DAILY DEMOCRAT.

TERMS OF THE PAPER:

SUBSCRIPTION RATES.

DAILY per annum $10; and at same rate half-yearly and quarterly.

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ADVERTISING RATES—DAILY.

Transient advertisements $1 per square (ten lines of solid agate) first insertion; 50 cents each subsequent consecutive insertion.

Wants, To Rent, For Sales and Boarding advertisements, 10 cents a line, net cash, solid measure. None taken at less than 20 cents.

Advertisements for the period of one month and longer, as follows:

Local or Business Notices 20 cents a line, net. Editorial Notices, in Editorial type, 50 cents a line, net.

Squares.	1 mo.	2 mo.	3 mo.	6 mo.	12 mo
One	$12	$22	$30	$50	$75
Two	22	38	50	80	125
Three	30	52	70	110	175
Four	38	67	90	140	225
Five	46	80	105	170	275
Six	54	93	120	200	325
Seven	60	105	130	210	365
Eight	65	115	150	230	400
Nine	70	125	165	260	430
Ten	75	135	180	290	460
Eleven	80	145	195	325	500
Twelve	85	155	210	360	550

Monthly advertisements, having the run of the paper, inserted every other day, to be charged two-thirds the above rates.

Editorial page monthly advertisements, each square, $20 per month.

Rates for Advertising in the Weekly New Orleans Democrat.

Transient and general rates the same as for Daily.

Advertisements for the period of one month and longer, as follows:

Squares.	1 mo.	2 mo.	3 mo.	6 mo.	12 mo.
One	$5	$8	$12	$22	$30
Two	8	12	22	38	50
Three	12	18	30	52	70
Four	16	24	38	67	90
Five	20	30	46	80	105
Six	23	35	54	93	120
Seven	25	38	60	105	130
Eight	27	41	65	115	150
Nine	29	44	70	125	165
Ten	31	47	75	135	180
Eleven	33	50	80	145	195
Twelve	34	52	85	155	210
⅛ sqrs., or ¼ column	35	55	90	165	225
⅙ sqrs., or 1 column	50	100	150	250	350

SOMETHING ABOUT COTTON.

BUENA VISTA, CLAIBORNE COUNTY, MISS., September 24, 1877.

Editor Democrat—The National Cotton Exchange committee, which met at Greenbrier White Sulphur Springs in July last, passed the following resolution: "That on all bales of cotton with side pieces an allowance of three pounds per bale be made to the buyer."

I have not the exact words of the resolution before me, but I am almost certain that the above conveys the exact meaning. That resolution was supported by the following facts: 1. There no longer exists any legal necessity for the use of side pieces on bales of cotton, and 2. That part of the cotton now marketed has side pieces and part has not, making a relative difference to the buyer.

As before said, I have not the minutes of the meeting before me, but I hope I have stated fairly the intent. I do not know that there ever existed any legal necessity to use side pieces. The necessity came of this, to have our bales look well and to have the cotton well covered all over. After working at it nearly the whole year—planting, cultivating, picking, ginning and pressing, we wished to hand it over to the buyer in nicely covered bales, to preserve it in its transportation from dust or mud or trash of any kind. That much was desirable and of good intent, inasmuch as it was a benefit to both seller and buyer.

I never understood that we were obliged, by any law of the Cotton Exchange or any other competent party, to use side pieces. It was simply a matter of taste and good policy. I suppose the Cotton Exchange committee mean that in wrapping the bale we shall use just two widths of bagging to cover the top, the bottom and the sides of the bale. If so, that will not protect the whole bale. Bales taken from our presses, with the measure of bagging indicated, would show a gap of six inches, or twelve inches, or more of uncovered cotton along the side of the bale. That uncovered gap of cotton will catch all the dust and dirt and mud in its reach, and the *buyer* will wisely ask for a reduction on the miserable stuff before him, or order the bale to the "pickery" to have the foreign substances removed, to have the cotton cleaned; and then the seller, poor devil, begins to think d—n it, and asks curious questions, and wonders what on earth ailed those gentlemen who went to Greenbrier White Sulphur Springs and got us into this pickery business, and giving us advice when we really supposed none was needed.

About two years ago there was a great hue and outcry by the carriers—railroads and steamboats—that we were growing too careless in wrapping our bales. They must have them *entirely wrapped*, and refusing to carry cotton unless it was covered all over with bagging, securely fastened. Nor would they sign bills of lading without *excepting* such bales as were under their restrictions. I do not know that this outcry against imperfectly covered cotton bales was backed by any law of necessity; but this much we all know, that bills of lading reaching the buyer with exceptions is against the seller. I reasonably supposed the insurance companies approved the plan of having the bales entirely covered, as thereby the danger from sparks of fire would be less, and I hugely suspect that before very long we will hear a voice of protest from them against exposed cotton in transitu and covered by insurance, as being more easily set on fire by accident or incendiarism.

The question recurs, can a bale of cotton from our country presses be securely or perfectly wrapped without using these side pieces? What are side pieces? I understand the side pieces to mean any piece of bagging used to cover the top, the bottom or the sides of a bale, *excepting two widths of the bagging customarily used.* If I am right in my definition of side pieces I answer the former question in the negative; there will be left a gap—to quarrel about. Not many years since you reduced the number of ties from seven to six. That change was reasonable and proper, simply because six ties amply secured the bale; and, although the planter suffered a little trouble and expense in adjusting his press-blocks to meet the new arrangement, he readily assented.

Now comes the third deduction in weight for something we do not think altogether reasonable and proper, and why? The utter impossibility of putting up a nicely and perfectly covered bale with the amount of bagging *allowed* by the Cotton Exchange committee; and if we do not put up such bales, the possible, nay, the almost certain chance of losing more than three pounds in the pickery—for a great many of these partially covered bales will certainly find their way there; and then the annoyance and the bickering, and the hard thoughts, not to be calculated by pounds or dollars and cents.

I do not write in any spirit of captiousness, nor from simple antagonism, but from a sincere wish to hear reasons or arguments—not willing always to rest under decisions that may appear unreasonable or arbitrary.

MISSISSIPPI PLANTER.

The Marysville (Cal.) *Appeal* calls for the immediate organization of a vigilance committee in that city, as the only effective means of coping with the incendiaries.

In a sudden freak of what it calls economy, the city of Leavenworth, Kansas, has decided not to light its street lamps, and it is talking of cutting down its police and fire departments.

Gold Soapina.

If you don't find Soapina which is manufactured with borax the best of all laundry or family soap, J. H. Keller, 110 Gravier street, the inventor and patentee, will pay you double the price you paid for it.

Buy your buggies and carriages from L. T. Maddux, 35 Carondelet street, near corner Gravier.

GRANT'S VIEWS.

HE EXPLAINS HIS TROUBLES WITH MOTLEY AND SUMNER.

His Opinion of Hayes' Policy, Civil Service Reform, Schurz, Etc.

[N. Y. Herald.]

On the way to Edinburg the General was very talkative. Occasionally he would speak of affairs at home. Frequently something would develop like this:

"General, when do you expect to return to America?"

"I shall stay in Europe a year or more. I have special reasons for so doing. I am a private citizen now, and want nothing whatever to do with politics. If I were at home I would give Mr. Hayes and his policy all the support I could, because the object aimed at is a noble one, and I hope he will succeed."

"But, General, many Republicans fear that his course will destroy the party."

"Never fear. I have always of late years had an abiding faith in the success of the Republican party at each election, not so much because it is always the strongest with the people as because always, just at the last moment, the Democrats do some foolish thing and give the victory to the Republicans. Now, mark my words, we will have a Republican President in 1880, because the Democracy cannot resist its general disposition to kick over the milk-pail after it is filled. I told Judge Niblack, of Indiana, so just before the last election, and he smilingly admitted the truth of what I said."

"What is your object in staying away from home so long?"

"Well, in the first place, when I went out of office I was worn down. Now I have thoroughly recuperated, am in excellent health and enjoying myself immensely. I would like to see all Europe. But I propose to stay away till after the exciting scenes that will surround the test of Mr. Hayes' policy, for the reason that if I were at home I would be charged with having a hand in every kind of political manœuvering, whether I had or not, and I want to banish politics from my mind until everything settles down. I can say for one thing, however, that if I were at home I should exert my influence, as far as I could exert it, in favor of Mr. Hayes' plan of reconciliation.

"I see a reference in a newspaper eulogy of Mr. Motley to your position toward that officer, and the intimation that your action was one of the remote causes of his death?"

"Yes, I have read it, and it does me great injustice. Mr. Motley was certainly a very able, very honest gentleman, fit to hold any official position. But he knew long before he went out that he would have to go. When I was making these appointments Mr. Sumner came to me an i asked me to appoint Mr. Motley as Minister to the Court of St. James. I told him I would, and did. Soon after Mr. Sumner made that violent speech about the Alabama claims, and the British government was greatly offended. Mr. Sumner was at the time chairman of the Committee on Foreign Affairs.

"Mr. Motley had to be instructed. The instructions were prepared very carefully, and after Gov. Fish and I had gone over them for the last time I wrote an addendum charging him that above all things he should handle the subject of the Alabama claims with the greatest delicacy. Mr. Motley, instead of obeying his explicit instructions, deliberately fell in line with Mr. Sumner, and thus added insult to the previous injury. As soon as I heard of it I went over to the State Department and told Gov. Fish to dismiss Motley at once. I was very angry indeed, and I have been sorry many a time since that I did not stick to my first determination. Mr. Fish advised delay because of Sumner's position in the Senate and attitude on the treaty question. We did not want to stir him up again just then. We dispatched a note of severe censure to Motley at once, and ordered him to abstain from any further connection with that question. We thereupon commenced negotiations with the British Minister at Washington, and the result was the joint high commission and the Geneva award. I supposed Mr. Motley would be manly enough to resign after that snub, but he kept on till he was removed. Mr. Sumner promised me that he would vote for the treaty. But when it was first before the Senate he did all he could to beat it.

"I must tell you an incident about Mr. Sumner. The first time I ever saw George William Curtis he called upon me to request on behalf of a number of influential Republicans the reinstatement of Mr. Sumner as chairman of the Committee on Foreign Affairs. I told him that, if I should go to the Senate and dictate the organization of the committees, I would be apt to hear something about the fellow who made a fortune by minding his own business. I said I certainly should suggest the idea to any part of the legislative branch that should undertake to construct my Cabinet. I gave him distinctly to understand that I did not propose to interfere in the matter at all, even by advice to personal friends among the Senators, and that I thought Mr. Sumner had not done his duty as chairman of the committee, because he had hampered the business of the State Department by pigeon-holing treaties for months. Mr. Curtis said that was impossible, for Mr. Sumner had only a short time before told him that his successor would find a clean docket, and made special claims for the execution of the work of the committee. Knowing, as I did, the adroit arguments used among Mr. Sumner's friends, I determined to test the matter of a clean docket. I told Mr. Curtis that I had proposed to prove to him that his friend Mr. Sumner had not told him the facts, and that he had made these statements knowing them to be falsehoods. Mr. Custis was amazed at my offer, but I assured him that he had been frequently caught in similar misrepresentations. I told Mr. Curtis that there were nine or eleven treaties before the Senate from the State department that had been there several months, and had been in Mr. Sumner's hands, but had never been laid before the committee. I wrote from the spot, Long Branch, to the State Department, and to my own surprise there proved to be more treaties than I had said that had been in Mr. Sumner's own hands for a longer time than I expected. That was the 'clean docket.' When I told Mr. Curtis about it and gave him the record, he was rather disappointed. He said it was remarkable. I told him my object in having the record searched was to show him that Mr. Sumner was not a truthful man, as others had found out before me, and as I had discovered on frequent occasions. The work of that committee when Mr. Cameron took charge was in a most deplorable state, due entirely to to Mr. Sumner's persistent obstructiveness and dilatoriness.

"I had nothing to do with his dismissal from the chairmanship of the Foreign Relations Committee, but I was glad when I heard that he was put off, because he stood in the way of even routine business, like ordinary treaties with small countries. I may be blamed for my opposition to Mr. Sumner's tactics, but I was not guided so much by reason of his personal hatred of myself as I was by a desire to protect our national interests in diplomatic affairs."

"General, they are running civil service reform very strong just now."

"So I see; but it will not work, because the theorists have disagreed among themselves as to its practical application. I do not attach much importance to that matter. I do not believe it will succeed, though I wish it could, in some practical way. Take Schurz, for instance. He is making a business of civil service reform. But he is a humbug, and Mr. Hayes will find him out before long. It is a good thing, but it is hard to apply in our country. It is all very well to say that the business of office seeking shall be abolished, but the office seeker cannot easily be abolished, and the more the theorists quarrel among themselves the further practical civil service reform seems to recede."

FINANCIAL AND COMMERCIAL.

MONETARY.

OFFICE NEW ORLEANS DEMOCRAT, Friday Evening, Sept. 28, 1877.

NEW ORLEANS CLEARING HOUSE.

	Clearings.	Balances.
September 22	$561,875 22	$82,279 09
September 24	758,458 75	116,390 51
September 25	930,388 65	98,664 20
September 26	575,737 33	77,575 12
September 27	780,068 99	81,224 08
September 28	734,326 19	55,468 03
Total this week	$4,290,854 13	$511,601 03
Total last week	3,895,383 11	572,658 39
Total week before	4,985,199 10	717,257 10

The demand for money this week, with one or two exceptions, has been less active at the banks, but has been much stronger on the street, and rates have shown a further improvement. The Stock Exchange materially advanced its quotations to-day for Commercial paper and collateral loans. Money on call, however, is easy at and under bank rates. The demand continues from general sources, but the improvement in business this week has only been moderate.

Gold has been steady throughout the week and the movement limited. The variations in Foreign Exchange have been slight and the sales light. Sterling closed to-day ¼@1c lower than last Friday. Under more liberal offerings, particularly of government drafts, Commercial Sight on New York has declined to par, and the bank rate has also been reduced. Stocks have continued quiet, with little disposition to negotiate, but without any marked change in quotations. Under an active demand State Consols have advanced ⅛ ₱ cent since Friday, while Premium Bonds, though in fair request, show an improvement of only ⅛. There has been scarcely anything done in Scrip, Coupons or Warrants, and rates have fallen off about 1 ₱ cent.

We now quote: Exceptional commercial paper 10@12 ₱ cent per annum; A1 do at 12@15; second grade nominal; loans on collaterals 10@11; A1 mortgages 10@—, and second grade nominal.

Gold opened at 102⅞@103⅛, against 103 at New York, and after a limited business closed at the opening rates in both markets. The sales were confined to $20,000, embracing $2000 and $7000 at 103, and $5000 and $6000 at 103⅛.

Under the decline in commercial sight, sterling gave way 1c, and francs ⅛ ₱ cent.

The sales of sterling were confined to $500 bill of lading at 594. The only sale of francs reported was 50,000 commercial at 5.07½.

At the close sterling bills were quoted at 493@494 for bill of lading and A1 clear, and —@499 for bank (bank counter rate —@499½), and francs at 5.07½ for commercial.

Under liberal offerings of United States government scrips commercial sight on New York declined to par. The only sales reported were $30,000 private bankers' at par, and $12,000 commercial at ⅛ ₱ cent discount.

The banks continued to check on New York at ¼ ₱ cent premium, while commercial sight was quoted at par, against ½ ₱ cent premium yesterday.

NEW ORLEANS STOCK EXCHANGE SALES.

FIRST CALL 11 A. M.

26 shares State Bank	67
$10,000 State Consols	81⅞
5,000 do	82
10,000 State Consols (S 90 and interest)	81¾

BETWEEN CALLS.

10 shares Sun Insurance Company	98½
$45,000 State Consols	82¼
13,500 do	82⅜
35,000 do	82⅛

SECOND CALL AT 2 P. M.

$10,000 State Consols	82¼
3,000 do	82⅜
65,000 Premium Bonds, B. November	34¼
25,000 do do	34⅜

AFTER SECOND CALL.

$10,000 State Consolds	82¼
5,000 do	82⅜

Stocks continued quiet.

Under fair demand State Consols and Premium Bonds advanced ¼ ₱ cent, the former closing at 82@82¼, and the latter at 33⅞@34⅛.

City Scrip closed at 33@34 for 1874 issues, at 45@47 for 1875, and 33@34 for 1876.

Coupons ruled at 33@36, and State Warrants at 93@94.

COMMERCIAL.

OFFICE NEW ORLEANS DEMOCRAT, Friday Evening, Sept. 28, 1877.

COTTON—The sales to day summed up 1100 bales, at irregular and easier prices, requiring a further reduction of ⅛c in most grades, but only a partial ⅛c in some and no change in others. We give also the figures and report of the Exchange as below:

AMERICAN STANDARD OF CLASSIFICATION.

	General quotations.	Exchange quotations.
Inferior	7⅛@ 8	—
Low Ordinary	8⅛@ 8¾	—
Ordinary	9 @ 9¼	—
Strict Ordinary	9½@ 9¾	—
Good Ordinary	9⅞@10	10
Strict Good Ordinary	10⅛@10¼	—
Low Middling	10⅜@10⅝	10⅛
Strict Low Middling	10⅝@10¾	—
Middling	10¾@11	10⅞
Strict Middling	11 @11⅛	—
Good Middling	11⅛@11¼	11⅛
Middling Fair	11½@11¾	—
Fair	11⅞@12	—

The market opened with only a moderate inquiry, and mostly from buyers who claimed concessions which factors were unwilling to grant, and the business up to 1 p. m. was of very limited extent, but as the demand was subsequently met more freely, the movement showed increased animation, resulting in sales to a fair extent, as noted above.

Prices exhibited some irregularity, white and well handled cottons commaning our outside figures, while the general run of the offerings could be bought at ⅛c under yesterday's rates. Towards the close the market exhibited rather a better tone, but without a recovery of the previous falling off.

The dispatches reported Liverpool unchanged, with sales of 12,000 bales and arrivals opening at an advance of 1-32@1-16d, which was subsequently lost; Manchester quiet and steady; Havre dull and easier, but not quotably lower, and New York closing quiet and steady at a decline of 1-16c in spots and higher for futures, which closed at an advance of 1-100@2-100c in Septembers, 5-100@6-100c in Octobers, 9-100@10-100c in Novembers and Decembers, 11-100@12-00c in Januarys to Marches, 10-100c in Aprils, and 8-100@9-100c in later months.

The sales of the past three days sum up 2550 bales; 750 on Wednesday, 700 yesterday and 1100 to-day), making an aggregate for the week of 6100 bales against 1800 last week and 2700 the week before.

Week's receipts 7944 bales, embracing 2471 from other delivery ports (of which 327 from Mobile and 2144 from Texas), and 5473 proper, against 2679 proper last week and 18,624 last year. Total proper since August 31, 10,880 bales, against 40,565 last year—decrease 29,685.

The exports comprise 4934 bales, embracing 1851 to Liverpool and 3083 to New York.

The Exchange telegrams make the receipts at all the ports from 12 m. yesterday to 12 m. to-day 11,428 bales, against 4328 last week and 19,803 last year, and since Friday 42,666 bales, against 22,249 last week and 95,292 last year. Total since August 31, 83,747 bales, 201,262 against 201,262 (up to Thursday noon, September 28) last year—decrease 117,515.

Exports (Friday to Thursday inclusive) to Great Britain 3705 bales, against 2287 last week and 13,596 last year, and to the Continent none, against 91 bales last week and 2421 last year.

Exports at all ports since September 1, to Great Britain 13,809 bales, against 39,201 last year; to France 219 bales, against 10,162 last year, and to the Continent 4060 bales, against 1335 last year. Total to Great Britain, France and the Continent 18,088 bales, against 50,698 last year.

Stocks at all the delivery ports made up to 12 m. 128,241 bales, against 109 493 last week and 222,688 last year.

The week's receipts at the chief interior towns embrace 14,250 bales, against 7389 last week and 28,798 last year; the shipments 10,613 bales, against 8128 last week and 19,513 last year, and the stocks 11,812 bales, against 8728 last week and 20,858 last year.

Compared with last year this shows a decrease of 14,548 bales in the receipts, 8900 in the shipments, and 9046 in the stocks.

The Exchange makes the amount on shipboard not cleared (before to-day's exports of 1851 bales) 4883 bales, embracing 1818 for Liverpool, 2002 for Havre, 172 for Mexico and 891 for constwise ports, leaving in presses, agreeably to its account at 12 m., 20,391 bales, only a small part of which is on sale.

At noon to-day Middling was quoted at Galveston at 10¾c, at Mobile at 10¾c, at Savannah at 10 11-16c, at Charleston at 10¾c, at Wilmington at 10½c, at Norfolk at 10¾c, at Baltimore at 11 5-16c, at New York at 11 5-16c, at Boston at 11¾, at Memphis at 11c, at Augusta at 10½c, at Philadelphia at 11⅝c, at Cincinnati at 10⅞@11c, and at St. Louis at 10⅞c.

The Exchange reports: "Sales 1100 bales. Demand good." Its quotations are reduced ⅛c.

COTTON STATEMENT.

Stock on hand September 1, 1877		21,568
Arrived since last statement	1,559	
Arrived previously	15,116—	16,675
		38,243
Cleared to-day	1,851	
Cleared previously	12,698—	14,549
Stock on hand and on shipboard not cleared		23,694
Stock same time last year		54,236

To-day's exports were to Liverpool. We have added to previous exports 169 bales for corrections of Custom-House clearances.

Receipts proper since last evening 1275 bales, against 626 on last Friday and 3626 last year.

For comparative totals for the past three days' exports and receipts, see above report.

The telegrams to the Exchange reported the Bombay movement as follows:

	This Year. Great Britain.	This Year. Continent.	Last Year. Great Britain.	Last Year. Continent.
Shipments since Sept. 20	1,000	4,000		
Previously	387,000	408,000	528,000	377,000
Totals	387,000	409,000	532,000	377,000
	1877.		1876.	1875.
Receipts week ending Sept. 27	1,000		4,000	1,000
Previously	999,000		995,000	1,200,000
Total to date	1,000,000		999,000	1,201,000
Afloat in Bombay harbor Sept. 27	2,000		7,000	2,000

Compared with last year the above shows a decrease in shipments of 145,000 bales to Great Britain, and an increase of 32,000 to the Continent—net decrease 113,000—and an increase in the receipts of 1000; and compared with the year before a decrease in the shipments of 389,000, and in the receipts of 201,000.

TOBACCO—We did not hear of a transaction to-day. The amount on sale is estimated at 5700 hhds. We slightly modify our quotations for lugs and low leaf as follows:

Inferior lugs 3@3⅛c, low lugs 3½@3¾c, medium 4@4½c, good to fine 4¾@5¾c, low leaf 6@7c, medium 8@9c, good 10@11c, fine 11¾@12c, and selections 12½@14c.

TOBACCO STATEMENT.

Stock on hand September 1, 1877		8,584
Arrived past three days	16	
Arrived previously	520—	536
		9,120
Exported past three days	122	
Exported previously	2,269	
Broken up for baling, city consumption, etc	120—	2,511
Stock on hand, etc		6,609

FREIGHTS—The market presents no new features. We continue to quote as follows:

By steam—Cotton to Liverpool 15-32d; to Boston, Providence, Fall River, Philadelphia and Baltimore, via New York ⅝c, to New York ⅜c; grain to Liverpool 12d.

By sail—Cotton to Liverpool —@⅛d; to Havre 1c.

SUGAR—Received this morning 15 hhds. The stock under the sheds is 1477 hhds, against 340 hhds last year. The market is dull and almost nothing doing. Only 15 hhds off whites sold on private terms. We quote: Fair to good fair 8@8¼c, prime 8¼@8½c, strictly prime 8½c, strictly prime to choice 8⅝c, yellow clarified 8¾@9¼c, off whites 9¼@9¾c ₱ lb.

MOLASSES—Received this morning 4 bbls. The stock under the sheds is 249 bbls and 6 half barrels, against 28 bbls last year. There is no movement, and we omit quotations.

CITY REFINERY SUGAR—Is selling on orders at 10¾@11c for standard A in bbls, 11½@11⅝c for powdered, 11⅝c for granulated, 11¾@11⅞c for crushed, and 12c for cut loaf in bbls.

CITY REFINERY MOLASSES—Sells on orders at 40c for common, 45c for fair, 50c for prime 55c for choice, and 85c ₱ gallon for golden syrup.

FLOUR—Received this morning 1860 bbls. Buyers are off, as usual toward the close of the month, and the demand is very limited. Prices, however, are unchanged. Only 1139 bbls sold, of which 75 fine at $4 50; 150 superfine at $4 87½; 25 double extra at $5; 35 low treble extra at $5 75; 175 c'o at $5 85; 75 choice treble at $6 5 ; 50 choice treble extra at $6 60; 50, 50 and 100 choice extra at $7; 80 do at $7 10; 165 fancy at $7 37½, and 106 bbls on private terms.

Common is quoted at $4@4 25; fine $4 50; superfine $4 75; double extra $5@5 25; low treble extra $5 50@5 75; good do $6@6 25; choice do $6 50@6 75; choice extra $6 75@7 12½; fancy $7 25@7 50 ₱ bbl.

Dealers and grocers obtain 50c above these prices.

CORN FLOUR—Supplies come in small lots and sell on the landing at $3 50 ₱ bbl.

RYE FLOUR—Is quoted in first hands at $5 25@5 50 ₱ bbl.

CREAM AND PEARL MEAL—Is quoted at $3 50@3 75 ₱ bbl in lots.

GRITS—Sell on the landing at $3 90@4 ₱ bbl. Dealers are jobbing in store at $4 25@4 40 ₱ bbl.

HOMINY—Is quoted nominally at $3 25@3 75 ₱ bbl.

CORN MEAL—Only 100 bbls have come in since yesterday. The market is dull and weaker, though the stock is held at previous prices, $2 50@2 60 ₱ bbl. Only 160 bbls sold at $2 45; 50 at $2 50; 50, 25 and 25 at $2 60 ₱ bbl. Dealers are jobbing at $2 75@2 85 ₱ bbl.

CORN IN BULK—Is quoted at 53½@54c ₱ bushel.

WHEAT—There are buyers at $1 25@1 35 ₱ bushel. There were sales a few days since at $1 30 ₱ bushel.

PROVISIONS—Continue in light supply and in request at advancing prices. The markets here and in the West are bare of dry salt shoulders and bacon meats.

PORK—Mess is in demand on speculation and for dealers' trade, and prices are ruling with an upward tendency, mess being held at $15 ₱ bbl. Last evening 200 bbls sold at $14 75, and to-day 200 at $14 50 ₱ bbl. Dealers are jobbing at $15 50 ₱ bbl.

DRY SALT MEAT—With the exception of a few in second and dealers' hands, the market is bare of shoulders, and they are jobbing at 8c ₱ lb readily. The last in first hands sold yesterday at 7¾c ₱ lb. Clear rib sides in first hands are selling at 8½ ₱ lb.

BACON—Is scarce, in demand and stronger. The movement is restricted by lack of stock. 40 boxes shoulders sold to arrive on private terms; a car load of 10 half casks and 11 casks shoulders sold, spot, at 8¼c; a car load shoulders sold to arrive at 8¼c, 6 boxes clear rib sides spot at 9¾c, and 9½c refused for 20 boxes more; 5 casks clear sides sold at 10¼c. At the close 8½c was refused for 40 boxes shoulders to arrive. Shoulders are held at 8¼@8½c, clear rib sides 9¾c, clear sides 10½c ₱ lb. Dealers are jobbing shoulders at 8½c, clear rib sides at 10c, clear sides at 10½c ₱ lb.

HAMS—Choice sugar-cured continue in light supply and in demand at 13½@14c ₱ lb, 8s in size and brand. 15 tierces sold at 13½c ₱ lb. Plain canvassed and uncanvassed are quoted at 11½@12c ₱ lb. Dealers are jobbing them at 1c above these prices. Of New York packing the stock is small and the demand good at 14¾c ₱ lb.

LARD—Is selling in the local trade at 9¾@10c for tierce refined, and 10½c for kettle; 10¾c for keg refined, and 11c for kettle; pail 11½ ₱ lb. Dealers obtain ½c above these prices in their order trade.

BREAKFAST BACON—Choice is in light supply and selling at 10½c ₱ lb. Dealers are jobbing at 11½c ₱ lb.

PACKERS' HOG PRODUCTS—Dealers are selling in their job trade on orders at $8 ₱ half bbl for pig pork, $12 50 ₱ bbl for prime mess pork, $10 for prime, and $11 for rump pork.

WHISKY—Western rectified is quoted at $1 08@1 13 ₱ gallon, as in proof and brand. Dealers obtain the customary advance on job lots.

CORN IN SACKS—The stock on the landing is about 3000 sacks, and there is nothing doing. There were sales yesterday at 58c for white, in burlaps, and 59c for choice white.

OATS—The stock on the landing is about 2000 sacks. Nothing doing. St. Louis are quoted at 40c, new Western at 41c and Texas at 42c ₱ bushel.

BEAN—The stock on the landing is about 1700 sacks and no movement. Held at $2½c ₱ 100 lb.

HAY—The stock on the landing is about 650 bales, and the demand is moderate. 400 bales sold, of which 100 choice at $16, 150 and 350 do at $16 50 ₱ ton.

RICE—Receipts are large and the demand is good. We quote rough $4 50 ₱ bbl. Louisiana clean No. 2 3¾@4¼c; common 5@5⅛c; ordinary 5⅜@5½c; fair 5⅝@5¾c; good 5⅞@6c; prime 6⅛@6¼c ₱ lb.

BUTTER—Choice is in demand and receipts meet with ready sales, while the stocks of medium and low grades are accumulating and neglected. Choice Goshen creamery sells at 30@32c; choice Goshen 24@27c; fair State 20@25c; lower grades are nominal. Choice Western creamery extra 30@32c; choice dairy Western 20@22c; mediums 16@17c; low grades 12@14c ₱ lb.

CHEESE—Is scarce and in demand. We hear of sales to arrive at 13¾c for Western. Spot sales are at 14@14½c; New York cream is quoted at 15½c; English dairy 15@16c ₱ lb.

COFFEE—The market is strong and there is an active demand for job lots. We quote cargoes: Ordinary 17¼@17½c (gold), fair 19¼@19½c, good 20@20½c, prime 20¾@21c ₱ lb. Job lots: Ordinary 17½@18c (gold), fair 19¾@20c, good 20½@20¾c, prime 21@21½c ₱ lb. 3500 bags, per Sam Weller, sold, to arrive, on private terms.

We are indebted to Messrs. Small & Co. and Marks & Co. for the following telegram, dated Rio Janeiro, September 27 and New York, September 28, 1877: Purchases since the 19th inst., 40,000 bags; stock, 77,000; average daily receipts, 10,000; price very firm, 10$000; exchange, 25d.

RECEIPTS OF PRODUCE—Arrived since our review of yesterday: 1860 bbls flour, 2 bbls pork, 339 bbls whisky, 15 tierces hams, 48 casks bacon, 30 boxes bacon, 101 bbls corn meal, 2215 sacks oats, 124 bales of hay, 15 hhds sugar, 4 bbls molasses, 289 bbls apples, 232 kegs butter, 223 boxes cheese, 719 bbls potatoes, 2665 bbls rice and 12 bales wool.

EXPORTS OF PRODUCE—Exports since our review of yesterday: 354 bbls flour, 7 bbls pork 29 casks bacon, 8 tierces lard, 74 bbls whisky, 23 bbls corn meal, 69 sacks corn, 205 sacks oats, 21 sacks bran, 26 bales hay, 73 hhds sugar, 101 bbls sugar, 131 bbls molasses 473 bbls rice, 202 sacks coffee, 48 bbls apples, 58 kegs butter, 38 sacks salt, 14 bbls onions, 34 bbls potatoes, and 2 sacks wheat.

RAILROADS.

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.....7:45 a. m.	Express.....9:00 a. m.
Express.....5:00 p. m.	Express.....9:30 p. m.
Coast (Saturday only)..3:15 p. m.	Coast (Monday only)...9:20 a. m.

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

Ticket office, corner of Camp and Common street, opposite City Hotel.

D. B. ROBINSON, Superintendent.
mh2 tf J. W. COLEMAN, Ticket Agent.

PONTCHARTRAIN RAILWAY—

Depot at the head of Elysian Fields street, near the Levee, Third District.

Excursion to or from the Lake and return same day, 20 cents. Children under twelve years, 10 cents.

Trains will leave as follows:

From the City.	From the Lake.
6 o'clock.....a. m.	7 o'clock.....a. m.
7½ o'clock.....a. m.	8½ o'clock.....a. m.
9 o'clock.....a. m.	10 o'clock.....a. m.
10½ o'clock.....a. m.	11½ o'clock.....a. m.
12 o'clock.....m.	1½ o'clock.....p. m.
2 o'clock.....p. m.	2½ o'clock.....p. m.
3 o'clock.....p. m.	3½ o'clock.....p. m.
4 o'clock.....p. m.	4½ o'clock.....p. m.
5 o'clock.....p. m.	5½ o'clock.....p. m.
6 o'clock.....p. m.	6½ o'clock.....p. m.
7 o'clock.....p. m.	7½ o'clock.....p. m.
8 o'clock.....p. m.	8½ o'clock.....p. m.
9 o'clock.....p. m.	9½ o'clock.....p. m.
10 o'clock.....p. m.	10½ o'clock.....p. m.

On Sunday the trains will be run every half hour from 2 o'clock p. m. On Sunday mornings the trains leave the city at 5 o'clock for the accommodation of sportsmen.

Passengers for Gentilly must notify the conductor prior to the departure of train.

aug 1 '77 1y D. B. ROBINSON, Receiver.

THE ATLANTIC COAST LINE.

PASSENGER ROUTES TO ALL POINTS
NORTH AND EAST.

Reorganized for the 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.

62 Hours, 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, with Pullman Sleeping Cars attached at Macon for Wilmington.

Through train, Wilmington to Richmond and New York, with Elegant Parlor Cars attached to Richmond—thence Pullman Sleeping Cars 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 5:30 p. m. daily (except Sunday), by the magnificent steamers of the BAY LINE to Baltimore. Thence by New York Express, arriving in New York at 2:05 p. m.

A sixty-nine hours' run—only seven 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 5:30 p. m. by the magnificent sidewheel steamships of the OLD DOMINION COMPAN , which invariably arrive at their New York wharves at 9 p. m.

A through run of 76 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 ROU