks corn 960 bbls pork 1200 sks bran 100 bbls flour and sundries
LOUISVILLE—Steamer Shannon—14 bales cotton 18 hhds tobacco 2749 sks corn 636 sks oats 1360 bbls flour and sundry mdse
NEW MADRID—Steamer John Howard—311 bales cotton 561 sks cotton seed 6 sks seed cotton 3663 sks corn 1 hhd tobacco
SHREVEPORT—Steamer Southwestern—697 bales cotton 15 sks seed cotton 163 head cattle
LOWER COAST—Steamer Bradish Johnson—235 hhds sugar 363 bbls sugar 55 bbls rice
LOWER COAST—Steamer E Hensley—40 hhds sugar 125 bbls molasses
HARVEY CANAL—Steamer Bannock City—40 hhds sugar 60 bbls molasses

BY THE RAILROADS.

MORGAN'S LOUISIANA AND TEXAS RAILROAD, January 9—305 hhds sugar 324 bbls molasses 397 head cattle 6 bales cotton
NEW ORLEANS, MOBILE AND TEXAS RAILROAD, January 9—550 bales cotton 109 bbls rosin 7 bbls turpentine and sundries
NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD January 9—1362 bales cotton and sundry produce

U. S. MARSHAL'S SALES.

United States vs. George G. Gibson et al.

IN THE UNITED STATES CIRCUIT COURT FOR the Fifth Circuit and District of Louisiana, No. 6212.—By virtue of a writ of fieri facias to me directed in the above entitled suit, I will proceed to sell to the highest bidder, on SATURDAY February 3, 1872, at twelve o'clock M., at the courthouse, in the town of St. Joseph, parish of Tensas, the following described property, viz—

The southwest quarter and west half of southeast quarter of east half of northeast quarter of section thirty-three; the west half and northeast quarter of section thirty four, and northwest quarter of section thirty-five, all in township eleven, range nine.

Terms—Cash on the spot.

Act of sale, stamps, etc., at the expense of the purchaser.

United States Marshal's Office, New Orleans, second day of January, 1872.

S. B. PACKARD, United States Marshal.

ja8 15 22 fo3

BUSINESS CARDS.

WILLIAM G. COYLE, SAMUEL ALSTON, New Orleans. HOMER WOOD & CO., Pittsburg.

W. G. COYLE & CO.,

COAL MERCHANTS.

Office—No. 138 Gravier Street.

oc29 6m

DENTIST—DR. ALLEN, NO. 12 DRYADE street, near Canal, will attend personally to all those who may require his services or advice. Dr. Allen would inform his patients that the Rubber plate hereafter made will be from a new compound, free from poisonous ingredients and twice as strong as the Vermilion Rubber. Old plates made new at twenty per cent less than the usual price. se25 1y*

EDWARD O'ROURKE,

Steam Boiler Manufacturer and Blacksmith, Nos. 183 and 185 Fulton and 213 New Levee streets between St. Joseph and Julia streets. Residence No. 380 Clio street. Low Pressure, Locomotive, Flue and Cylinder Boilers; Clarifiers, Filters and Juice Boxes made at shortest notice; and all work done at this establishment will be guaranteed equal in point of workmanship and material to any in the city or elsewhere. je15 1y

WILLIAM PHILLIPS, UNION STABLES, No. 180 Calliope, near St. Charles street, has every accommodation in the line of Pleasure and Family carriages, such as hacks, brettes, phaetons, buggies, etc., for the use of the public, and at rates to correspond with the stringency of the times. All hacking done below tariff rates. Orders for weddings, balls, picnics, races, etc., will be attended to so as to guarantee satisfaction. I am also prepared to hire vehicles (alone) to parties having their own horses. je16 1y

CHARLES G. SCHULZE,

No. 66 Gravier Street, New Orleans.

Postoffice Box 1133.

Stereotype and Electrotyping.

Seal Press Engraving, Die Sinking, Stencil Cutting, Designing. Agency for the best Card and Canceling Stamps, Red, Black and Blue Ink, Ribbons for Sand Stamps, Stencil Plates, etc. First premium for best Stereotype Plate at last Fair. ja14

JAMES BUCKLEY,

MERCANTILE STATIONER,

JOB PRINTER,

BLANK BOOK MANUFACTURER,

[Established December, 1868.]

No. 23 Commercial Place, New Orleans. de19 3m

EDUCATIONAL.

MILITARY HIGH SCHOOL,

188 RACE STREET, head of Coliseum Place.

T. B. Edwards and Samuel H. Lewis, Principals.

Will prepare pupils to enter the Louisiana State University, or any other College in America. A Commercial and Primary Department attached. Military discipline, with daily drill.

Circulars to be had at the School, or at James A. Gresham's, 92 Camp street. au20 10m

FINANCIAL.

BANK NOTICE.—STATE NATIONAL BANK, New Orleans, January 6, 1872.—Books of subscription are now open for the increase of the capital stock of the State National Bank of New Orleans from five hundred thousand dollars ($500,000) to eight hundred and fifty thousand dollars ($850,000).

Subscribers to the new stock of 3500 shares of $100 each are notified that subscriptions will be payable in full at time of subscription.

Certificates of stock in the Merchants' Bank of New Orleans will be taken in payment of the new subscription on the basis of ninety dollars ($90) for each full paid share of one hundred dollars ($100) in said Merchants' Bank.

Shareholders in the present stock of the State National Bank who have not waived their right to a pro rata share in the increased stock, and who wish to subscribe for new stock, will have thirty days to make their subscriptions. If not then made, their rights will be considered waived.

By order of the Board of Directors.

ja10 1m CHARLES L. C. DUPUY, Cashier.

METROPOLITAN LOAN AND SAVINGS BANK,

No. 14 ..... Camp Street ..... No. 14

(Under the City Hotel.)

Officers.

GEORGE H. BRAUGHN, President.
Dr. J. WENZ, Vice President.
T. D. VAN HORN, Cashier.
WM. BOGEL, Chairman Finance Committee.

Directors.

GEORGE H. BRAUGHN, WILLIAM BOGEL,
MICHAEL FRANK, J. HASSINGER,
LOUIS LEONHARD, J. M. WAGNER,
Dr. W. H. HIRE, P. W. DIELMAN,
Dr. J. WENZ.

This Bank Allows Interest on Deposits,

And is prepared to make liberal advances on Stocks, Bonds, State, City and Government Securities; also on pledge of Diamonds, Plate, Watches, Jewelry, Firearms, Pianos, and every description of valuable property. ja5 eod 1y

LEGAL NOTICES.

THE STATE OF LOUISIANA.

SEVENTH DISTRICT COURT FOR THE PARISH OF ORLEANS.

BARBARA KERN VS. HUBERT FELBRATH—NO 9161.

I HEREBY CERTIFY THAT ON THE NINTH day of December, 1871, judgment was entered in this court in the following entitled suit, in the words and figures following, to wit:

Barbara Kern vs. Hubert Felbrath, No. 9161.

In this case, submitted to the court for adjudication, upon the pleadings, evidence and submission that the law and evidence sustain the plaintiff's demand, it is adjudged and decreed that there be judgment in favor of plaintiff, Mrs. Barbara Kern, against defendant, Hubert Felbrath, her husband, decreeing a separation of property between the said parties, and a dissolution of the community of acquests and gains existing between them, and that plaintiff have the full and entire control and administration of her property. It is further adjudged and decreed that plaintiff do have and recover of defendant, her said husband, the sum of eleven thousand dollars, with legal interest from judicial demand, and with the special mortgage lien and privilege in such cases allowed by law to married women, and that defendant pay costs of this suit.

Judgment signed December 13, 1871.

T. WHARTON COLLENS, Judge.

In testimony whereof, I have hereunto set my hand and affixed the seal of said court, at the city of New Orleans, on this thirteenth day of December, in the year of our Lord one thousand eight