Commercial and Financial Matters

The Spanish bark Altagracia, which cleared yesterday for Genoa and Barcelona, carried away from this port 2600 bbls cotton seed oil—an unusually large shipment of the kind.

We understand that some of our prominent produce merchants appreciating the absolute necessity of a Board of Trade in this city, have in contemplation the calling of a meeting of gentlemen engaged in the trade, at an early date, for the purpose of perfecting an organization of the kind, and the appointment of a committee to draw up a suitable charter to be presented to the State Legislature at its next session. We hope this matter will elicit the sympathies and co-operation of our mercantile community generally.

We have seen a telegram from Capt. Kouns, of the steamboat Alexandria, dated Jefferson, Texas, November 5, stating that he had to leave that place "with about 100 bales; cotton all going East by railway." Now, should not this little item cause our merchants to feel a certain degree of humiliation? To within a short space of time our trade with that portion of Texas, of which Jefferson is the central point, has been quite extensive; but now we see that the St. Louis and Eastern drummers are drawing it away from us. One week ago, as we are informed, there were seven representatives in the town of Jefferson of St. Louis mercantile houses alone, against one of New Orleans. The presence of the steamboat Alexandria showed that no excuse could be made on the score of want of shipping facilities to this port. A thousand bale boat could obtain only one hundred bales of cotton for New Orleans, the great cotton shipping port of the United States!

Our people of the Crescent City must open their eyes, cast off the lethargy which seems to be weighing upon them like an incubus, and use their best efforts and energies to recover the trade of Western Texas; if they do not do so, we will lose it altogether, and that soon.

A gentleman connected with the Texas and Pacific Railway Company, writing from Marshall under date of November 1, speaks as follows, and we wish to draw particular attention to his letter:

We have effected an arrangement with the International road to send through cotton to New Orleans from all stations on that line north of Austin and Palestine, and hope to secure a fair proportion of the business moved through that section. We now have an outlet from Tyler by the Tyler tap and are moving fifty to sixty bales of New Orleans cotton daily from that point. Have put on lower rates from all points on our line and expect large shipments. We should be able to give you now from 600 to 800 bales daily, possibly more. It only needs a little exertion upon the part of the New Orleans merchants to turn this trade back to that city. From points in Northern Texas reached by our line the rate is as low, and in most cases lower, to New Orleans than the Galveston rate of cotton. If New Orleans had half the enterprise of St. Louis we would now give you 2000 bales a day instead of 600. Can't you stir them up and get both men and money in the field?

There is a large amount of cotton seed offering for New Orleans.

A report of one of the departments of the Postoffice shows that the extraordinary number of nearly four and one-half million letters were registered during the past year, or about one letter for every ten persons. The record shows that only one in every five thousand of these letters has been lost, and of the number that disappeared a large portion was recovered.

While the late war lasted the Bahama Islands were in a flourishing condition, but since its close their importance, commercially and politically, has declined. They did an immense business in blockade running, but now their main reliance is on pineapples, the exports of which to this country amount to about one hundred thousand dollars a year. Those not in the trade will be surprised to hear that there is an almost prohibitory tariff on the article. According to the reports to the State Department there is a chance to extend our trade in a small way with these islands, and we know that every little helps.

Imports of Dry Goods at New York.

The imports of dry goods at New York in October were $4,352,390, against $5,327,377 in October, 1876, and $5,795,141 in October, 1875. In the first ten months of 1877 the total imports at New York of dry goods were $69,191,974, against $70,670,546 in 1876, and $91,144,545 in 1875. The figures for 1877 are $36,404,482 less than those for the similar period in 1873.

Legal Tender Fluctuations of National Bank Notes.

National bank notes were shown by Stewart L. Woodford, in his recent address before the Bankers' Convention, to be legal tender in all payments to the national government except customs duties, in all payments from the national government except the gold interest on the public debt, and in all payments between national banks. The Clearing-House of New York requires the payment of balances between banks to be made in legal tenders.

Business Prospects.

In estimating the future course of trade there are some conditions on which we can rely with reasonable certainty, and others which are indefinite and uncertain. It is not questioned that the great agricultural interest is in a fair state of prosperity; and that for this class of population there must be a fair demand for supplies. Next in extent and importance, after agriculture, come manufactures and the mechanical and mining industries, which it is generally admitted present conspicuous exceptions to a condition of prosperous activity, and next in numerical standing come the classes engaged in professional and personal services, and those employed in trade and transportation, the purchasing capacity of which depends upon the prosperity of productive industries. The census of 1870 gives the number of persons engaged in all of these classes, as follows:

Engaged in—	Population.
Agriculture	5,922,471
Manufactures and mechanical and mining industries	2,707,421
Professional and personal services	2,684,793
Trade and transportation	1,191,238

These figures show at a glance the relative importance of the chief branches of production or employment.

The agricultural class produced in 1870, according to the census, products valued at $2,447,000,000. This class of population, as before stated, are now in a condition of fully average prosperity, excepting in the cotton States; and the degree of allowance which must be made on account of that exception may be inferred from the fact that of the total value of products just enumerated, the cotton States—i. e., Alabama, Georgia, Louisiana, Mississippi, South Carolina, Tennessee and Texas—produced only $450,000,000; so that, estimating the agricultural interest by the value of its products, we may say that eighty-two per cent of it is in a condition to take the usual quantity of goods in exchange for its products.

The relative standing of the manufacturing interests is indicated by the fact that the last census states the value of its products at $1,885,000,000. These figures, however, it should be remembered, include duplications, as where iron is reckoned as pig and then as rods and bars, and again in further shapes of manufacture; or leather first, and then as boots and shoes and other leather goods. The manufacturing interests have suffered much since 1873, but within the last few years they have recovered a good deal of their former activity. Yet prices are less and profits narrow. This is especially true of textile goods. In the iron trade there has not been so marked an improvement, the products of which in 1870 were as follows:

Iron (pig excluded)	$276,600,000
Railroad cars and repairs	31,000,000
Machinery of all kinds, engines and boilers	138,000,000
Total	$445,600,000

Each of these branches had been unduly stimulated by the excessive building of railroads, and it is reasonable to expect that their recuperation will be more gradual. It must not be forgotten that labor in almost every branch of industry has been forced to accept a lower scale of wages, while it has received as a compensation, in part, a reduction in rent and in the prices of most of the necessaries of life. These facts make it fair to conclude that the country, taken as a whole, is in a condition to consume the usual quantity of goods. Owing to the general decline in prices, the volume of business as represented by money and the net earnings will be less. Nevertheless, the purchasing ability of all classes will gradually increase. The same amount of necessaries, comforts and luxuries can be procured as in former times, and all should be as well off in respect to enjoyments and actual property as before; the country has increased in wealth vastly by the economy that has been practiced. We see, on a survey of the whole ground of our material and business interests, but one drawback to a steady and progressive improvement, and that is, the constant tampering with the currency at Washington. With resumption settled, some modification of our tax laws by making raw materials free, and the correction of the errors in our navigation and ship-building interests, our people would soon forget that they had passed through such a terrible ordeal. [Philadelphia Telegraph, 3d inst.

A Lone Ship's Cruise.

[San Francisco Call.]

The British ship Ida Iredale, while in the South Pacific, on a voyage from Androssan, on the Clyde, to this port, took fire and was abandoned on the 15th of October, 1876, while in the latitude 12.20 south, longitude 107.45 west. News has come to hand that her hull drifted about for nine months, and was discovered at a point 2350 miles distant from where the disaster occurred. She was towed into Tahiti, and an inspection of her hull was made by the English Consul and Capt. Turpie, master of the London missionary vessel John Williams. Capt. Turpie makes the following interesting report as to her condition and her long voyage without captain or crew: The whole of the woodwork, indeed, everything combustible, had been consumed, leaving only the ironwork of what was once a remarkably strong and substantial vessel. The foremast has fallen over the port side and has entirely disappeared from the deck upward. The bowsprit, with a portion of the jibboom, still remains, though displaced from its position. The main and mizen lower masts, with all ironwork attached, remain within the structure, having fallen in. The bread and water tanks have evidently exploded after generating steam. The whole frame from 'tween-deck beams is sadly distorted and twisted by the action of the fire. Many of the beams are broken by the weight of deck fittings, etc. The collision bulkhead still appears intact. There still remains, I should suppose, about 100 tons of ashes and debris, which are still burning. No water is visible in the hold, and the iron plates of the ship outwardly appear little damaged. The bottom is clean—kept so, I imagine, by the intense heat. The figurehead is uninjured. From the position where she was abandoned to this place is about 2350 miles. The ship has therefore driven that distance between October 15, 1876, and June 8, 1877. The course made by the burning wreck I supposed to be about west-southwest, south of the Paumota group; then meeting with the southeast winds which prevail during April, May and June, she was driven to the northwest until taken in tow by the French man-of-war. It is a most remarkable thing that a burning ship should have driven over eight months in the Pacific without being reported, and that she should at last be brought into the port which her captain and crew had reached seven months previously.

FINANCIAL AND COMMERCIAL.

MONETARY.

OFFICE NEW ORLEANS DEMOCRAT, Thursday Evening, Nov. 8, 1877.

NEW ORLEANS CLEARING-HOUSE.

	Clearings.	Balances.
November 3	$1,407,740 85	$137,724 66
November 5	1,520,589 60	182,686 72
November 6	2,636,335 18	187,445 36
November 7	1,564,883 68	162,617 48
November 8	1,732,804 57	190,651 74
Total thus far	$8,362,353 88	$861,125 96

The principal banks note a good demand for money and a fair counter business, while the smaller ones only note a moderate business generally. Rates for commercial paper and loans are firm and unchanged. Exceptional commercial paper 12@— ⅌ cent; A1 do 15@—; second grade do —@—; loans on collaterals 10@—; A1 mortgage paper 10@—, second grade do —@— ⅌ cent per annum.

Gold is scarce, in good demand and rates firm.

Foreign Exchange was unusually active at steady rates.

New York sight showed an improvement in rates, and a large business was done.

Stocks are neglected.

State Consols are higher, but the movement is small.

Premium Bonds are steady with fair sales.

Gold opened at 102¾@103, against 102⅞ at New York, and closed at 102¾@103, against 102⅞ in that market. Sales—$2000 at 103, $5000 at 103⅛, $10,000 and $5000 at 102⅞.

STERLING SALES—£20,000 bill of lading and clear at 489@489¼, £10,000 and £15,000 do at 489@489⅛, and £10,000 do at 488¾@489⅛, bank sterling —@493, commercial bills 488⅛@489⅛.

FRANC SALES—125,000 and 225,000 commercial at —, Bank francs —, and 516¼@515 for commercial.

SIGHT SALES—$40,000, $35,000 $30,000 and $25,000 bankers' at ⅞, $20,000 commercial at 7-16, and $27,000 bankers' at 7-16 ⅌ cent discount. The banks are checking at ¼ ⅌ cent, and commercial sight quoted at 7-16@⅜ ⅌ cent discount.

NEW ORLEANS STOCK EXCHANGE SALES.

FIRST CALL.

165	Per Diems	95
$6,000	Premiums	37⅛
14,000	"	37¼
2,000	"	37⅛
10,000	"	37

SECOND CALL.

15,000	State Consols	87½

BETWEEN SECOND AND THIRD CALLS.

20,000	State Consols	87½
10,000	"	87⅜
5,000	Premiums	37

THIRD CALL.

5,000	State Consols	87½
5,000	" (8 this year)	87¼
10,000	" (B 30)	87⅞

CRESCENT CITY OPEN STOCK BOARD SALES.

BEFORE FIRST CALL.

$5,000	State Consols	87⅝

AT FIRST CALL.

5,000	State Consols (seller 30)	87⅜

BETWEEN FIRST AND SECOND CALLS.

$5,000	Premiums	87½
1,600	City Scrip, 1875	32
1,000	Gold	102¾

AT SECOND CALL.

$300	Premiums	37

BETWEEN SECOND AND THIRD CALLS.

$10,000	State Consols	87½
5,000	do do	87⅛
10,000	Premiums	37⅛
10,000	do	37¼

[By Telegraph.]

NEW YORK, Nov. 8.—Wall street—Money closed at 5@6 ⅌ cent. Exchange closed lower at 4.81@4.84½. Gold closed at 102⅞. Governments closed steady; currency sixes 121¼@122. Pacific Railroad bonds closed as follows: Union firsts 106@106¼; land grants 103¾@103¾; sinking funds 94¾@94⅞; Centrals 106½@106¾. The stock market was heavy and lower during the list hours. The greatest pressure to sell was in Delaware, Lackawana and Western, which dropped 3 ⅌ cent. This decline affected the whole list, but at the close there was a steadier feeling and a recovery of ¼@⅜ ⅌ cent from the lowest point. The following are the closing bids:

New York Central	106⅜
Harlem	144
Erie	9⅛
Erie, preferred	20
Lake Shore	67¾
Wabash	15⅛
Northwestern	34⅛
Northwestern, preferred	64⅛
Rock Island	10⅛
Fort Wayne	91
St. Paul	30⅛
St. Paul, preferred	67⅝
Pittsburg	79½
Delaware, Lackawanna and Western	47⅛
New Jersey Central	12⅛
Delaware and Hudson Canal	43¼
Morris and Essex	74¾
Michigan Central	63
Illinois Central	72⅝
Union Pacific	67⅛
St. Joseph	12
St. Joseph, preferred	27⅛
Ohio and Mississippi	9
Western Union	79⅛
Atlantic and Pacific Telegraph	23
Pacific Mail	22½
Quicksilver	17⅛
Quicksilver, preferred	35¼
Adams Express	98
Wells, Fargo & Co. Express	87
American Express	92½
United States Express	45

State Bonds dull and neglected.

COMMERCIAL.

OFFICE NEW ORLEANS DEMOCRAT, Thursday Evening, Nov. 8, 1877.

GENERAL REMARKS.

Yesterday was a fine day, as far as weather was concerned, and favorable to business on that account; but in general trade there was a dullness that was really oppressive. In one article there was an exception. At the Cotton Exchange there was an exciting day; the attendance was large, and as all reports from New York and Liverpool were of the most encouraging character, therefore business in cotton took a very lively turn, the particulars of which appear in our regular market review.

From the sugar levee we receive good reports, the markets there yesterday, under more liberal receipts, being easy and active.

As far as Western produce is concerned, our reports are necessarily of a less favorable character. Flour was only "so-so," while provisions were dull and easy in every description except in bacon. This article being scarce the market hardened considerably.

COTTON—The cotton market to-day took an encouraging turn. The position both at home and abroad seemed favorable to greater activity and a recovery of the decline experienced on Tuesday. Liverpool was firmer with sales of 12,000 bales, and at New York the market opened with a strong and active demand and advancing ideas and figures in futures. All points in telegraphic communication were better. Under these circumstances our local market opened lively and so ruled throughout the day, and at the close the transactions footed up 13,200 bales, the sales showing an improvement in the market of ⅛c over prices ruling yesterday.

The official quotations of the Cotton Exchange were as follows:

	TO-DAY.	YESTERDAY.
Low Ordinary	....	....
Ordinary	9⅜	9¼
Good Ordinary	9¾	9⅝
Low Middling	10⅛	10
Middling	10⅝	10⅜
Good Middling	11⅛	11
Middling Fair	11⅝	11⅜

Sales to-day, 13,200 bales. Market active.

The changes at New York in futures, on sales amounting to 60,000 bales, against 49,000 bales yesterday, show an improvement of four points on November, six on December, five on January, six on February, five on March, six on April, seven on May and four on June, the market closing barely steady.

Cotton on shipboard as per account of the Cotton Exchange, as follows: Liverpool 14,647 bales, Havre 22,272, Bremen 3905, Mediterranean 1216, North Sea 4798, Spain 1973, coastwise 10; total, 48,821 bales. This, taken from the stock at noon as noted at the Exchange, leaves in presses 79,138 bales.

According to telegrams received at the Cotton Exchange the receipts from noon yesterday to noon to-day were 22,037 bales, against 31,773 last Thursday, 27,378 last year and 25,349 year before last.

For six days up to 12 m. to-day, the movement at ports was as follows:

	Rec'd since Friday.	Same time last week.	Same time last year.
New Orleans	46,238	47,674	38,424
Galveston	14,469	14,146	19,910
Mobile	15,795	12,805	20,278
Savannah	25,638	22,676	22,852
Charleston	27,065	25,286	20,692
Wilmington	8,202	4,993	4,271
Norfolk	22,302	19,936	27,923
Baltimore	298	752	604
New York	1,657	395	6,769
Philadelphia	505	1,182	2,896
Boston	4,941	2,184	3,457
Total	167,110	152,029	168,076

Receipts at ports since September 1	903,949
Receipts same time last year	1,153,829
Receipts same time year before	968,998

The exports, consolidated for the past six days, give:

	G. B.	France.	Cont.	Chan.	Stocks.
This week	35,338	9,636	19,329	1,354	498,512
Last week	62,696	12,690	3,441	2 525	420,937
This week / Last year	43,755	18,831	14,152	3,347	691,406

COTTON STATEMENT.

In store and on shipboard Sept. 1, 1877	21,356
Gross receipts since yesterday 4,515	
Gross receipts previously 262,368—	266,883
Total supply	288,239
Exported to-day 13,937	
Exported previously 146,343—	160,280
Total stocks this day	127,959
Total stock this day last year	174,008

The day's exports were 11,685 bales to Liverpool and 2252 bales to New York.

N t receipts since yesterday	3942
Receipts from other ports	573
Net receipts last Wednesday	11,785
Net receipts this day last year	7,517
Net receipts since Friday	46,238
Net receipts same time last week	47,674
Net receipts same time last year	45,610
Net receipts since September 1	204,795
Net receipts same time last year	268,681

FLOUR—This market, in its general features, continues dull, and only a small business was transacted to-day, the demand being local, and receivers still holding to strong views, which forbid concessions on present prices. The sales included 200 sacks of Minnesota flour, in sacks, at $3 60 ⅌ sack, and in barrels as follows: 25 at $5 37½; 50 and 50 at $6; 100 at $6 25; 50 and 50 at $6 50; 50 at $6 70; 50, 50 and 200 at $6 75; 25 and 100 at $7; 100 fancy at $7 12½; 120 spot and 450 fancy, to arrive, on private terms.

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

Dealers and grocers obtain 50c above these prices.

SUGAR—Receipts 217 hhds. The improved receipts gave room to considerable activity, prices showing decided firmness. Arrivals, largely of clarified grades, sold at 6c for common, 7⅛c for fair, 8⅜c for old prime, 8⅞c for off whites and 9⅜c for whites. Total sales 117 hhds. We quote: inferior 5⅝@6⅛c; good common 6⅜c; fair to good fair 7@7⅜c; fully fair to prime 7¾@8⅜c; strictly prime 8½c; choice —@—c; yellow clarified 8¾@9c; whites 8⅞@9⅛c.

MOLASSES—Receipts 954 bbls. Active and easy; prices declining 1@3c ⅌ gallon. The receipts were all sold. We quote common 26@30c; fair 39@40c; prime 45@47c; strictly prime 49@50c, and choice at 51@53c ⅌ gallon.

PORK—In the early part of the day pork was dull and nominal at $14 25, buyers offering down to $13 50, but finding no disposition to meet their views at any such figures they were forced to approximate sellers, and we hear of one lot of 100 bbls which sold at $14 12½, and some smaller sales at $14 25. We quote the market quiet and easy at these figures. Dealers jobbing at $14 75@15 25.

DRY SALT MEAT—Dull, easy and nominal at 6¾@6½c for shoulders, loose and packed. Dealers jobbing in their order trade at 6¾@7c. Sales—9 boxes at 6⅝c.

BACON—Is still in light supply, with a fair demand for sides. We quote: Shoulders 8c, clear rib sides 9¾@9⅞c, and clear sides 10¼c. Sales: 10 boxes shoulders at 8c; 12 casks clear rib sides at 9⅞c. Dealers job shoulders at 8½c, clear rib sides 10c, and clear sides 10½c.

BREAKFAST BACON—Quiet, and, according to cut and quality, quoted at 9¾@10½c; jobbing and retailing at 10½@11½c.

LARD—Dull and easy at 8¾@9c for refined and packers' in tierces; kegs are quoted at 9⅛c refined and 9¾c for kettle or packers' steam pressed. Dealers job at an advance of ⅛@⅛c on these figures. Sold—20 tierces P. S. at 8¾c.

HAMS—Steady; plain canvased and uncanvased 11½@12¾c; sugar-cured 13½@14½c. Dealers job at an advance of ½@1c above these prices; 10 tierces sold at 14½c.

PACKERS' HOG PRODUCTS—Dealers are selling on orders in the job trade at $8 ⅌ half bbl for pig pork, $12 50@13 ⅌ bbl for prime mess pork, $10 for prime pork, and $11 50 for rump pork. Pickled pigs feet are selling at $1 65 ⅌ keg. Ham sausages are dull and quoted at 8¾@9c ⅌ lb. Family pork is jobbing at $13 50 ⅌ bbl. Pickled pigs' tongues are quoted at 80 apiece. Pickled heads are offering at $10@11 ⅌ tierce; feet $10@11 ⅌ tierce, and jowls at $10@11 ⅌ tierce. No spare ribs on hand.

CORN MEAL—In light supply and demand, and quoted at $2 55@2 65, according to quality and weight; dealers still jobbing at $2 85@2 90 ⅌ bbl. Sales, 50 bbls at $2 65.

CORN IN BULK—The market is bare, and supplies would command 55c ⅌ bushel.

RYE—No. 2 is quoted to arrive at 70c ⅌ bushel.

WHEAT—None on the market. Spring commands $1 24@1 25 and winter $1 30@136 ⅌ bushel, to arrive.

GRITS—Easy and in fair demand at $3 85@3 90 ⅌ bbl on the landing. Job lots sell at $4@4 10 ⅌ bbl.

CORN—Scarce and in good request; white 65c, yellow 58c. Sales 400 and 200 yellow at 58c, and 700 white at 65c ⅌ bushel.

OATS—Are fairly active and the market well supplied. Sales 250 St. Louis at 36c, 1600 and 700 choice Galena at 37c ⅌ bushel.

BRAN—We have no transactions to note. The supply is light and the market steady at 95c ⅌ cwt.

HAY—All grades are in light supply and prices steady. Choice $17 50@18; prime $15@16 ⅌ ton.

BULK CORN—Is quiet at 55c ⅌ bushel.

LEAF TOBACCO—No sales reported. Stock on sale is estimated at 5200 hhds. We quote as follows:

Inferior lugs 3@3¼c, low lugs 3½@3¾c medium 4@4½c, good to fine 4¾@5¼c, low leaf 5½@6½, medium 7@8c, good 9@10½, fine 11@11½c, and selections 12@12½.

COFFEE—Is in moderate demand. Sales of 600 bags ex-Lallande, to arrive, on private terms.

QUOTATIONS FOR GOLD.

	Cargoes.	Job Lots.
Prime	19¾@20	20¼@20½
Good	19¼@19½	19¾@20
Fair	18½@—	18¾@19
Ordinary to low fair	16½@16¾	16¾@17¼

BUTTER—The receipts of Northern are fair. Western are in light supply and in fair request. We quote New York creamery, fine, 30@31c; New York dairy 19@28c, as in quality; Western repacked 10@18c, as in quality.

CHEESE—Demand fair and prices steadier, with only a moderate stock. New York cream 15@15½c, Western factory 12@14c, as in quality.

RICE—Market steady. Choice 6½@6¾c prime 6@6¼c, good 5⅞@6c, fair 5½@5¾c, ordinary 5¼@5½c, common 4⅞@5⅛c, No. 2 3¾@3⅞c ⅌ lb.

STARCH—In good demand at 3½c in lots; jobbing at 3¾@4c ⅌ lb.

SALT—Demand good and stock fair. We quote, from warehouse: coarse 75@80c, fine 95c@$1; Turk's Island neglected and nominal at 89@90c for bags of two bushels; table salt, in pockets, 1¾@7½c each, as in size.

BAGGING—Quiet at 12c wholesale; retailing at 12¾@13c. Baling twine quoted at 14c wholesale, 15½@16c at retail.

ESCULENTS—Potatoes are quoted at $2@2 50; onions scarce at $2 50@2 75; apples $1 50@3 50; cabbages $3@5 ⅌ 100; crates $1 75@2 25 each.

WOOL—More stocks offering than there is demand, and it is held above the views of buyers. Burry is quoted at 11@12c, Louisiana clear 26¾c, clear lake 27½@29c ⅌ lb.

HIDES—Supply small and market quiet; country green 8@8½c, dry salted 13@13½c, dry flint 14@15c.

TALLOW—Market bare and nominally 8c.

WHISKY—Dull, easy and irregular. Good choice Western is selling at $1 07@1 10, and city made at $1 05@1 06 ⅌ gallon.

Domestic Markets.

[By Telegraph.]

CINCINNATI, Nov. 8.—Pork—new $13, old $13 25. Bacon 7½@9¼@9½. Hams 12½@13½. Cut meat 6@7@7¼. Lard 8.15, bid 8½@9. Hogs $4@4 90. Receipts 3519. Whisky $1 07.

CHICAGO, Nov. 8, 3:20 p. m.—Wheat firm; $1 05⅝@1 05¾. Corn steady; 63⅜@63½ November.

3:30 p. m.—Provisions steadier. Pork, sales $12 62½ January; closing $12 65 asked; nothing in other options. Lard—seller all the year 8.10; January 8.05; December 8.07 cash.

ST. LOUIS, Nov. 8.—Wheat—No. 3 red winter $1 23⅞@1 24 December; $1 23¼ bid cash. Corn—42⅞ November; 42⅝ cash; 37⅞ January. Oats—26¼ December; 25½ cash. Whisky $1 07. Pork is jobbing at $13 50. Bacon and cut meats are unchanged. Lard—8 cash; 7¾ bid December.

NEW YORK, Nov. 8, 12:45 p. m.—Wheat—spring $1 24@1 29½; winter $1 30@1 44. Corn 61@61¾. Pork $14 25. Lard 8.62½.

NEW YORK, Nov. 8.—Flour steady; generally more active. Wheat quiet and weaker. Corn more active. Barley firm and active; 71@73 for ungraded Canada in bond; 75@76 for two rowed State. Oats higher and active; No. 1 New York 38½. Pork quiet and steady; mess $14 25 for spot. Lard steady and moderately active. Whisky nominally $1 10@1 11.

Foreign Markets.

LIVERPOOL, Nov. 8, 2 p. m.—Cotton firmer; sales 12,000 bales; export and speculation 1000; Middling Uplands 6 5-16d; Middling Orleans 6 1-16d. Bacon—Long clear middles 41s; short clear middles 42s. Corn 29s@29s 3d. Lard 44s 6d; Oats 3s. Pork 60s. Tallow—American 40s 6d; R. T. C. 38s 9d@39s. Wheat—Spring 10s 3d@11s; winter 10s 6d@11s.

RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Friday, Nov. 9, 1877.

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

	Above low water. Feet.	Inches.	Change. Rise. Inches.	Fall. Inches.
Cairo	13	2	6	0
Cincinnati	6	10	11	0
Little Rock	7	2	0	15
Louisville	4	0	0	2
Memphis	8	10	11	0
*New Orleans	12	4	9	0
Pittsburg	6	1	10	0
Shreveport	20	6	8	0
St. Louis	10	3	2	0

*Below high water mark of 1874.

NELSON GOROM, Sergeant Signal Service, U. S. A.

Arrivals.

Mary Ida, Henry Tete, J. H. Hanna, Frank Pargoud, Gov. Allen, H. C. Yaeger.

Departures.

Isabel, Mary Ida, Henry Tete, Bertha Brunner, Frank Pargohd, J. A. Scudder.

To Arrive.

Isabel, Martha, Alvin, lower coast; Blue Wing No. 3, Mary Ida, Henry Tete, upper coast; A. C. Donnally, Shannon, Golden City, Ohio river; Ouachita Belle, Bayou Sara; La Belle, C. H. Durfee, Red river; Gold Dust, St. Louis; Natchez, Vicksburg; Bertha, Opelousas; Tensas, Tensas.

The heavy storm Wednesday drove away the clouds, and gave us yesterday a clear, cool day.

Business remains without a change worthy of note.

The Timmie Baker is out on the ways undergoing repairs.

Accepting the kind invitation of Capt. P. A. Charlet, we were one of a party assembled on board the Assumption yesterday, to partake of the hospitalities of her officers and of the pleasure of a ride on that steamer a few miles up the river and return to the wharf. The Assumption re-enters the coast and Lafourche trade, leaving to-morrow as a regular semi-weekly packet. Built expressly for the trade, always a great favorite, she returns to it in the best possible condition, with her cabin accommodations enlarged and with nothing left undone, in fact, at the liberal hands of Capt. Charlet to make her a greater favorite than ever, both with the traveler and the shipper. The familiar faces of N. Z. Dupuis and Joe Lagroue will be found in the office of the Assumption.

The wreck of the Garry Owen has been in the way of boats landing at the head of Girod street for some time past. Nick Theodore was employed to remove it. As with everything else of the kind entrusted to him, it was done in short order, and the place that knew the Garry knows it no more.

We heard yesterday that the Trenton would leave to-morrow for the Tensas.

The Natchez, from Vicksburg, will be found at the landing to-day, receiving to leave to-morrow, as usual, for Vicksburg.

The renowned Bart Able leaves for Alexandria and Grand Ecore to-morrow. The Able came to the landing yesterday, and though always considered a handsome boat, is looking even finer than ever. She is a power in the Alexandria and Grand Ecore trade, because not only that she is a fine boat, but through the regularity of her trips, and the promptness with which all business is attended to, she has won a reputation that few boats enjoy.

The steamer Henry C. Yaeger, from St. Louis, arrived last evening with a large trip, consisting in part of 651 bales cotton, and a large amount of Western produce.

The steamer Gov. Allen, from Bayou Sara, arrived yesterday with a good cargo, part of which was 450 bales cotton, 3578 sacks cotton seed, 55 hhds sugar and 312 bbls molasses.

Another great favorite and stand-by wheels into line to-morrow. We refer, of course, to the St. John. The St. John has made hundreds of trips in the Baton Rouge and coast trade, and her name is known in every household along the river. She has just been placed in fine repair and is ready for a big season's business, which we hope she may realize even beyond the expectations of her owners. Capt. J. P. McElroy will be in command.

Capt. Gus Hodge yesterday withdrew the Bastrop from her Camden trip, and has her up to leave to-morrow for Bayou Bartholemew, taking freight for all points on the Ouachita to Trenton. She can be depended upon to leave as advertised.

The fleet and elegant Golden City will be at the landing to-day to leave for the Ohio to-morrow through to Cincinnati. The Golden City is a packet boat and can be depended upon to leave as advertised.

From the War Department Chronicle:

During the past week the Red river has risen nearly 9 feet at Shreveport, and the Arkansas 3 feet 6 inches at Little Rock. The Missouri has remained nearly stationary from Yankton to St. Joseph; it has fallen 11 inches at Leavenworth, 24 at Kansas City, 10 at Lexington, 19 at Brunswick and Booneville and 2 feet at Hermann. The Mississippi has remained nearly stationary from St. Paul to Davenport; it has fallen 16 inches at Keokuk, 14 at Warsaw and 7 at St. Louis, and risen 2 feet at Cairo, 3 feet 6 inches at Memphis, 6 feet at Helena and 11 inches at New Orleans. The Youghiogheny has risen 4 inches at Confluence. The Alleghany has fallen 9 inches at Oil City and 2 feet at Freeport. The Monongahela has fallen 6 inches at Brownsville and New Geneva. The Ohio has fallen about 2 feet at Pittsburg and nearly 3 feet at Marietta, but risen 3 feet at Cincinnati and Paducah and 18 inches at Louisville. The Tennessee has risen 12 inches at Chattanooga. The Savannah has risen 6 inches at Augusta, and the Cumberland 22 inches at Nashville.

The H. C. Yaeger is announced to leave for St. Louis to-morrow.

The large, fine and fast sidewheel steamer Gold Dust, running independent, is advertised to leave to-morrow at 5 p. m. for Memphis, Cairo and St. Louis. E. W. Gould in command, E. W. Gould, Jr., clerk.

The St. Francis Belle leaves daily at 7:30 a. m from Bienville street for Westwego, running in connection with the New Orleans and Texas Railroad to Donaldsonville.

The New Orleans and Gulf Transportation Company steamer Alvin, W. T. Scovell master, carrying the United States mail, leaves today at 12 m, promptly for Port Eads.

The Martha, W. S. Bassett master, also of the above company, leaves to-morrow at 5 p. m.

The fine steamer John H. Hanna, James P. McElroy in command, leaves to-day at 12 m. for Baton Rouge and coast landings. Capt. L. P. Delahoussaye has charge of the office.

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

The tri-weekly coast, Donaldsonville and Lafourche packet Henry Tete will arrive this evening and return to-morrow, as usual.

The M. I. daily line steamer Mary Ida will arrive this evening and return to-morrow.

The Blue Wing No. 3, J. A. Comstock master, Messrs. Wood and Dean clerks, leaves to-morrow at 10 a. m. for the upper coast.

The fleet Natchez, T. P. Leathers in command, J. F. Muse in the office, leaves as usual to-morrow for Vicksburg.

The steamer Bertha, H. H. Broad master, Theo. Jobin clerk, leaves to-morrow at 5 p. m. for the Atchafalaya through to Washington.

The Bart Able, Richard Sinnott master, Geo. C. Hamilton clerk, leaves to-morrow at 5 p. m., without fail, for Alexandria and Grand Ecore.

The Ouachita Belle, John C. Libano in command, will arrive this evening, and leave to-morrow as usual for Bayou Sara.

The Golden City, J. D. Hegler master, Stirling McIntyre clerk, leaves to-morrow at 5 p. m. for Cincinnati.

The New Orleans and Red River Transportation Company's steamer La Belle, M. N. Wood master, Ed. Groves clerk, leaves to-morrow, without fail, for Shreveport.

Capts. T. S. Calhoun of the Glencoe, and Harry Summers, both arrived yesterday. Capt. Summers is from South America, and is on his way West.

Exchange Clippings.

CINCINNATI, Nov. 6.—Capt. John Cannon has increased the power of his new boat to 34-inch cylinders and seven boilers.

The propeller Waverly, en route from Middleport to Red river, passed down. She has one fuel boat and a produce boat. She goes up Red river to tow out cotton. The new propeller J. N. Roberts will leave Letart the latter part of this week, for New Orleans, with a coal boat and three produce boats.

ST. LOUIS, Nov. 6.—Grain is moving rapidly hence to New Orleans in large lots and tonnage is hardly equal to the demand. The Valley Barge Company took away yesterday 112,000 bushels corn, and the A. J. Baker leaving to-day has three barges loaded. With a few more tow boats and a good many additional barges St. Louis can move to the Southern seaboard in a few weeks' time as much grain as Chicago has been shipping in a year.

The Centennial will soon arrive from New Orleans. As the pool line has so few boats now, she will not have to remain very long in port.

The E. O. Stanard will hardly get into this port before she will begin loading again for New Orleans.

Capt. Thorwegan's new iron steamer Charles P. Choteau is rapidly nearing completion, and she is a beauty, too. The Choteau will be ready to leave for New Orleans the last of this week.

It is said the Joe Kinney may leave on Saturday in the pool line for New Orleans. Her owners now have an interest in the pool line wharfboats.

Capt. James Coghill's Belle of Shreveport is out on the ways undergoing repairs. She will be off and ready for New Orleans when her day comes round in the pool line.

Memphis Avalanche, November 7:

The Dean left for New Orleans last evening with 1800 bales of cotton, 1760 sacks meal, 600 barrels oil and a few people. She has enough in sight at points below to fill her out, and then enough after to fill another just like her.

The Greyhound, with eight barges of coal for the mouth of White river, is due