

IMPROVED FIG-LEAVES.

Colors for the Autumn—Children's Fashions—Patterns, Etc.

We are told there is to be great activity in the autumnal market...

Cloth colors will predominate, and there will be additions to the flecked and dotted goods of last year.

Just now, ladies are planning how they can keep their wardrobes in a fresh and fashionable condition until the change, so near at hand, takes place.

Very many of the heads of our large emporiums are in Europe, making selections, and some goods have already arrived for their respective houses...

The latest bonnets that have appeared are smaller and really possessing more shape than those of early summer.

The newest of all is a helmet-shaped hat, of Japanese straw, with a flowing band of white or black lace.

And there are high, conical crowns, with the merest suggestion of a brim, which is usually bound with a mere thread of black velvet, and then narrow bands around the crown.

This is pretty for a young lady with a round, full face; otherwise they are hideous.

Ladies in mourning, this season, are not wearing so much crape as formerly; instead, a black canvas grenadine, trimmed with knife-pleating and crimped tape fringe, is considered full mourning, and can be worn in all sorts of weather, while crape cannot.

There is a new patented invention for restoring crape to its newness, making it waterproof, and quite as good as new—information which ladies obliged to use this formerly perishable fabric will hail with joy.

Laws and muslins are still being purchased, both in costumes and by the yard. They are both selling very low, and ladies rightly suppose such bargains cannot be found next spring when needed.

The patterns were never prettier, and the style of making and trimming is quiet and pretty; so that no risk is run in purchasing the costumes.

Embroidered batiste robes are selling very low. These are in right pretty shades of coloring, and the robes complete, for making, is sold as low as \$12.

Some with extra work upon them, command \$18; and these are much below regular prices. One advantage in dresses of this kind, one need never worry about the amount the trimmings are to cost; they have it all in the costume.

Striped batistes are also much sought after for country dresses. The underskirt of these dresses is trimmed with a knife-pleating five inches wide, and headed with a quite deep flounce of the material, cut bias, simply hemmed, and put on to form its own heading.

A very long polonaise is made slightly looped, with a pocket, long and shield-shaped, placed upon the left side. Pockets are found so convenient that they are not discarded for utility dresses. A small mantilla scarf finishes the costume. This is edged with a narrow pleating to match the skirt.

Handkerchiefs come with colored borders to match costumes, and there are sets of collars and cuffs in delicate shades of pink, blue or gray.

Hosiery also fills an important place in the fashionable make-up. Some in silk are in Scotch plaid, in bright colors, and cost from \$6 to \$8 per pair.

Little threads, open stockings, and long-wristed gloves, open work, are very much worn during this, the heated term.

Children's fashions are the same. Silk or gabbrielle suits are the only ones seen for those in dresses; and the sailor jacket, or cut-away jacket, with knee pants and shirt waists, are designed for boys who have mastered the babyhood of a frock.

There is a new lapboard for cutting and arranging work, made out of heavy paper, the same as a book-proof barrels. These are much lighter, have a yard measure attached, and we should think would be invaluable for seamstresses.

There are rubber curlers, called magnetic curlers, now used for the hair. They are warranted not to cut the hair, and to curl and retain in place better than kid or cloth curlers.

Little girls' hats are of white chip or fine straw, and trimmed with several rows of fine organdie pleatings. On the centre of top is a bouquet of flowers and hemmed organdie streamers. These are light and cool.

We are really to wear vests, like our husbands. Late imported suits have open jackets over a white dickey, with standing collar and turn-over points; also, a scarf with rings, and the bosom closed with gold studs. Then a white pique vest, cut exactly like a man's, is worn over the dickey. The saque is usually closed with one button in the center. How will that take for a jaunty costume? At least it will be very convenient.

The "skirt extender and protector," that was brought out early in the season, is ever so nice, and answers the use intended the best of anything yet invented, and so much better than any kind of hoop skirt.

The "Multiform" is fast being adopted by ladies of good taste, much to the disgust of hair-dressers. It will indeed rob them of much business, for with a "Multiform" a lady is at once independent. Au revoir!

BLANCHE.

Among the many changes to take place soon on the grand boulevard...

Paints Royal. Among the many changes to take place soon on the grand boulevard...

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RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Monday, August 20, 1877.

Arrivals. Eva, Isabel, Alvin, W. J. Behan, Geo. Spangler, Assumption.

To Arrive. St. Mary, Lafourche; Mary Ida, Blue Wing No. 3, upper coast; Eva; Bonnie Lee, Red river; J. H. Hanna, Ouachita; J. F. Tolle, St. Louis; Bertha, Opelousas; Gov. Allen, Bayou Sara; St. John, Baton Rouge; B. E. Lee, Vicksburg.

The Assumption will be the only departure for the Lafourche to-day.

Finding it necessary, owing to low water in the Lafourche, Capt. Terreboune has changed the route, Young's day and hour of departure from Monday and Thursday to Tuesday and Friday at 12 m.

She takes freight as usual to Thibodaux, and on her way down leaves Donaldsonville every Sunday and Thursday at 5 a. m. The Young is at the landing receiving to leave as above.

The Bob, E. Lee, leaving to-morrow, connects at Vicksburg with the Anchor Line for Memphis, Cairo and St. Louis.

The Fauchon goes from St. Louis to Cincinnati.

The country clamor for cheap transportation, and will have it.

Cheap transportation clamors for improved navigation, and must have it. This is the whole case in a nut shell.

An advertisement of the Opelousas packet Big Sunflower, and make up your mind that she will leave as advertised.

The commander of the sunflower, Captain Alex. Tronadeau, is not only a gentleman, but he is a steamboatman of good judgment.

He was the one who brought the No. 2 here, a boat that proved a most admirable one for the trade, though some thought she would not. He now offers the sunflower as a low water boat, one that will prove herself as good a business boat as did the Sandy.

The Assumption, leaving to-day, connects at Donaldsonville with the Bertha Brunner. See special notice at bottom of advertisement.

The Gov. Allen leaves as usual to-day for Bayou Sara. The La Belle wheels into New Orleans the early part of next month, running on the off days, Wednesday and Saturday, with the Allen.

The Ouachita Belle and John H. Hanna will also form a line to Bayou Sara, starting early in September.

The pretty and reliable Bertha leaves without fail Wednesday for Opelousas. H. H. Broad in command, Theo. Jobin clerk.

The Eva, arriving Saturday evening, left in place of the Martha, carrying the same passengers and freight. The Eva will return in time to leave as usual to-day. The Eva brought 115 and the Martha 144 sacks rice, which makes Saturday's receipts foot up 1043 sacks. The Martha brings a crack pin, which will be repaid in time for her to leave to-morrow at her regular hour without fail.

To the National Board of Steam Navigation, meeting at Pittsburg, September 6th, New Orleans is entitled to ten delegates.

It is to be regretted that the New Orleans and Red River Transportation Company, towed down by the Alvin, were left at the mouth. Capt. Daily, however, a competent judge in such matters, is highly pleased with them, and says they are built to last, and will draw only a few inches of water. As the stage of water in Red River demands their immediate use, they have arrived at an opportune moment. We hope the company may realize their cost many times over.

The Alvin, Capt. Daily's new low water coast packet, fresh from the builder's hands, has arrived and was visited yesterday by many. We have already published the dimensions of the Alvin, therefore we will only add here that she is one of the prettiest and most complete boats of her size that lands here.

Built under the personal and skillful supervision of Capt. John Koonce, she combines strength with lightness, and looks every inch a steamboat. Her model is very and she promises of speed. Her guards are roomy, cabin neat, staterooms roomy and very comfortably furnished, and her general outfit is full of the latest improvements. Under the management of the officers selected to go on her, the Alvin has a bright future. We are not informed what days she will take for her present, however, she will relieve the Isabel for a few days while that steamer is undergoing repairs.

The Geo. Spangler, from the Teche, had a bale on the coast.

The Behan has arrived, and is the Wednesday United States mail packet for Red River. Geo. Wilkinson in command, F. A. Behan clerk.

St. Mary, weekly coast, Donaldsonville and Ashland plantation steamer No. 3, Blue Wing No. 3, leaves to-day at 10 a. m. J. A. Comstock in command, Messrs. Wood and Dean clerks.

The semi-weekly coast and Baton Rouge packet St. John, F. Bergeron master, J. C. Bergeron clerk, leaves to-day at 5 p. m. for Bayou Sara.

The regular semi-weekly coast and Bayou Lafourche packet Assumption, P. A. Charlet master, leaves to-day at 5 p. m.

The St. Mary, Joe D. Ferris master, E. Nicolle clerk, leaves to-morrow at 5 p. m. for the Lafourche in place of the Ella Hughes.

The Teche, E. Lee will leave to-morrow for Vicksburg and all mail landings. Capt. Wm. Campbell in command, Capt. John Moscop in the office.

The fleet United States mail steamer John H. Hanna, J. W. Blanks master, B. G. Cornwell clerk, leaves Wednesday at 5 p. m. for Ouachita City.

Exchange Clippings. [St. Louis Republican, August 17.]

DISTANCES FROM IMPORTANT PORTS OF WESTERN RIVERS TO NEW ORLEANS BY STEAMERS AND RAILROADS.

Ohio river—Miles. Upper Miss.—Miles. P. Hubert... 2063 St. Paul... 2037 Cincinnati... 1583 Dubuque... 1516 Louisville... 1442 Davenport and Rock Island... 1371 Missouri river—Keokuk... 1456 Fort Benton... 4227 Quincy... 1430 St. Joseph... 3148 St. Louis... 1242 St. Charles... 2878 Eminole river—St. Joseph... 1811 Peoria... 1484 Leavenworth... 1731 Naples... 1362 Kansas City... 1623 Arkansas river—Lexington... 1607 Little Rock... 730 Glasgow... 1493 Fort Smith... 730 Jefferson... 1398 Fort Smith... 730

The completion of the jetties promises to the above "river points" a great increase of river business.

It has been stated, correctly, that the river routes as channels of commerce have been ever so neglected by the capitalists and influences that have robbed the country with railways, for the carrying trade of the river has always been done in a disjointed manner, being dispersed through hundreds of small and conflicting interests, there being a total absence of that concentration of intellect and ability which have built up great railroads and their business.

The statement is confidently made that the present value of the tonnage on the Mississippi is not over three millions of dollars, a sum probably not more than sufficient to build one hundred miles of railroad.

What if ten millions were invested in steamboat and barge lines to be directed by a coterie of Scotts, Garretts and Vanderbilts? The greatness of the capacity of the water path to the sea would be demonstrably demonstrated. This is an important period in the history of the Mississippi Valley, in view of the near completion of the deep channel to the sea, and the opening of the Des Moines canal around the rapids at Keokuk.

Hence, the apathy of shipping points on the upper rivers in regard to the important events transpiring appears surprising.

There is much that is suggestive in the tables given above. Pittsburg, 2063 miles from the sea-port of New Orleans, in a large owner and operators of steamers, towboats and barges. St. Paul, similarly situated, being at the head of navigation on the Mississippi, 2037 miles from New Orleans, owns neither steamer nor barge, probably not a Republican known. And St. Louis, as far as the Republican knows, and the canal is about to be opened, which will give her better navigation to New Orleans, taking all seasons into consideration, than Pittsburg is vouchsafed.

Capt. J. W. Robb, an old Red river captain and pilot, died in the city hospital of Shreveport last Friday of consumption.

OLIVER H. LEE, BROKER, Carendet street, No. 6

Particular attention to the SETTLEMENT OF BACK TAXES. Bonds, notes, city and State securities bought and sold exclusively on commission. aug 12 m

Near Canal, New Orleans.

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MARINE NEWS.

OFFICE NEW ORLEANS DEMOCRAT, August 20, 1877.

Arrived. Steamship New York, Quik, from New York, 11th inst., to C. A. Whitney & Co.—Algers, Steamship Alabama, Paula, from Ponacola, via Florida Ports, to C. N. Sorin—23 dls 9

Steamships. Alvin, Scovill from Louisville, with 1 schooner Geo Spangler, Smith, from St. Martinville. Teche, O. Fry, from Lower Coast. Rice Farmer, from Bayou Lafourche. Assumption, from Bayou Lafourche.

Imports. NEW YORK—Per steamer New York—Ass't d mise Receipts of Produce.

LOUISVILLE—Per steamer Alvin with one schooner—50 bbls whisky and sundry mds C. A. Whitney & Co.—89 pkgs iron J. Schwartz—35 boxes glass L. H. & Co.—2 hds hardware stmr Geo Spangler—35 bbls flour H. Greenleaf—100 lbs coffee J. E. King & Co.—100 bbls gins C. H. Lawrence & Co.—50 bbls flour J. A. Stalger—100 do Varrin & Morisset—4 pkgs 1854 pkgs from A. Baldwin & Co.—142 do 243 lbs glass 14 pkgs plow Stalger, Macready & Co.—500 sacks co 1 550 bbls common J. West & Co.—100 bbls flour F. DeLondro—500 do Gins & Odenwald—174 sacks corn F. DeLondro—500 do 100 bbls common Schwabacher & Linsch—12 bbls iron 85 lbs handles Rice, Born & Co.—16 bbls whisky N. O. & R. T. Co.—324 bbls potatoes 140 bbls onions Green & Williamson—3 crates mds N. Shenvyn—3 do E. Farban—3 boxes mds J. A. Linn—12 bbls leather Hoffer & Finner—70 lbs bitters G. E. Finlay & Co.—3 mds B. D. Coleman & Bro—35 handles J. C. Morris—7 pkgs castings Kurohoshi & Hinrichs—7 kegs butter 18 boxes eggs Miller & Meyer—28 boxes G. Petard & Co.—30 bbls paper Dufour & Limes—64 boxes glass—41 bbls common M. St. John & Son—3 hds tobacco S. Hermsheim & Bro—lots furniture and sundries to order—Total 1434 bbls coffee

ST. MARTINVILLE—Per steamer Geo Spangler—34 bbls sugar 4 bbls do Brand & Givert—200 sacks rough rice C. H. Allen & Co.—12 tons 100 lbs handles Chopin. 1 bag wool 28 lbs L. Launessier—37 do 4 boxes eggs L. Surtis & Co.—8155 feet lumber alberta & Co.—sundries to order—Total 192 sacks rough rice 200 sacks rough rice 1 sack seed cotton now

LOWER COAST—Per steamer Isabel—141 sacks rough rice P. K. Thompson—80 do Steward & Thompson—32 do J. Forster—sundries to order—Total 274 sacks rough rice

LOWER COAST—Per steamer Rice Farmer—34 sacks rough rice Kip & Rich—70 do Seward & Thompson—sundries to order—Total 192 sacks rough rice

BAYOU LAFOURCHE—Per steamer Assumption—sundries to order

MUNICIPAL IMPROVEMENTS. DEPARTMENT OF IMPROVEMENTS. Room No. 16, City Hall, New Orleans, August 18, 1877.

Sealed proposals will be received at this office until TUESDAY, the 28th inst., at 11 o'clock a. m., for repairing the plank roads of the First and Second Districts of this city, in accordance with specifications on file in the office of the City Surveyor. The particular streets or roads to be repaired will be designated in the specifications. The City Council reserves the right to reject any or all the bids.

and JOHN McCAFFREY, Administrator.

DEPARTMENT OF FINANCE. City Hall, New Orleans, August 18, 1877.

Sealed proposals will be received until WEDNESDAY, August 29, 1877, at 2 o'clock m., for the sale to the city of Two Hundred Thousand Dollars (\$200,000) of Bonds of the City of New Orleans and of the late Cities of Jefferson and Carrollton and PREMIUM BONDS.

All bids must state the class of bonds and amount of accrued interest thereon, and offers must include both principal and interest. Premium Bonds must be delivered in full or reject series. The Council reserves the right to reject any or all bids, and answers will be given the following day at 11 a. m. Bids must be directed to the Commissioners of the Consolidated Debt.

J. C. DENNIS, Administrator.

SEALING PROPOSALS. OFFICE FIREMEN'S CHARITABLE ASSOCIATION. City Hall, Third Floor, New Orleans, August 14, 1877.

Sealed proposals will be received at this office until 12 m., August 24, 1877, for the building of FIFTY-TWO VAULTS in Cypress Grove Cemetery No. 1, according to specifications on file at this office. The association reserves the right to reject any and all bids.

THOS. DEVEREAUX, FRANK KEHN, Cemetery Committee.

SEALING PROPOSALS. MATRONSITY OF NEW ORLEANS. City Hall, New Orleans, August 15, 1877.

Sealed proposals will be received at this office until MOND Y, 20th inst., at 12 m., for repairs to the following school-houses, in accordance with specifications on file:

McDonogh No. 1, on Laurel street, between Philip and First.

McDonogh No. 2, Mandeville street, between Rampart and St. Charles.

McDonogh No. 3, Spauld street, between Love and Goodchildren.

McDonogh No. 4, corner of Alix and Bartholomew, Algiers.

McDonogh No. 5, Market street, between Monroe and Franklin, McDonoghville.

McDonogh No. 6, corner Camp and Berlin, Sixth District.

The right to reject any and all bids is reserved.

ED. PILSBURY, Mayor, aug 12 m

NOTICE TO BAKERS. MAYORALTY OF NEW ORLEANS. City Hall, August 18, 1877.

The average price of fresh flour being this day seven dollars and fifty cents; in accordance with said valuation the price of bread for the week commencing on MONDAY, August 20, 1877, will be:

Sixty ounces for twenty cents.

Thirty ounces for ten cents.

Fifteen ounces for five cents.

Bakers of bread are required to use only the best flour of the above value per barrel, and the use of damaged or inferior flour in bread offered for sale in this city is prohibited. Consumers of bread are requested to report to the nearest police station any violation of the above ordinance, either in variation of weight or quality of material.

and ED. PILSBURY, Mayor.

OFFICE ST. BERNARD COAL COMPANY, 22 Carondelet street, New Orleans.

AT WHOLESALE AND RETAIL. Steamships, Steamboats and families supplied.

W. S. CAMPBELL, Agent.

CHEAP FOR CASH. In order to make place for GOODS TO ARRIVE SOON I offer my PRESENT STOCK OF MERCHANDISE AT VERY LOW PRICES. E. VINET, 207 Canal, near Rampart.

STEAMSHIPS.

TEXAS. MORGAN LINE U. S. MAIL STEAMSHIPS.

The following low-pressure Iron Steamships form these lines: HARRIS, W. G. HEWES, JOSEPHINE, MARY, WHITEHORN, HUTCHINSON, OLIVINE, CITY OF NORFOLK, ARANSAS, now building.

Plying from Morgan City, in connection with the Morgan's Louisiana and Texas Railroad.

For Indiana, via Galveston. MONDAY AND THURSDAY.

Through bills landing signed to Houston and to all points beyond on the Houston and Texas Central and G. H. and S. A. R. R., International and Great Northern Railroad, via Clinton, and the Texas Transportation Company.

Freight charged as per new card rates. San Antonio freight received and forwarded via Galveston, Houston and San Antonio Railroad and Clinton.

For Brazos Santiago. The iron steamer I. C. HARRIS.

Will leave Morgan City on Lighterage at Brazos Santiago at risk and expense of consignees.

Freight for and bills landing signed only to Brownsville, via Rio Grande Railroad, as per new tariff, less 3 per cent, until further notice.

Freight payable in gold.

For Corpus Christi, Fulton and St. Mary's, via Hookport—The iron steamer ST. MARY.

Will leave Morgan City on August 18, 1877.

Lighterage to Corpus Christi (if any) at risk and expense of consignees.

Freight for St. Mary's and Fulton landed at Hookport.

Freight for all the above points received at the Depot Morgan's Louisiana and Texas Railroad, foot of Lafayette street, daily, until 5 p. m.

PASSENGER AND MAIL ROUTE. For Galveston, Houston and Indiana.

Passengers take Railroad Ferryboat foot of St. Ann street, at 7:30 a. m., reaching Morgan City at 11:15 a. m., there connecting with steamers MONDAY for Galveston and Indiana, TUESDAY for Galveston and Houston, THURSDAY for Galveston and Indiana, SATURDAY for Galveston and Houston.

First class fare to Shreveport \$25—Times, 46 hours.

Excursion tickets for the round trip to Galveston and return, good for thirty days, issued at \$11.

Tickets and staterooms secured until 6 p. m. daily (Sundays excepted), at Agent's office, or at the Ferry Landing, on morning of departure.

Through tickets will be issued from this office to the principal points on the Houston Texas Central Railroad, on the International and Great Northern Railroad, and Texas and Pacific Railroad.

C. A. WHITNEY & CO., Agents, 101 1/2 Corner Magazine and Natchez sts.

NEW YORK AND PHILADELPHIA. NEW YORK AND PHILADELPHIA. MORGAN LINE STEAMSHIPS.

The following At Iron Steamships form this line: LONE STAR, ALGIERS, ELLA KNIGHT, AGNES.

The Iron Steamship—NEW YORK, TUESDAY, August 21, at 5 P. M.

Connecting at New York with steamships ELLA KNIGHT and AGNES for Philadelphia.

INNUANCE TO NEW YORK. Through bills of lading received at the depot of Morgan's Louisiana and Texas Railroad, foot of Lafayette street, daily, until 5 p. m.

Freight apply to CHAS. A. WHITNEY & CO