FINANCIAL AND COMMERCIAL.

MONETARY.

OFFICE NEW ORLEANS DEMOCRAT, Thursday Evening, May 10, 1877

NEW ORLEANS CLEARING HOUSE.

	Clearings.	Balances.
May 5	$1,417,946 53	$121,742 16
May 7	1,625,223 04	134,466 98
May 8	1,626,332 33	265,858 05
May 9	1,802,273 72	222,539 60
May 10	1,439,770 97	148,967 95
Thus far this week	$7,911,546 59	$883,574 83
Same time last week	6,890,096 90	927,430 60
Total last week	8,517,142 01	1,156,102 92
Total week before	8,107,319 89	958,184 98

The observance of Thanksgiving Day was general, the Exchanges and State public offices were closed, and although the banks were compelled under the law to keep open, they so arranged as to cause as little interference as possible with the duties of the day. Outside business was with few exceptions suspended.

There was scarcely any demand for money, either in bank or on the street, and commercial paper was unchanged. Gold and Foreign Exchange ruled at previous rates, and nothing was reported in either. New York sight was without quotable variation. Stocks, Police Certificates and Per Diem Warrants were quiet. Under light offerings and a strong demand State Consols advanced fully 2@2½ ⅌ cent. Premium Bonds were stronger.

We continue to quote: Exceptional commercial paper —@8 ⅌ cent per annumdiscount; A1 do. 9@10; second grade do. 12@15; collateral loans 7@8; first class mortgages 8@9, and second grade do. 10@12.

Gold opened at 106⅝@106⅞, against 107 at New York, and closed at the opening rates, against 107⅛ in that market.

Sterlings and francs were unchanged, and nothing was reported in either.

At the close sterling bills were quoted at 517½@519 for bill of lading and A1 clear, and —@523 for bank (bank counter rate —@523½.) and francs at 485 for commercial, and nominal for bank.

New York sight was without quotable variation. The only sale reported was $31,000 bank at 9-32 ⅌ cent, premium.

The banks continued to check on New York at ⅛ ⅌ cent premium, and commercial sight was quoted at ¼@9-32.

Stocks were quiet.

Under light offerings and a strong demand, State Consols showed a marked advance, closing at 82¾@83½, aga nst 80¾@81 yesterday. The sales comprised $89,000, embracing $5000 and $5000 and $10,000 and $10,000 at 81¼; $30,000 at 83, and $2900 (small) at 80.

Premium Bonds were stronger, closing at 34¾@35½, against 34¾@35 yesterday. The sales amounted to $287,000, embracing $25,000 at 34⅞, $2000, $25,000 and $100,000 at 35, $5000, $10,000 and $50,000 at 35¼, $25,000 at 35¼ and $45,000 at 35⅛.

COMMERCIAL.

OFFICE NEW ORLEANS DEMOCRAT, Thursday Evening, May 10, 1877.

Quotations represent prices for round lots from first hands, unless otherwise stated. In filling small orders higher prices are paid.

Owing to the general observance of the State Thanksgiving Day, in which the entire community were invited to participate, very little was done to-day in any branch of trade, although many stores were open as usual, closing, however, at an early hour:

COTTON—The sales were confined to 650 bales, at prices requiring no change in our quotations. The Cotton Exchange was closed:

	Gen'l Quotations.	Ex. Q.
Inferior	7¼@ 7¾	—
Low Ordinary	8 @ 8½	8¾
Ordinary	8¾@ 8⅞	8⅞
Strict Ordinary	9 @ 9⅛	—
Good Ordinary	9¼@ 9⅜	9⅜
Strict Good Ordinary	9⅝@ 9⅞	—
Low Middling	10¼@10⅜	10⅜
Strict Low Middling	10½@10⅝	—
Middling	10¾@10⅞	10⅞
Strict Middling	11 @11⅛	—
Good Middling	11¼@11⅜	11⅜
Middling Fair	11⅞@12	12
Fair	12½@12⅝	—

The movement was partially suspended by the general observance of the day, and the Cotton Exchange being closed There was, however, some inquiry from a few brokers whose orders did not admit of delay, but they found that most factors had covered up their sample, and declined offering until to-morrow. The business was consequently restricted to the limited amount noted above, mostly on the basis of yesterday's prices.

COTTON STATEMENT.

Stock on hand Sept. 1, 1876—bales	29,377
Arrived since last statement	166
Arrived previously, including 9777 city balings since Oct. 9	1,351,872—1,352,038
	1,381,415
Cleared to-day	2,683
Cleared previously	1,203,654—1,206,337
Stock on hand and on shipboard, not cleared	175,078
Same time last year	153,564

To-day's exports were to Havre.

Receipts proper since last evening 70 bales, against 454 on last Thursday and 429 last year, making an aggregate since Friday evening of 6888 bales, against 5136 last week and 8148 last year, and since August 31 of 1,163,107 bales, against 1,369,315 last year—dcrease 206,238.

TOBACCO—The only sales reported were 2 hogsheads. The receipts continue fair, and the amount on sale is now estimated at 4250 hhds. We continue to quote as follows:

Unsound and frosted lugs 2@3½c, inferior lugs 4@4½c, low 4¾@5½c, medium 5½@6, good to fine 6¼@6¾c, low leaf 7@8c, medium 8½@ 10c, good 10½@12c, fine 12½@13½c, and selections 14½@16c.

Received since last evening 61 hhds; exported none; stock on hand by our running statement 6999 hhds.

FREIGHTS—The market presents no new feature, and we continue to quote as follows:

By steam—Cotton to Liverpool 5-16d; to Bremen ½d; to New York 7-16c; to Boston, Providence, Fall River, Philadelphia and Baltimore, via New York, ½c. Grain to Liverpool —@10d.

By sail—Cotton to Liverpool 9-32@5-16d; to Havre ¾c; to Bremen ¾c; to the Baltic ½d; to Malaga 1c; to Boston ½c. Grain to the Continent 18c ⅌ bushel.

RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Friday, May 11, 1877.

Daily report of the stage of water, with changes in the twenty-four hours ending yesterday 3 p. m.:

	Above low water. Feet.	Inch.	Change. Rise. Inch.	Fall. Inch.
Augusta	8	7	0	17
Cairo	22	7	0	5
Cincinnati	27	2	4	0
Davenport	6	1	2	0
Dubuque	7	10	0	0
Keokuk	10	3	0	1
Leavenworth	11	8	0	0
Louisville	10	10	6	0
Memphis	29	4	0	7
Nashville	12	1	14	0
*New Orleans	4	5	0	0
Pittsburg	7	3	29	0
Shreveport	27	2	1	0
St. Louis	21	0	0	12
St. Paul	5	1	0	0
Vicksburg	41	8	0	1

*Below high water mark of 1874.

NELSON GOROM, Serg't. Sig. Ser. U. S. A.

ARRIVALS.—Isabel, Henry Tete, Eureka, Mary Ida, Gov. Allen, St. John, Geo. Spangler.

DEPARTURES.—Isabel, Mary Ida, Eureka, Frank Pargoud.

TO ARRIVE.—Eureka, Assumption, Lafourche; Mary Ida, Blue Wing No. 3, Robert Young, upper coast; Thompson Dean, A. C. Donnally, Ohio; Belle of Shreveport, St. Louis; Bart Able, Red River; Isabel, Emma, lower coast; Shannon, Arkansas; Natchez, Vicksburg; Bertha, Opelousas.

The weather yesterday was beautiful, a fact that was extremely gratifying to those who participated in the turnout.

Business in the early part of the day was brisk, but at noon the stores commenced closing, and in the afternoon the landing looked very much like it does on Sunday.

The John F. Tolle went below to take on sugar. She passed up yesterday morning, and had no. returned when we left the landing last evening. We suppose she kept on her way to St. Louis.

Much to our regret we omitted to mention, in the paragraph suggesting a name for Capt. Scovell's new boat, the number of years since his death. Capt. Kouns died in 1869.

Capt. Miller, finding that the Dean could not arrive in time, telegraphed from Vicksburg that she would be usable to make the jetty excursion named for to-day. A feeling of very great disappointment has been occasioned thereby, for many had arranged to make the trip, and from our information at hand we can say that she would have left here with every one she could carry. The reputation of such a boat as the Dean never fails to draw, and the disappointment at her not making the trip can be only equaled by that of Capt. Miller, who strives as hard as man can to be first and foremost in everything that concerns the welfare of his boat. The Dean leaves to-morrow at 5 p. m., without fail, for the Ohio, and will go through to Cincinnati. Capt. John S. Jones, a gentleman and a scholar, has charge of the office.

The A. C. Donnally is coming and will be here to leave Monday for the Ohio.

The Carrie A. Thorn is announced to leave for Minden on Wednesday, the 16th inst.

The Bart Able, leaving to-morrow for Grand Ecore, goes through Cane river.

The fine side-wheel coast and Bayou Lafourche packet Henry Tete, J. F. Aucoin master, M. H. Landry clerk, leaves this 10 a. m. for Thibodaux.

The tri-weekly lower coast packet Emma leaves to-day at 1 p. m. for Happy Jack. Oliver Canton, Jr., master, J. J. Donovan clerk.

The semi-weekly coast and Baton Rouge packet St. John, Frank Bergeron master, J. C. Bergeron clerk, leaves to-day at 12 m. punctually.

The coast and Bayou Sara United States mail packet Gov. Allen, J. J. Brown master, S. S. Streck clerk, leaves to-day at 5 p. m.

The regular upper coast tri-weekly daylight packet Robert Young, in place of the Eva, Louis Ranson master, Norbert Ranson clerk, will be at the lower landing to-day, receiving to leave to-morrow at 10 a. m. for the Ben Tureaud plantation and Donaldsonville.

The Blue Wing No. 3, J. A. Comstock master, Messrs. Woods, Heno and Dean clerks, leaves to-morrow at 10 a. m. promptly, for the coast, Donaldsonville and the Ashland plantation, Ascension parish.

The fleet Bart Able leaves to-morrow at 5 p. m. for Alexandria and Grand Ecore. Richard Sinnott master, Geo. Hamilton clerk.

The Natchez, for Vicksburg and all mail landings, leaves to-morrow at 5 p. m., Capt. Thos. P. Leathers in command.

The regular weekly coast and Atchafalaya packet Bertha, A. P. Trousdale master, Theo. Jobin clerk, leaves to-morrow at 5 p. m.

Capt. P. A. Charlet's regular Tuesday and Saturday coast and Bayou Lafourche packet Assumption leaves to-morrow at 5 p. m. Mr. N. Z. Dupuis has charge of the office.

The New Orleans and Ouachita Transportation Company's steamer John Howard, P. C. Montgomery in command, leaves to-morrow for Camden and all intermediate landings on the Ouachita.

The Merchants' and Planters' independent packet Cotton Valley, J. W. Carlton master, leaves to-morrow for all landings on the Black and Ouachita, through to Camden.

The C. H. Durfee, in place of the Maria Louise, leaves to-morrow at 5 p. m. for Shreveport, Jefferson and all way landings on Red river. Wallace McChesney in command, John R. McChesney clerk.

Capt. Jerry Sullivan's regular Tensas and Macon packet W. J. Poitevent leaves to-morrow at 5 p. m. sure. Mr. J. L. Robbins is her chief clerk.

The side-wheel Arkansas river packet City of Augusta, J. D. Elliott master, Joe Elliott clerk, leaves to-morrow at 5 p. m. for Fort Smith.

The steamer Geo. Spangler, from St. Martinsville, arrived yesterday afternoon with a splendid trip for this season of the year, say 180 hhds of sugar and a lot of sundries.

The steamers Blue Wing No. 3, from New River, Robert Young, from Donaldsonville, and Assumption, from Laurel Valley, arrived yesterday evening.

[Copy of Telegram.]

BATON ROUGE, LA., May 10.—To Hite & Carlin, 4 Tchoupitoulas street: Steamer Geo. Spangler will arrive this evening and leave for Bayou Teche Saturday evening.

W. C. SMITH, Master.

MEMPHIS, May 10.—To Wayne & Williams, New Orleans: Steamer A. C. Donnally will arrive Sunday and leave for Louisville and Cincinnati Monday, May 14. H. U. HART, Master.

EXCHANGE CLIPPINGS.

CINCINNATI, May 8.

To the Editor of the Commercial:

SARASSA, Ark., May 1.—I see the insurance companies have raised the rate of insurance, on account of the many accidents that have occurred on the Arkansas. I can say in regard to the Fannie Moore, the thing was done for the want of judgment on the part of Lyle, as the people on shore said the boat would sink before ever he rung the backing bell. I told him not ten minutes before that there was a terrible current in the river, and to round the boat out to the bar, and I sat down on a chair; and when Lyle commenced to ring the alarm bell I raised up, and the boat was swinging to shore very fast, ann I said to Lyle: "She will never back up; she is gone." This was three or four hundred yards above the regular landing, and contrary to order. As H. Stone was in the pilot-house when I told him to round out, by which I lost the whole boat, and as Boutwell told us in Washington, by the negligence of a licensed officer he was responsible if able, now I think the government should be responsible for its agents, and pay for the Fannie Moore, as the boat was sunk unjustly, as there was no reason for the act at the place it occurred. I have all the machinery out but the boilers.

JOHN WOODBURN, Master Fannie Tatum.

LOG OF THE JOHN A. SCUDDER.

ST. LOUIS, May 8.—The John A. Scudder, on the last trip, discharged on the way 9115 packages freight, making 956 tons; carried into New Orleans 13,555 packages, 1164 tons; in all 2120 tons, making 89 landings.

Left New Orleans, May 1, at 6 p. m.; was 24 hours to Consort Point, 43 hours to Chute of 95, 3 days to Island 65, 3 days and 14 hours to Memphis, 7½ hours from Memphis to Ashport, 9 hours to Bearfield landing, 10 hours to head of 21, 25 hours and 28 minutes to Cairo, 4 days and 23 hours from New Orleans to the Cape; made 110 landings the round trip; had 35 deckers and 49 cabin passengers down, 72 cabin and 60 deckers up; lost 6 hours in fog; took in the flag at the Cape by a large majority.

Time from New Orleans to St. Louis was 5 days 13 hours and 40 minutes; arrived at St. Louis, May 7.

STEAM AS AN EXTINGUISHER.—A few days since an immense oil tank at Oil City took fire. The proprietor offered five hundred dollars to have it extinguished. A philosophic mechanic accepted the offer, and availing himself of a steam boiler that stood a hundred feet from the burning tank, connected a two-inch steam pipe, and running it over the top of the tank in the form of a goose neck, turned on steam, and in a short time the fire was out. The tank had then been burning five hours.—[Wheeling Intelligencer.

CAIRO, May 7.—Capt. Hi. Davis arrived from the Lower Ohio on the Idlewild, where he contracted for a full load of freight for the John Means and barges, and that steamer passed up early yesterday morning to get it. Capt. Davis says that "because of the railroad, you know," he had to contrast to take the cargo at the ruinous low rate of 12½ cents per 100 pounds, but takes grim satisfaction in knowing that such a rate would not pay for the rails worn out in carrying it on any railroad in the world.

MARINE NEWS.

OFFICE NEW ORLEANS DEMOCRAT, May 11, 1877.

Cleared Yesterday.

Ship D W Chapman, Tukey, for Havre—A K Miller & co

Arrived.

No arrivals from sea yesterday.

STEAMBOATS.

Geo Spangler, Smith, from St Martinville
Robt Young, Ransom, from Donaldsonville
Blue Wing No 3, Comstock, from New River
Assumption, Charlet, from Laurel Valley
Gov Allen, Brown, from Bayou Sara
Eureka, Terrebonne, from Bayou Lafourche
Isabel, O'Pry, from Lower Coast
Annie B, Rolfs, from Bayou Barataria
St John, Bergeron, from Baton Rouge

Below Coming Up.

Ship Jas A Wright, Morrison, 43 days from Liverpool, to master—
Schr Giuseppi, Hunterman, 7½ days from Belfast, to G Grande

Exports.

HAVRE—Per ship D W Chapman—2683 bales cotton 6016 sacks corn 2880 pcs staves

Receipts of Produce.

LAUREL VALLEY—Per steamer Assumption—15 hhds sugar Allen, Nugent &co—1 bdl hides L Lacassagne—1 sack seed cotton L Surle &co—sundries to order—Total 1 sack seed cotton 15 hhds sugar

ST MARTINVILLE—Per steamer Geo Spangler—1 hhd sugar McGehee, Snowden & Violett—40 do Richard Milliken—13 do J M Putnam—126 do Robert Hare—29 hides 37 pkgs eggs 3 sacks wool L Lacassagne—1 do 1 bdl hides 203 hides L Surle &co—46 do R Beer—2 sacks wool J Dreyfus—sundries to order—Total 180 hhds sugar

DONALDSONVILLE—Per steamer Robt Young—324 sacks rough rice J Foerster—4 bbls onions 12 bbls potatoes J M Ricaud—7 do Hirsch, Adler &co—12 do 14 sacks do D Cazaux—11 sacks onions Lanaux & Son—sundries to order—Total 324 sacks rough rice

NEW RIVER—Per steamer Blue Wing No 3—11 hhds sugar Richard Milliken—13 do Lafitte, Dufilho &co—1 do H Boisblanc—4 bbls do 5 bbls molasses 7 bbls cistern bottom B Johnson—1 bbl sugar Jos Mittenberger—sundries to order—Total 25 hhds sugar 5 bbls do 12 bbls molasses

BAYOU SARA—Per steamer Gov Allen—13 bals cotton Norwood & Richards—11 J L Harris & co—7 Meyer, Weis &co..5 Payne, Kennedy &co—3 March & Shlenker—3 Aleus, Scherck & Autey—2 A Levi—46 bales moss Odell & Wright—5 hhds sugar Puig, Cerral &co—10 do Richard Milliken—10 do John I Adams &co—2 bales moss J M Walsh—sundries to order—Total 44 bales cotton 48 bales moss 25 hhds sugar

BAYOU LAFOURCHE—Per steamer Eureka—36 hhds sugar Renshaw, Cammack &co—34 do 41 bbls rice P Lanaux—31 bbls potatoes Schmidt & Zeigler—26 do M Dowling—sundries to order—Total 70 hhds sugar 41 bbls rice

LOWER COAST—Per steamer Isabel—sundries to order

BAYOU BARATARIA—Per steamer Annie B—sundries to order

BATON ROUGE—Per steamer St John—55 hhds sugar McStea & Value....64 bbls molasses Richard Milliken—18 sacks rough rice C H Allen—10 bbls potatoes Hirsch, Adler &co—30 head cattle W L Larrimore—1 sack wool Temple S Coons &co—sundries to order

RECEIPTS AT THE NEW BASIN.

Pearl River—Per steamer Lollie—50,000 feet lumber 28 sacks wool 25 hides order
Pearl River—Per steamer Major White—40,000 feet lumber order
Handsboro—Per schr Mary Irene—45,000 feet lumber Robson & Elliott
Pascagoula—Per schr E Blessey—49,000 feet lumber H Budeig
Pascagoula—Per schr Wilhelmina—45,000 feet lumber H Budeig
Pascagoula—Per schr Henriette—65,000 feet lumber H Budeig
Pascagoula—Per schr Farmer—35,000 feet lumber H Budeig
Biloxi—Per schr Julia—30 cords wood master
Bayou Lacombe—Per schr T J Emler—35 cords wood master
Bonfouca—Per schr Lillie Armstrong—20 cords wood master
Pearl River—Per schr Rita—40,000 feet lumber W W Carre &co
Mobile Bay—Per schr Martha M—509 bbls rosin 45 bbls turpentine Simpson & Tricou
Amite River—Per schr Ethel—40,000 shingles 15,000 staves order
Bayou Lacombe—Per schr Gannett—4 0 bbls charcoal master
Pearl River—Per schr Pearl Rivers—65,000 feet lumber order

RECEIPTS AT THE OLD BASIN.

Pearl River..Per steamer J F Frazer—65,000 feet lumber 42 bbls tar 13 bags wool order
Pascagoula—Per schr Mary Theresa—30,000 feet lumber H Buddig

By Railroads

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD.

May 10—85 bales cotton order—80 W F Haisey—12 Richardson & May—12 Aleus, Scherck & Autey—9 J & G Cromwell—7 Lehman, Abraham &co—8 Barrett & Gordue—5 H & C Newman—4 Britton, Moore & Coleman—3 Stewart Bros &co—3 Jno Chaffe & Son—3 T L Airey &co—3 C L Walmsley &co—3 J L Harris &co—3 Bickham & Moore—2 Chaffe, Hamilton & Powell—2 Jno Phelps &co—2 Allen, West &co—1 J W White—1 Allen, Nugent &co—9 Meyer, Weis &co—Total 275 bales cotton

16 hhds tobacco Beadles, Wood &co—2 do Jno E King &co—Total 18 hhds tobacco

30 boxes tobacco J J Irby & Son—160 sacks pears J C Abrams—32 do S Snodgrass—13 do Warren, Atkinson &co—64 bales hay Chas Plessants—76 do 16 cases bacon J R Kent &co—15 hf do 50 tierces hams Vose Bros—25 do Barstow & Deeves—100 bbls flour Glover & Odendahl—61 boxes bacon Schwabacher, Frowenfeld & Pfeifer—1 car lumber P Markey—80 sks saddle trees H H Hansell—4 hhds bacon 1 half do Schwabacher & Hirsch—25 bbls whisky J Gottschalk—88 bdls paper J Meyer—27 do E C Palmer &co—35 can goods T T White—60 bxs cheese 25 frks butter C H Lawrance &co—5 pkgs do Clark & Meader—5 do C Clinton—36 bbls apples H DelBondio—15 rolls leather Jno Frank &co—8 do C Weishaar—2 do H Tricou—1 bdl dry hides Jno T Hardie &co—3 do 1 bale skins Lochte & Cordes—1 goat skin 13 bdls dry hides Gress & Williams—1 empty count T S Waterman—1 bx pictures Rev W L Godman—1 bbl cider Miss L Rickert—1 bx mdse P Werlein—1 piano L Grunewald—4 burial cases T W Rothick—1 box mdse R T Walshe—1 case shirts S N Moody—16 bxs mdse Marks, Levy &co—4 bdls hoops J H Adden—2 bbls and 1 case b ware E Offner—6 bales corks S Pablo—2 bxs castings M W Smith—1 bbl sausage D Moriarty—1 car wheels N O & M R R—15 cases shoes H & N Samory—13 do J F Wehe—1 case sheets S Gernsbacher—2 cases shoes E Angaud—5 do E Dupre—1 do Mrs M Wagner—3 cases mdse Mrs J Darcy—1 crate earthenware W C Shepard—25 cases shoes Vincent &co—7 do E Marqueze &co—2 bxs hats R R T Co—1 bx drugs E J Hart &co—1 bx books A H Nelson—5 pkgs machines G Seeger—1 bx hardware L W Walker—1 case mdse E Levy &co—1 box Capt A J McGonnigle 1 bbl hair H Groebel—24 cases shoes F P Martinez—8 H Stern &co—H J M Gould—4 bxs mdse I L Lyons—Total 300 boxes tobacco 205 sacks peas 140 bales hay 20 casks and 16 half casks bacon 75 tierces hams 100 bbls flour 25 bbls whisky 250 boxes cheese

MORGAN'S LOUISIANA AND TEXAS RAILROAD.

May 10—19 hhds sugar Bush & Levert—50 do Richard Milliken—12 Robert Hare—13 F P Sevin—25 do W E Leverich—29 bbls molasses J M Putnam—1 do Hirsch, Adler &co—1 sack wool 78 sacks potatoes L Terrebonne—249 do 10 sacks onions 3 bbls sugar F P Sevin—50 dry hides L Lacassagne—1 hf bbl molasses D Douglas—77 sacks potatoes J M Walsh—47 do E Parody—107 do L Bibolet—74 do 17 sacks onions A N Laine—12 bales moss Rykoski & Manade—5 do 14 sks potatoes J A Bourg—58 do 13 bdls gr hides 20 bales moss V H Bernard—21 bbls peas A F Hickman—172 sacks rough rice J Foerster—Total 119 hhds sugar 3 bbls do 21 bbls molasses 1 hf do 172 sacks rough rice

NEW ORLEANS AND MOBILE RAILROAD.

May 10—19 pkgs mdse M McGraw—4 do Pags & Moran—9 crates stirrups M W Smith..20 pkgs mdse Hartwell & Chambers—5 bbls whisky C H Wolrich—2 do Mrs M Mames—32 bbls tobacco E H Wilson & Mills—10 do Kirkpatrick & Kieth—5 boxes bitters Frederickson & Harte—5 bags wool Hay & Mehle—7261 pcs bulk shoulders E Vorster—1 car lumber E D Cobb—1 wagon W W Carre &co—16 casks shoulders E K Converse—5 pigs R A Corbin—1 bbl honey Mrs B Riehl—70 bbls rosin 8 bbls turpentine Simpson & Tricou—2 bbls potatoes M Hermann—8 bags wool N E Bailey jr—1 coop poultry 1 bx eggs A Valeton &co—37 bales cotton J H Maury &co—sundries to order—Total 47 bales cotton 42 hhds tobacco

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NEW PATENT FAUCET CANS.

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95 and 97 Gravier street, New Orleans.

And by JERVEY, PETTIT & CO., Galveston, Houston and Austin, Texas. my3 tf

STEAMSHIPS.

FOR HAVANA.

FOR HAVANA, CEDAR KEYS AND KEY WEST.

UNITED STATES MAIL LINE.

LEAVING EVERY WEEK

The first-class steamship

MARGARET,

Baker, Commander.

will leave, from foot of Calliope street, on TUESDAY, May 8, at 8 P. M.

Passage rates to Havana, $40; Excursion tickets, $60.

Passage rates to Jacksonville, $20, including state rooms and meals.

Through bills of lading issued to all points in Florida.

For Freight or passage apply to I. K. ROBERTS, 120 Common street, Over Louisiana National Bank.

The steamship ——— follows on May 15. my8 1y

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THE ATLANTIC COAST LINE.

PASSENGER ROUTES TO ALL POINTS

NORTH AND EAST.

Reorganized for the Spring and Summer of 1877.

Working out of New Orleans via the N. O. and M. R. R., and presenting the following attractive lines to the attention of all North-bound Tourists and Travelers:

Route No. 1—All Rail.

Via Montgomery, Columbus, Macon, Augusta, Wilmington, Richmond.

64 Hours 45 Minutes, New Orleans to New York.

The same time always as by any other line.

Pullman Sleeping Cars to Opelika.
Solid Day Trains thence to Augusta.
Pullman Sleeping Cars thence to Wilmington.
Elegant Parlor Cars thence to Richmond.
Pullman Sleeping Cars thence to New York.
ALL CHANGES AT SEASONABLE HOURS AND INTO CLEAN AND PROPERLY VENTILATED CARS.

Route No. 2—Bay Line.

Over the same lines to Wilmington as by Route No. 1. Thence by Special Parlor Cars to Portsmouth, Va. Thence, at 7 p. m. daily (except Sunday), by the magnificent steam rs of the BAY LINE to Baltimore. Thence by Limited Express, arriving in New York at 4 p. m.

A seventy-one hours' run—only six hours in excess of all rail time, with the advantage of an undisturbed night's rest and superior accommodations upon the Chesapeake Bay.

Route No. 3—The Old Dominion Line.

The same Lines to Wilmington and Portsmouth as Routes 1 and 2. Thence, on Mondays, Wednesdays and Saturdays at 7 p. m. by the magnificent sidewheel steamships of the OLD DOMINION COMPANY, which invariably arrive at their New York wharves at 10 p. m.

A through run of 77 hours, combining the essential elements of Cheapness, Speed and Comfort.

Passengers should leave New Orleans Saturdays, Mondays and Thursdays to connect closely with this Line.

For Tickets, Checks, Time Cards, and all information, apply at the offices of the New Orleans and Mobile Railroad.

A. POPE, General Passenger Agent.
J. H. WHITE, Southern Passenger Agent.
H. W. FOWLER, New Orleans Agent, corner St. Charles and Common streets. my4 tf

GREAT JACKSON ROUTE.

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD LINES.

DOUBLE DAILY THROUGH TRAINS, will depart and arrive as follows: from Calliope street depot from 1877:

DEPART.	ARRIVE.
Express No. 1, 5:30 p. m.	Express No. 2, 11:20 a.m
Express No. 3, 7:20 a. m.	Express No. 4, 6:40 a.m

Nos. 1 and 2 run daily, 3 and 4 daily except Sunday.

PULLMAN PALACE SLEEPING CARS through to Cincinnati, Louisville, Chicago, Cairo and Milan, Tenn., without change, and for St. Louis a sleeper is taken on at Milan, enabling passengers to go through without leaving the train.

Friday evening's train makes no connection at Duquoin for Chicago.

Accommodation trains between New Orleans and McComb City:

Leave New Orleans 3:30 p. m. Saturday; and 7:20 a. m. Sunday.

Arrive 9:20 p. m. Sunday, and 9:15 a. m. Monday.

Tickets for sale and information given at 22 Camp street, corner Common, under City Hotel.

A. D. SHELDON, Agent.
E. D. FROST, General Manager. mh4

THE NEW ORLEANS AND MOBILE RAILROAD—MOBILE LINE—THE GREAT THROUGH ROUTE TO THE EAST, NORTH AND WEST.

Via Louisville, via Atlanta and via St. Louis. CARRYING THE U. S. MAIL.

Trains arrive and depart from Depot, foot of Canal street, as follows:

DEPART.	ARRIVE.
Express.....6:45 a. m.	Express.....11:25 a. m.
Express.....5:00 p. m.	Express.....9:55 p. m.

Pullman Palace Cars daily to Cincinnati, Louisville, Nashville and St. Louis, without change, and only one change to New York and Eastern cities.

Ticket Office, corner of Camp and Common streets, opposite City Hotel.

D. B. ROBINSON, Superintend't.
mh2 tf J. W. COLEMAN, Ticket Agent.

MONEY TO LOAN.

The undersigned has constantly on hand money to be loaned out on mortgage, and at a reasonable rate on GOOD CITY PROPERTY.

F. D. SEGHERS, Notary Public. Office "B," No. 26 St. Charles street. ap28 1m Up stairs.

SWEET SPRINGS,

Monroe County, West Virginia.

THIS OLD ESTABLISHED SUMMER RESORT, for health and pleasure, will be open for the accommodation of visitors on the FIFTEENTH DAY OF JUNE.

Every preparation is being made for the convenience and comfort of visitors.

CHARGES:

Per diem $3 00
Per month 60 00

Children under ten years, half the above rates. Servants according to accommodations.

J. W. YOUNGER, Superintendent. my5 1m*

Summer Arrangement.

GRAND ISLAND HOTEL.

S. BEATY & CO.

Have leased this famous watering place for a term of years. The new management will open for the reception of guests about the 20th of May. Polite and attentive clerks will be on hand to receive and welcome guests. The *cuisine* will be under the supervision of an old and experienced caterer. Mme. Rhineheart will look after the welfare of ladies and children. A steamer will ply in connection with the hotel and leave the city wharf on the 19th of May in charge of Capt. M. McSweeney.

For freight, passage and terms, apply to S. Beaty, or Hite & Carlin, agents, No. 4 Tchoupitoulas street, or to M. McSweeney on board the steamer. my6 tf

SUMMER RESORT.—MRS. M. CASSIDY will reopen CASSIDY'S HOTEL, at Pass Christian, Miss., on JUNE 1. The management will be conducted on the most liberal principles, and no effort will be spared to please patrons. Advantageous arrangements may be made in advance of the season upon application to MRS. M. CASSIDY, at Cassidy's Hotel. my4 10t 172 Gravier street.

LEEDS' FOUNDRY.

[ESTABLISHED IN 1826.]

Corner Delord and Foucher streets. NEW ORLEANS.

We are prepared to manufacture STEAM ENGINES, BOILERS, SUGAR MILLS, SUGAR KETTLES, DRAINING MACHINES, SAW MILLS, COTTON PRESSES, NEWELL SCREWS, GIN GEARING, FURNACE MOUTHS, GRATE BARS, JUDSON'S GOVERNORS, and all kinds of Plantation and Steamboat work, and every description of Machinery for the South. LEEDS & CO. mh6 3m d&w

STEAMBOATS.

OHIO RIVER.

REGULAR CINCINNATI, LOUISVILLE AND NEW ORLEANS PACKET.

Leaves on SATURDAY, 12th inst., at 5 p. m.

FOR CINCINNATI, LOUISville, Evansville, Henderson, Shawneetown, Paducah, Cairo, Memphis and all intermediate points—The passenger steamer

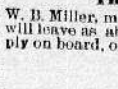
THOMPSON DEAN,

W. B. Miller, master, John S. Jones, clerk, will leave as above. For freight or passage apply on board, or to WAYNE & WILLIAMS, 106 Gravier street. DOUGLAS & WINBURN, 35 Natchez street.

N. B. A plan of the cabin can be seen, and staterooms engaged, by applying at the office of my3 WAYNE & WILLIAMS.

REGULAR CINCINNATI, LOUISVILLE AND NEW ORLEANS PACKET.

Leaves on MONDAY, May 14, at 5 p. m.



FOR CINCINNATI, LOUISVILLE, Evansville, Henderson, Shawneetown, Paducah, Cairo, Memphis and all intermediate points—The passenger steamer

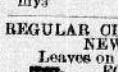
A. C. DONNALLY,

H. U. Hart, master, Ed. A. Donnally, clerk, will leave as above. For freight or passage apply on board, or to WAYNE & WILLIAMS, my11 106 Gravier street.

OPELOUSAS.

REGULAR OPELOUSAS PACKET.

Leaves every WEDNESDAY, at 5 p. m.



FOR WASHINGTON, OPELOUsas, Fort Barre, Simmsport, Churchville, and all landings on the Coast, Atchafalaya River and Bayou Courtableau—The new and light-draft steamer

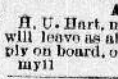
SANDY No. 2.

H. H. Broad, master. J. B. Schmit, clerk, will leave as above. For freight or passage apply on board or to BRITTON & EPPLER, jan22 tf 81 Gravier street.

P. S.—Connects closely with steamer Minnie for Bayou de Glaize. Also gives through bills lading to Bayou Boeuf.

REGULAR OPELOUSAS PACKET.

Leaves every SATURDAY at 5 p. m.



FOR WASHINGTON, OPELOUsas, Fort Barre, Simmsport, Churchville, and all landings on the Coast, Atchafalaya river and Bayou Courtableau—The new and light draft passenger steamer

BERTHA.

A. P. Trousdale, master. Theo. Jobin, clerk. For freight or passage apply on board, or to HITE & CARLIN, ja29 4 Tchoupitoulas street.

P. S.—Connects closely with steamer Minnie for Bayou de Glaize. Also gives through bills lading to Bayou Boeuf.

OUACHITA RIVER.

NEW ORLEANS AND OUACHITA RIVER TRANSPORTATION COMPANY. OUACHITA CITY, TRENTON AND MONROE.

Weekly Ouachita City U. S. Mail Packet.

Leaves every WEDNESDAY, at 5 p. m.,

FOR OUACHITA CITY, TRENton, Monroe and all way landings—The steamer

JOHN H. HANNA,

(In place of Ouachita Belle.)

J. W. Blanks, master. Joe Holmes, clerk. Will leave regularly as above. For freight or passage apply on board, or to Capt. F. A. BLANKS, President. No. 2 Canal street, corner Delta. HITE & CARLIN, BRIT