[CONTINUED FROM FIRST PAGE.]

@20c; April 20⅛@20¼c; May 20⅜@20½c; June 20 13-16@20⅞c. Flour quiet and unchanged. Whisky dull at 99c@$1. Wheat heavy; winter red Western $1 65@1 80. Corn dull and heavy. Pork unchanged. Lard lower at 7⅞@8 1-16. Turpentine firm. Rosin dull. Tallow quiet. Freights dull.

Leather quiet and firm; hemlock sole, Buenos Ayres and Rio Grande light, middles and heavy weights 28@31c; California do 27½@28½c; Orinoco do 27@28½c. Wool very quiet and firm; pulled quoted at 57@61c; Texas 35@42½c; California fall clip 20@25c; unwashed 47@53c. Coffee quiet; Rio 15½@18½c. Sugar—Fully fair to good refining 9¼@9½c; Cuba 9@9½c. Molasses firm: New Orleans 55@65c.

CINCINNATI, December 18.—Cotton—Demand fair and market firm; middling 19⅜c. Flour—Demand fair and market firm. Wheat scarce and firmer; No. 2 red winter $1 60@1 62; other grains unchanged. Pork dull and nominal. Lard quiet and weak; steam 7⅛c, kettle 7⅜c. Bulk meats steady and demand moderate; shoulders 3¾c; clear rib 5½c; clear 5⅝@5¾c. Bacon dull; shoulders 4¾@5c; sides in good demand jobbing; sales of clear rib 8¼c; clear 8½c. Whisky—Demand good at full prices; 90c.

ST. LOUIS, December 18.—Cotton quiet and unchanged. Flour steady and demand moderate; superfine winter $1 25@4 75; extra winter $5 25@5 75; double extra winter $6@6 50. Wheat—Some demand for soft spring, but held above buyers' views; nothing done in winter. Corn a shade better; No. 2 mixed 33¼@33½c. Oats lower; No. 2 25@25½c on track. Whisky firm at 92c. Dry salt meats quiet and only an order trade. Pork nominal. Bacon—Nothing doing. Lard rather weak; small sales at 7c, delivered.

Foreign Markets.

LONDON, December 18.—Common rosin 11s 9d; turpentine 42s.

LIVERPOOL, December 18, Evening.—Cotton closed unchanged; middling uplands 10¼d; Orleans 10½d; uplands for December 10 1-16c@10⅛d.

The Two Hundred Citizens.

A meeting of a committee of the two hundred citizens was called yesterday afternoon, at three o'clock, at the Chamber of Commerce. One of our reporters went to the place of meeting at half-past three o'clock, and as there was then no assemblage the inference is that the committee had vanished into thin air, or been washed away by the rain.

Sinking of a Steamboat.

A telegram was received from Shreveport yesterday, stating that the steamboat Royal George, bound up the Red river from the falls, with the cargoes of the steamboats Era No. 10 and Flavilla, had sunk. No particulars were given.

Wreck of Ship Leone.

According to our dispatches this morning the French ship Leone, Captain Lemerciere, has been wrecked while entering Key West harbor.

The Leone cleared from New Orleans for Havre on the sixth instant, with a cargo of 3526 bales of cotton and 7920 staves.

Close the Gap.

We commend to the consideration of our readers the subjoined article from the Shreveport *Telegram:*

The amount of railroad talk and wind that has escaped the people of our city within the past two years, if carefully collated and condensed, would about fill as many volumes as is possessed by the British Museum, or inflate and support fully as many balloons as were used around Paris during the late war. This railroad jargon has simply been terrific. And yet what has it all amounted to? We have neither built a mile of road nor given a dollar toward the construction of one. We are as far as ever from having a single line consummated; indeed, it is questionable whether our blowing, unsupported by material action, has not rather blighted the prospect. Wind, like everything else, is a very good thing in moderation, but incessantly kept up it is sure to pass at a par value.

Shreveport, by sheer accident, is the virtual terminus of a great trans-continental line of road—that is, she has a short line directly connecting her with the main stem of the Texas and Pacific. Only this, and nothing more. She is truly upon the line of the Vicksburg, Shreveport and Texas railroad, and within but a few miles of its western end. She has no feeders, no connections, no outlet to the railroad systems of the continent east of the Mississippi river. We are completely blocked, as the matter now stands, as if we were located in the heart of a desert, with the exception that we have a short span of country immediately west of us which brings a sort of local trade. In this fast era of material advancement, the navigation afforded by an uncertain river is not esteemed at a very high rate. We do not say that it has not a certain value, but its worth is not sufficiently assured to induce any great amount of rivalry by progessive bodies in tapping it. Our natural advantages are good enough, but in themselves will never make Shreveport a great city; we must work and add to them, or we'll get left.

The closing of the gap between this point and Monroe, and the completion of the line of railroad upon which our city is located, is a matter fairly within reach, and of vital interest to Shreveport. It would afford an outlet for our natural products, and a means of ingress for supplies from the West, as a market for which our city has justly become favorably known. Houston and Galveston, with this short gap closed, could no more afford to compete with Shreveport than they could with St. Louis, and no city west of the Mississippi could then touch us as a mart for these supplies. With Red river in navigable order and railroad connection to the East secured, rates of freight to Shreveport from all important points would be cheap, and, as a consequence, we would undersell competitors for patronage. In fact, such a railroad connection would entirely change the character of our river transportation. Instead of costly passenger steamers being employed upon our stream, we should have boats built with a view to large carrying capacity, bringing in and taking out freights at figures that would be certain to attract to our city the trade of a vast region of country. Passenger travel for the most part would go by rail, but a stimulus would be given to our river interests in the introduction of cheap transportation lines. More money would be made all around by this competitive operation, and we should all be benefited by the transaction.

The litigation in which this road has been so long involved is a matter to be deprecated by the people of Shreveport. It should have been built long ago. Had this been the case we would have been better off to-day to the tune of many thousands of inhabitants. The road passes through a country the people of which are clamorous for railroads, and which they are destined soon to have. If our citizens would undertake something feasible and practicable let them go to work in earnest to have this litigation stopped and the line between this point and Monroe at once completed. If commenced now it can be built in eighteen months, and it is the shortest and best way for us to reach the seaboard. It is time to stop blowing about half a dozen different railroad schemes at once, while we are actually starving for want of one solitary object upon which our united energies may be applied. The building of the North Louisiana and Texas railroad is upon the cards and fairly within our ability; will it be undertaken without further ado?

A strong-minded woman in Detroit made the following reply to a politician who had called at her house to get her husband to go to the polls and vote: "No, sir, he can't go; he's washing now, and he's got to iron to-morrow, and if he wasn't he couldn't go. I run this 'ere house, I do, and if any one voted it would be this same Mary Jane."

A Boston gentleman who could not waltz offered a young lady $100 if she would let him hug her as much as the man did who had just waltzed her. It was a good offer, and showed that money was no object to him, but they put him out of the house so hard that his eyes were quite black.

Weekly Weather Chronicle.

The readers of the daily newspapers embrace all classes of people. Some want to know what the weather will be, others find a satisfaction in reading the record of what it has been. To gratify the latter class we reproduce to-day the general summary for the week ending Saturday, the fourteenth instant, as prepared at the office of the chief signal officer, division of telegrams and reports for the benefit of commerce and agriculture. It follows:

Two areas of diminished pressure have, during the past week, advanced eastwardly over the northern section of the country, accompanied by rain and snow and brisk to high winds. A small depression moved from the eastern Gulf northeastward along the south Atlantic coast. An area of high barometer has moved from the Northwest to the Gulf States. The mild weather prevailing throughout the Southern States during the early part of the week has been succeeded by cold weather, with rain and sleet, and a severe "norther" on the Gulf.

Saturday—Prevailing clear and pleasant weather was reported from the Southern States, and cool, partly cloudy weather from the Middle States and New England. Rain and snow, with brisk and high winds from the lake region and St. Lawrence valley, and clearing weather from the Northwest, extending during the evening eastward to Michigan.

Sunday—Threatening weather, with rain and snow, prevailed over the lower lakes, the Middle and Eastern States, and also in the Ohio valley. Clear and mild weather continued throughout the South Atlantic and Gulf States. Rapidly falling temperatures were experienced in the Northwest, extending by midnight to the lower lakes, Western Pennsylvania, Virginia and Tennessee, with high northwesterly winds.

Monday—High barometers and clear, cold weather were reported from the Northwest and thence to Michigan, Kentucky and Missouri. Cold, brisk and high northwesterly winds swept the lower lake region, the Middle States and New England, with considerable snow over this section north of Pennsylvania. Northerly winds, with falling temperatures and clear weather in the Southern States east of the Mississippi, and cloudy weather, with rain, in Texas.

Tuesday—Cold, cloudy and threatening weather, with occasional snow, prevailed from Minnesota to Missouri and Tennessee, and thence eastward and northeastward over the Lake region and western portions of the Middle States to Northern New England and the St. Lawrence valley. Generally clear, cold weather from Virginia to Massachusetts, with continued brisk and high northwesterly winds. Cold northeasterly winds, with rain and sleet, in the Gulf States, extending during the evening to the South Atlantic coast; heavy rains on the Western Gulf, followed by a severe "norther." At midnight a west wind was blowing eighty-four miles an hour on Mount Washington, with the temperature 7° below zero.

Wednesday—Continued rains were reported from the South Atlantic States and Gulf coasts, and occasional snow fell in Georgia and the Carolinas. Cold, partly cloudy weather over the entire country from Virginia to Kansas and northward, with light snow from Western Missouri northeastward to Southern Wisconsin. The "norther" raged all day on the Texas coast.

Thursday—Clear and clearing weather, with cold northwesterly and northerly winds prevailed in the Gulf and South Atlantic States. The "norther" abated on the Texas coast, but was felt quite severely in Florida. Cold, cloudy and threatening weather over the Northwest, the lake region and New England, with rain, sleet and snow on the East Atlantic coast, followed by clearing weather at night. Cold, clear or but slightly cloudy weather from southern New York to Virginia, and thence to Indiana and Tennessee.

Friday—Cloudy weather, with occasional snow and brisk to high winds, continued from Minnesota and Wisconsin eastward over the Lake region to northern New England and the St. Lawrence valley. Elsewhere over the entire country from the Rocky Mountains eastward clear, cool weather prevailed.

Saturday—In the morning an area of cloud, with occasional light snow, covered New York and New England, extending thence westward over the lakes to the upper Missouri valley, with rising barometers and falling temperatures in Minnesota. Clear, cool weather continued from Pennsylvania westward to Iowa, and thence southward to the Atlantic and Gulf coasts.

During the past week but little rain or snow has been reported from Michigan to Kentucky, and thence westward to Missouri, Nebraska and Eastern Minnesota. Considerable snow has fallen from lakes Huron and Ontario to the St. Lawrence valley and Northern New England, and heavy rains on the Gulf and south Atlantic coasts. The following stations show the largest total amounts of rain and melted snow: Portland, Maine, 1 inch; New Orleans 1.03; Savannah 1.14; Jacksonville, Florida, 1.20; Montreal 1.21; Galveston 1.88, and Indianola, Texas, 3.36.

McComb City.

This is what the Jackson *Pilot* says:

We are pleased to learn that General McComb contemplates moving, at an early day, all the machine and wood-working shops of the Jackson road from New Orleans to McComb City, the new depot recently established a short distance below Summit. These shops will be the means of adding very materially to the industrial population of that section of our State, and in all probability will lead to the establishment of other factories, foundries, etc., by private parties. General McComb employs a large number of workmen in his shops, and these, with their families, will build up a thrifty and flourishing town, the foundation, perhaps, of a great manufacturing city in the future. Such additions to the industrial importance of our State are at all times desirable.

When the epizootic broke out in Chicago, an expressman bought a horse badly afflicted with the distemper. He got him for $89, and began to dose him with a pint of gin and ginger twice a day. The stimulant kept up the spirits of the animal so that he worked all the time, and in less than a week earned $162. Unfortunately, however, the horse has acquired a taste for intoxicating liquor, and can not do without it now. He smells it as he passes by saloons, and insists upon stopping; neither will he eat his food unless thus seasoned.

The Opelousas *Courier* is one of the Bourbon journals, while the Opelousas *Journal* is, or was, of the fusion stripe. In a controversy between these two papers, the *Journal* rejoins:

It was the prejudice and insincerity of the Bourbons which drove the Liberal Republicans back into the Republican party, and defeated the Liberal movement. Any party will be defeated which has a preponderance of Bourbonism in it. Warmoth was invincible before he united with the Bourbons; and if he is defeated now, it is owing, in all probability, to that union. The Liberals succeeded in this parish because they did not surrender to the Bourbons.

How much does the reader suppose the revolution cost per annum? $17,500,000, about six days' expenditure of the late war. Such was the "price of liberty." The debt of the United States in January, 1790, was $54,124,464 56, of which nearly $15,000,000 were arrears of interest; and, besides this general debt, there was a chaos of State debts amounting, as the secretary erroneously stated, to $25,000,000 more—not $80,000,000 in all; not a month's expenditure during the rebellion.

A French surgeon has now inserted successfully into the skulls of his dogs watch crystals, through which he can observe the process of the canine brain during sleep, in digestion, when influenced by rage or other emotion, and its moral movements. The pack seem to show no aversion to having an eye set on their inmost thoughts, nor to contributing to science through their skylights, and the savan expects to show, as clear as crystal, that the theory that blood tends to the head in sleep is an error.

Railroads are now said to have three gauges—broad gauge, narrow gauge and mort-gage.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, WEDNESDAY EVENING, December 18, 1872.

We noticed a more manifest improvement in the money market to-day, attributed to further receipts of currency from New York, together with some reflux from the country, and a better feeling inspired by the rise in the Onachita and Red rivers. Street rates, nevertheless, exhibited no variation, and the offerings at most of the banks showed little or no diminution. On the other hand, the demand on the street was less urgent and more readily met at the ruling rates. We continue to quote first class paper at 1@1¼ ⅌ month; A1 at 1½, and second class at 2. First class mortgage paper is still quoted at 10 ⅌ cent ⅌ annum, and second class at 12.

NEW ORLEANS CLEARING HOUSE.

	Clearings	Balances
December 14	$2,235,067 26	$296,350 30
December 16	2,228,498 77	275,221 76
December 17	2,676,150 42	199,073 69
December 18	2,133,042 99	236,117 65
Thus far this week	$9,282,777 25	$979,963 81
Same time last week	10,252,530 20	997,797 43
Total last week	14,392,948 40	1,203,146 09
Total week before	14,355,219 24	1,374,522 57

The stockholders of the Bank of America to-day unanimously elected the old directors, as follows: Messrs. A. M. Fortier, W. B. Schmidt, C. J. Leeds, D. Fatjo, J. J. Fernandez, F. W. Tilton, J. I. Adams, M. Puig, J. Scherck, Ant. Giraud, D. Bouligny, Gustave Miltenberger, and A. C. Hutchinson. As a matter of course, we presume, Mr. Fortier, under whose administration the bank has met with such signal success, will continue in the presidency.

We notice that the Gaslight Company has declared a dividend of $6 per share from the profits of the past six months, payable on and after the thirteenth of January, 1873.

Gold opened at 112@112¼, against 112 at New York, and, after a limited business, closed at 111½@112, (a decline of about ⅛c from yesterday's rates), against 111¾ in that market. The sales summed up $57,000, including $1000 at 111¾; $20,000 at 111¾@112; $1000 at 112; $2000 at 112⅛; $5000 at 112¼, and $25,000 at 112@112¼.

The only sale reported in silver was $600, in American half-dollars, at 111. The market is now quoted at 110@111 for American half-dollars, and par@3½ ⅌ cent premium for Mexican dollars.

The movement in sterling exchange was also limited, and rates declined ⅛ ⅌ ⅌ for private bills, and about ¼ for bank. The sales comprised £32,200, embracing £6000 bill of lading at 120⅜, £8000 do at 120¼@120½, £8000 bill of lading and A1 clear at 120½@120⅝; £9000 (£1500 and £4500 bill of lading and £3000 A1 clear) at 120¾, £7200 American ship's bill at 121⅛.

The sales of francs included 80,000 commercial at 4.76¼, and 350,000 do at —.

At the close sterling bills were quoted at 120¼@120¾ for bill of lading and A1 clear, and 121⅛@121½ for bank, and francs at 4.77½@4.76¼ for private, and 4.73¾@4.72½ for bank.

The offerings of domestic exchange were of liberal extent, and rates were a shade weaker at the close. The sales covered $326,000, embracing $155,000 on New York ($30,000 and $35,000 on private bankers', and $15,000, $25,000 and $50,000 bank) at ⅜ ⅌ cent discount; $10,000 bank at 21-32; $90,000 ($28,000 commercial, $37,000 private bankers', and $10,000 and $15,000 bank) at 11-32; $65,000 commercial ($10,000, $20,000 and $25,000) and $10,000 on Philadelphia at ¾.

The banks continued to check on New York at ¼@⅜ ⅌ cent discount, but commercial sight was quoted at ⅛@¼.

The only transaction we noticed in stocks was 100 shares Crescent City R. R. sold at —.

Nothing was reported in bonds.

The sales of warrants included $1500 Metropolitan Police at 59½, and $3000 new State at 57. They were both quoted nominal, the former at 58@59, and the latter at 37@38.

The only sale reported in new appropriation certificates was $2000 at 58. They are also quoted nominal at 58@59.

COMMERCIAL.

WEDNESDAY EVENING, December 18, 1872.

COTTON—The sales to-day were confined to 3000 bales at easier prices, showing a partial decline of ⅛c. We revise our quotations accordingly, and give also the Exchange figures, which are for average lists according with its official type, while ours presents the proper range of the market for average lists, but with the outside figures for low middling given as the outside figures for strict.

NEW ORLEANS CLASSIFICATION, ASSIMILATED TO THAT OF LIVERPOOL.

	General quotations.	Exchange quotations
Low ordinary	16@16½	—
Ordinary	17¼@17¾	17¼
Good ordinary	18⅞@19⅜	19⅜
Low middling	19¾@19⅞	19⅞
Middling	19¾@19⅞	19¾
Strict middling	20 @20⅛	—
Good middling	20⅛@20⅜	20⅛

Operations were restricted by dark and rainy weather, which led several buyers to withdraw. The demand was consequently light, and in the absence of the usual competition among brokers, factors were compelled to make concessions in order to effect sales. Our quotations for good ordinary, low middling and good middling are reduced ⅛c. Other grades were easier, but hardly quotably lower.

The amount on shipboard not cleared, going on board and engaged for shipment was set down at the opening this morning at 123,000 bales, embracing 55,000 for Liverpool, 13,000 for Havre, 6000 for Spain, 6000 for the Mediterranean, 16,000 for Bremen, 12,000 for Cork and a market, 9000 for the North Sea, and 6000 for the North, which, when deducted from the stock on hand by our running statement last evening left only 31,400 bales to represent the quantity at the landing and in presses unsold and awaiting orders.

The Exchange reports: "Moderate demand at ⅛c decline. Sales 3000 bales."

COTTON STATEMENT.

	Bales.
Stock on hand August 31, 1872	9,759
Arrived since last statement	5,409
Arrived previously	490,300—490,709
Total	504,968
Cleared to-day	400
Cleared previously	342,190—342,602
Stock on hand and on shipboard, not cleared	162,366
Stock on hand same date last year	342,573

To-day's exports were to New York.

Receipts proper since last evening 4068 bales, against 7786 on last Wednesday, and 5426 last year, making an aggregate since Friday evening of 29,261 bales, against 23,248 last week, and 26,625 last year, and since August 31 of 415,960 bales, against 345,784 last year—increase 70,176.

The Exchange telegrams make the receipts at all the ports since 12 M. yesterday to 12 M. to-day 16,918 bales, against 17,785 last week, and 19,392 last year, and since Friday 74,608 bales, against 77,460 last week, and 83,929 last year. Total since August 31, 1,481,182 bales, against 1,205,653 last year—increase 275,529. Exports Friday to Tuesday, inclusive, to Great Britain 40,834 bales, against 26,167 last week, and to the continent 13,115 bales, against 17,249 last week. Stocks at all the delivery ports, made up to 12 M. to-day 509,411 bales, against 484,067 last week.

SUGAR—The receipts this morning comprised 1280 hhds. Rainy weather has interrupted the movement on the landing, and we have to note a dull market. The sales were confined to 500 hhds, mostly in the sheds, at 5¾@6¼c for inferior, 6¾@7¼c for common to good common; 7¼@7¾c for fair; 8@8¼c for good fair; 8½@8¾c for fully fair; 9c for prime; 9¼@9½c for strictly prime; 9¾@10c for choice; 8½c for seconds; 10¼c for yellow clarified, and 11¾c for white clarified.

MOLASSES—The receipts this morning embraced 2936 bbls and 64 half bbls. The demand is active and prices have advanced 2c ⅌ gallon. The supplies were all sold at 50, 51 and 53c for fair; 53@55c for prime; 56@57c for strictly prime, and 57@58c for choice. The market opened at the inside and closed at the outside figures.

FLOUR—The market is quiet but firm, with only a local demand. The movement was interrupted by rainy weather to-day, and the sales were confined to 916 bbls, of which 100 low treble extra at $7 15; 50 choice treble extra at $8 50; 82 do at $8 75; 34 choice extra at $9 50; 50 and 100 do at $10, and 500 choice extra on private terms.

CORN MEAL—The market is in light supply and firm. 25 bbls sold on the landing at $3 50, and 100 bbls on private terms. It is retailing at $3 75 ⅌ bbl.

PORK—Is dull. New mess is offering in round lots at $13 75@13 87½ ⅌ bbl. 58 bbls sold on private terms, said to be $13 62½, and 40 bbls sold at $13 62½, and we have heard of 100 bbls more at $13 62½ ⅌ bbl. It is retailing at $14 25 ⅌ bbl.

BACON—The market is in light supply and firm, with a job trade. Sides are scarce. Shoulders are quoted at 5¾c; clear rib sides 9½@9¾c, and clear sides 11c ⅌ lb. A lot of 14 casks clear rib sold at 9½c ⅌ lb.

LARD—Is in request for the trade and for export. The supply is light, and tierce is quoted at 8½@8⅞c; keg 9½@9¾c ⅌ lb.

DRY SALT MEAT—There is none in first hands. Dealers are retailing shoulders at 6½c, clear rib sides 8c, clear sides 8½c ⅌ lb. A lot of 16 casks clear rib sold at the railroad depot at 7⅞c ⅌ lb.

BREAKFAST BACON—The market is in light supply and firm. Western commands 10½c; Northern 11½@12c ⅌ lb.

HAMS—Choice sugar-cured are scarce and in demand, and command 18@18½c ⅌ lb.

WHISKY—The market is bare of choice Cincinnati rectified. 125 bbls sold, to arrive, at $1 ⅌ gallon; 18 bbls Evansville sold at 93c ⅌ gallon. Louisida is scarce, and commands 94c ⅌ gallon. 65 bbls Louisiana sold in two lots at 94c ⅌ gallon.

BULK CORN—The market is entirely bare. The last having been sold to the trade and for distillery, at 60c ⅌ bushel. There are orders here for export at 52c ⅌ bushel.

CORN IN SACKS—The receipts have not been landed owing in part to the inclemency of the weather. In the absence of sales on the landing quotations are omitted. A lot of 500 sacks choice white sold in store at 84c ⅌ bushel.

OATS—Rainy weather has restricted the movement on the landing this morning. In store we note sales of 200 sacks choice old Galena at 50c ⅌ bushel.

BRAN—The supply on the landing is light, and owing to the slow landing of the receipts nothing doing. Sales yesterday were at $1 30 ⅌ 100 lbs.

HAY—The demand is light at unchanged prices, with the supply not yet landed. No transactions are reported. Choice is held at $35 ⅌ ton; prime $30@33 ⅌ ton.

BUTTER—The demand for choice Western is active, and the small arrivals are selling readily at 25c ⅌ lb. Fair Western is quoted at 14@20c ⅌ lb. Choice Goshen is very scarce, and commands 35c ⅌ lb. Common grades are in abundant supply and very dull at 12@13c ⅌ lb.

CHEESE—The demand is not quite so active, and with better supplies, prices for choice Western factory are ½c ⅌ lb lower. Medium grades are quoted at 14@15c. Common grades continue in abundant supply and dull. New York cream commands 18c; Western English dairy 18c, and nutmeg 19c ⅌ lb.

ESCULENTS—Potatoes are in light supply, and are selling on the landing at $3@3 25 ⅌ bbl for russets and peach blows, and $3 25 for early rose. The market is bare of Northern potatoes, which are in request. Onions are selling from depot at $7 50 ⅌ bbl, and apples at $7 50@8 ⅌ bbl from depot. Western beans are quoted at $8@10; Northern do $12 50 ⅌ bbl. Cabbages $8@10 ⅌ box. Dried peaches 4@5½c ⅌ lb; dried apples 5@5½c ⅌ lb. Green peas $7@8 ⅌ bbl. Sourkrout $8 50@10 ⅌ bbl. Horse radish $7@10 ⅌ bbl. Turnips $3@3 50. Beets $1 50. Carrots $3. Pea nuts 5@6c ⅌ bbl.

POULTRY AND EGGS—Chickens are selling on the landing at $5@6 ⅌ dozen for the grown, and $3 50@4 for the young. Ducks $3 50@4. Geese $9@10. Turkeys $16@20. Eggs are firmer, and now command 40@— ⅌ dozen.

COFFEE—The inquiry continues good from second hands, and we note a strong market, with an advancing tendency. Stock in first hands 3324 bags. We quote: Prime 18¼@19c (gold), good 17¾@18¼c, fair 17½@17¾c, ordinary 15½@16½c ⅌ lb. Stock in dealers' hand 11,500 bags.

IMPORTED FRUIT AND NUTS—A brisk business is being done in this line. The local demand is active, and considerable inquiry exists on interior account. Stocks are large. We quote: Louisiana oranges at $8@8 50 ⅌ bbl. Lemons $5 ⅌ box; layer raisins (new) $2 12½ ⅌ box, halves $1 25, quarters 75c; London layers (new) $3 ⅌ box, halves $1 75, quarters $1; citron 46c; Sultana raisins (new) 16c ⅌ lb; currants 8c; prunes (German, new) 9½c; Brazil nuts (new) 14c English walnuts 15c; French walnuts 14c; almonds 23c; shelled almonds 50c; filberts 14c; pecans (new) 8½@9½c; dates 8c; figs (new) 16@16½c ⅌ lb; bananas and plantains none; pine apples $2 75@3 ⅌ dozen; cocoanuts $5 50 ⅌ 100.

STAR CANDLES—Are in good demand at 20c ⅌ lb in round lots. They are jobbing at 20½c ⅌ lb.

COTTON SEED—Owing to the decline in manufactured products and the scarcity of export tonnage, the price paid by the manufacturers was reduced to $13 ⅌ ton (from the first instant) delivered on the levee, they furnishing the bags.

COTTON SEED OIL—The market is without animation, and prices have declined 2c ⅌ gallon. Shipments are being made to New York, principally on manufacturers' account. Crude is now quoted at 40c, and refined at 50c ⅌ gallon.

COTTON SEED OIL CAKE—The supply of both city and country is good, and prices have weakened. No sales are transpiring. Manufacturers are shipping to Europe on their own account. City is now quoted at $27 50@28, and country at $23 50@24 ⅌ ton.

MALT AND HOPS—Choice Western barley malt is in better supply and easier, selling at $1 25 ⅌ bushel; good fair at $1 12½@1 15; common is in light demand, but owing to a reduced stock prices have advanced 5c ⅌ bushel, being quoted at 95c. New York hops continue steady at 50@55c ⅌ bushel.

PIG'S FEET—The market is nearly bare and prices are entirely nominal; quoted at $4@— ⅌ keg.

BAGGING—Dealers are doing a fair business in this article, and are retailing domestic jute at 15c ⅌ yard, India in bales at 12½c, and 12c ⅌ yard in rolls; hemp and flax at 15@16c, with very little inquiry. India at wholesale is quoted at 10@11c ⅌ yard, with a very light demand, and domestic jute is held at 14c.

IRON COTTON TIES—All kinds are selling at 8½@9c ⅌ lb.

BALING TWINE—Dealers are retailing at 17c ⅌ lb.

GUNNY BAGS—The market is very quiet. They are held at 18c apiece.

HIDES—The market is quiet for green hides at the recent decline, while dry salt and flint continue in active demand and firm at last week's closing prices. We quote green salted city at 11c, and country at 11¾c; dry flint at 17c, and do salted at 18½c. In city slaughter, we quote steer hides over 85 lbs at 10½c; 70 to 84 lbs at 11c; under 70 lbs at 10c; cow hides as they run at 10½c; kips, 20 to 24 lbs, at 14c; do, 25 to 30 lbs, at 12c; calf skins $1 each; ox horns 5c each.

SPARE RIBS, ETC—Spare ribs have advanced under a light supply, and are now selling at $11@12, with sales to arrive, the particulars of which have not transpired. Tongues continue in light supply at 7c a piece by the barrel.

BEEF—There have been no arrivals of new as yet, but receipts are expected in about two weeks. Old is in light demand, buyers awaiting the arrival of new stock. Texas is in good supply, but the stock of Northern and Western is light, and sales are restricted by the scarcity of shipping in port. Texas is quoted nominally $11@11 50 ⅌ bbl; extra mess $12 50 ⅌ bbl, and $7@7 50 for half bbls. Tierces $16 50@17, for mess, and $17 50@18 for prime mess. Western mess $16@17 50 ⅌ bbl and $9 ⅌ half bbl, and Fulton Market $11 50@12 for half bbls.

COOPERAGE—Is in fair demand and firmer for sugar hogsheads, while barrels are in ample supply but steady. We now quote: Sugar hogsheads $3 75@4, and molasses barrels at $1 50 and half barrels at $1 20 each. The stock of hoop poles is ample for the demand, which continues moderate. Barrel poles are held firm at $30@35 ⅌ 1000, half barrels $20, and hogsheads at $80@85. Cypress staves sell at $16@20 ⅌ 1000, as in quality and dryness, and $30@35 ⅌ 1000 for hogshead.

STARCH—Is in light supply and fair demand at 4½@4¾c ⅌ lb for Western in round lots.

SOAP—The local trade is fair, but the shipping demand is light. New Orleans brands command the preference. We quote: Palm 9c ⅌ lb; olive 6c; magnolia 5c, and castile 12c. A deduction of 1c ⅌ lb is allowed according to size of lots. Cold water soap 10c, and polishing 10c ⅌ lb; extra olive 7c in round lots, and 7¼@7½c job.

BREAD AND CRACKERS—The local and shipping demand is brisk, but without any material change in prices to report. We quote navy bread at 4¼c, pilot bread 5@6c, French biscuit 7c, soda crackers 6@7c, butter 7c, Boston 8c, picnic 6c, oyster 9c, sugar 9@12c, cream 11c, ginger nuts 12c, lemon 16c, cracknel biscuit 35c ⅌ lb.

LARD OIL—Summer strained is dull and nominal, but winter do is in moderate jobbing demand at 80@82½c ⅌ gallon. No round lots selling.

COAL—Is in moderate supply and fair demand. The stock at the Willow Grove landing on the first instant comprised seventy-seven boats and three barges of Pittsburg. There was taken for consumption last month thirty one boats and one barge. Pittsburg is quoted at 65@75c ⅌ bbl by the boat load and $8 ⅌ hhd, $7 50 ⅌ ton to steamships, 70c ⅌ bbl to steamboats, 80c to manufacturers and $1 at retail. Anthracite is retailing at $13@14 ⅌ ton, and American cannel at $1 25 ⅌ bbl. No English cannel coal in market.

NAVAL STORES—The market is quiet, the high rates of freight restricting the filling of orders. Spirits turpentine are in fair supply and quoted nominally at 65c ⅌ gallon. Rosin is in good supply and moderate demand. Pale is held at $5 ⅌ bbl; No. 1 at $4@4 25, and No. 2 at $3 75. Pitch is scarce. The last sale was at $5 75 ⅌ bbl. Tar is in demand and selling at 10c ⅌ gallon, with light supply on hand.

RICE—The market is very dull, with prices ruling in favor of buyers, although no quotable change has transpired. Louisiana is in ample supply, and is quoted at 3½@4c for No. 2 (broken); 5¼@5½c for common; 6¼@6½c for ordinary; 7¼@7½c for prime, and 7¾@8c for choice ⅌ lb. Carolina is held at 8¼c ⅌ lb.

TALLOW—Is in moderate supply and firm, with the movement restricted from want of tonnage. It is quoted at 8¾@9c ⅌ lb for prime and 8c for ordinary.

WOOL—Is in demand and firm, in consequence of light stocks. We quote: Mexican improved 23@27c; burry 26@30c; Louisiana 38@40c, and lake 47@50c ⅌ lb.

OAK STAVES—The stock on hand is good, with a fair demand, and some shipments are being made. No change in prices. We quote: Extra pipe, culled, ⅌ 1200, delivered alongside of vessel, $190@195; extra hogshead $135@140; wine pipe $115@120; claret $100@105; barrel $60, and keg $40@45.

MOSS—Is in better demand, and prices exhibit a slight improvement. Receipts are taken up as they arrive at 3@3½c for country gray; 4@5c for mixed, and 5@6c for black. City picked is in good demand at 6@9½c ⅌ lb.

SALT—The demand is active, and, with better facilities for hauling, prices are firmer, and we now quote dealers' rates from store at $1 40@1 50 for coarse, and $1 65@1 75 for fine. When taken from warehouse in lots a deduction is made for drayage. We have no cargo sales to report, sellers' views being above those of buyers. The last sale reported was at $1 25 afloat. Turk's Island is nominal, with no cargoes offering. It is retailing at $1 25@1 30 ⅌ bag of two bushels. Table salt in pockets is selling at 2½@7c each.

TOBACCO—We noticed in our last report sales during the previous three days of 350, but omitted 25 hhds additional yesterday, of which 5 at 11½c and 20 at —, making the total 375. The supply on sale has been reduced to about 1200 hhds. Nothing has transpired to indicate any change in prices, and we continue to quote lugs 8@9c, low leaf at 9@9¾c, medium at 9¾@10¾c, good at 11¼@11¾c, and fine and selections at 12½@13½c.

FREIGHTS—We noticed in our last report a ship taken up for Havre at 1⅜c for cotton, and one for London at 45s for oil cake. We continue quote: By steam—Cotton to Liverpool ⅝d; to Liverpool via New York, 15 16d; to Bremen and Hamburg 1d; to New York 1c; molasses to New York ⅝c ⅌ gallon. Only trifling amounts of sugar have been shipped thus far, and the nominal rate is $9. By sail—Cotton to Liverpool ⅝d; to Havre 1⅜c; to Antwerp and Bremen 1⅜c; to Genoa 1½c; to Boston ⅞c. Tobacco to Bordeaux 60s.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Thursday, December 19, 1872.

CLEARED YESTERDAY.

Steamship City of Austin, Eldridge, for New York
Steamer Frances, Walden, for New York in ballast
Mexican brig Gaudaloupe, Alcala, for Campeche
Schooner W A Watson, Watson, for Pensacola

ARRIVED YESTERDAY.

(No arrivals from sea reported.)

STEAMBOATS.

Governor Allen, Benson, from Vicksburg
Marcella, Greathouse, from Donaldsonville
Thirteenth Era, Truslow, from Shreveport

BELOW COMING UP.

Spanish steamship Maria, ——, from Havana, to Puig Bros—
Spanish steamship Patchoy, Patava, from Havana, to Puig Bros—
British ship Iris, Baxter, from Newport October 26, to master—
Ship Queen of England, Aikins, from Shields, Eng, in ballast, to master—
Spanish bark Sebastian, Garna, 5 days from Matanzas, in ballast, to Puig Bros—
Brig Moses Rogers, Woodhull, from Kingston, Ja, to master—

EXPORTS.

PENSACOLA—Schooner W A Watson—14 sks oats 450 sks corn 5 bags coffee 3 bbls whisky 4 bbls pork 10 bbls flour 5 bbls potatoes 4 csk bacon 3 tcs do 15 sks salt 34 bbls bread 60 pkgs sundries

CARPENTER—100 bbls flour 25 bbls potatoes 5 bbls onions 50 kegs butter 12 box cheese 1 tre hams 25 tcs lard 250 sks corn 25 bbls tar 15 bbls pitch 100 bbls coke 473 pkgs sundries 450 pcs lumber

NEW YORK—Steamship City of Austin—406 bales cotton 286 bbls hams 20 tcs hams 8 bbls beef 47 tcs beef 4 bales kegs 286 dry kegs 152 tcs tallow 36 bbls tallow 153 grs hides 345 bags wool 9 bbls tongues 4000 bbls molasses

IMPORTS.

CARDIFF—Bark Browning Louise—3627 bars railroad iron

HAVANA—Steamship Frankfurt—100,500 cigars 5 cases mdse

BREMEN, HAVRE AND SOUTHAMPTON—Steamship Frankfurt—Asd mdse

EUATAN ISLAND—Schooner Frank Lucas—1100 bunches bananas 17,415 cocoanuts 10,000 plantains 300 pineapples

EUATAN ISLAND—Schooner J G Whipple—1150 bunches bananas 53,200 cocoanuts 15,200 plantains 2 bbls limes 36 pineapples

RECEIPTS OF PRODUCE.

VICKSBURG—Steamer Gov Allen—2942 bales cotton 2515 sks cotton seed and sundries

DONALDSONVILLE—Steamer Marcella—100 hhds sugar 2 bbls molasses and sundries

SHREVEPORT—Steamer Thirteenth Era—358 bales cotton and sundries

RECEIPTS BY RAILROAD.

MORGAN'S LOUISIANA AND TEXAS RAILROAD, December 18—66 bales cotton 40 hhds sugar 3 bbls do 244 bb s molasses 11 half bbls do and sundries

NEW ORLEANS, MOBILE AND TEXAS RAILROAD, December 18—925 bales cotton 16 sks cotton 11 hhds sugar 23 bbls molasses and