Commercial and Financial Matters.

In Cincinnati the Grocers' Exchange was organized on the 29th inst., and a member reported that he had purchased 300 sacks of coffee at Mobile, under New York prices, with additional advantages in freights and time of shipment.

Yesterday was Thanksgiving Day, but it did not have any perceptible influence on business here, except that the lack of dispatches from the North and East, it being a *dies non* in those parts, kept our cotton men in the dark to a certain extent, but, notwithstanding this drawback, there was considerable activity in that line of business.

Mr. Robert Woodward, of Arley Castle, Gloucestershire, England, said at a recent meeting of the Severn Valley Club that Great Britain and Ireland had under cultivation this year 3,340,000 acres, which averaged 21 bushels to the acre, giving a yield of only 8,767,500 quarters. Deducting 2½ bushels to the acre for seed, and deducting also 3 per cent for inferior quality, leaves only 7,585,000 quarters for food, making it necessary to import 14,915,000 quarters, or nearly 120,000,000 bushels from abroad. British India will send about 1,000,000 quarters, but the United States will be heavily called upon. He stated also that many of the forward sales made by parties on this side of the Atlantic of wheat at 46s 6d@50s per quarter, to arrive at ports of call, have been cancelled by the payment of 5s per quarter by the parties who sold it. He told his hearers that they could get 56s by holding on to their wheat, and advised them to do so.

We learn from the Louisville *Courier-Journal* that Mr. Eaton, of Connecticut, has introduced a bill in the United States Senate authorizing the establishment of mail steamship service between the United States and foreign countries. It provides that whenever it shall be brought to the knowledge of the Postmaster General that mail communication has been established by steam vessels owned by American citizens between a port or ports of the United States and any foreign port or country, the Postmaster General shall, at his discretion, declare the same to be a marine mail route, and shall contract for the passage of the mails thereon at a rate not exceeding the rate paid for mail carriage upon the trunk lines of railroad of the United States; provided that said vessels shall be of the requisite tonnage and rate; and, further, that the owners thereof shall give the requisite bond for the faithful performance of the contracts. This bill is of great importance and its passage would do much to open up a lucrative foreign trade for this country, which England and France and Germany are now enjoying because of their liberal subsidies to steamship lines. England has paid over $52,000,000 to steamship companies during the last ten years, while our government has not paid over $5,000,000.

A Board of Trade.

We notice that the Louisville merchants are much exercised on the subject of a board of trade. They have a Merchants and Manufacturers' Exchange, but that institution, though very useful in advancing the mercantile and manufacturing interests of the city, does not exactly fill the idea of a board of trade. On the 26th inst. there was a large meeting of merchants held in that city, for the purpose of inaugurating such a board, and one of the speakers referred to the fact that Louisville had no representative in the National Board of Trade, an institution that had great influence on the commercial legislation of the country. He compared Milwaukee, a city of 110,000 people, with Louisville; that city had a Board of Trade, with 575 members, and its expenses $17,000 per annum, were always promptly met.

We have here in New Orleans a Cotton Exchange, consisting of about 300 members, and a more honorable body never existed. It is composed of men who are scrupulously honest in all their transactions, and take great pride in preserving the fair name and fame of the institution to which they belong. But this Exchange embraces only those who are engaged in the cotton trade, and there is seriously felt here the want of a board which will take in the Western produce interests. Recently an effort has been made to resuscitate the old Board of Commerce, which has been for several years in a comatose state, and a committee was appointed to devise ways and means to make it a live, active and useful body. We earnestly hope that this consummation may be reached. But, if it is not impertinent to make a suggestion, we advise the parties solving this matter in charge to make the charter of the old Chamber of Commerce; have it run and controlled by a board of directors (like the Cotton Exchange), and not have too frequent meetings, at which ambitious members can air their crude ideas, gushing rhetoric and sonorous eloquence. This chamber, as we understand its constitution, embraces members belonging to all classes of mercantile life; and if properly reorganized will be the great commercial institution of our city. If this chamber should follow the course of that of the great city of New York, and establish a high court for the trial of all mercantile cases and disputed points arising between its members, it would save a vast amount of litigation and consequent expense. It could, by its great influence, have a law passed by our Legislature, as has been done in New York, by which a capable, honest and reliable judge could be appointed to preside over such a court.

Beet Sugar.

Foreign advices report:

The sugar market in Germany has been dull during the week ending November 4, owing to the opinion, which is spreading, that the beet root production will be larger than expected. The latest estimate of Licht places the production of beet sugar at 1,250,000 tons for the Continent, against 1,059,000 tons in 1876-7, and 1,314,000 tons in 1875-6, which shows a plus of 190,000 tons against 1876, and a minus of 94,000 tons against 1875. In Germany, some 7,100,000 centners of sugar will be made, against 5,824,000 centners in 1876-7.

The *Journal des Fabricants de Sucre* estimates the French yield at 325,000 tons, against 243,000 and 463,000 tons in the two preceding years. As the colonial yield is admitted to be inferior to that of ordinary years, there will be a greater demand necessarily for beet sugar.

Causes of Bank Failures in Chicago.

The opinions of a number of the bankers of Chicago as to the causes of the recent collapse of financial institutions here, are reported in the *Times* to-day. It will be seen that there is no disposition to charge these failures to the account of the government's financial policy, or to any other cause not entirely within the control of the managers. Most of the broken concerns have gone down under the weight of criminal recklessness or positive, willful scoundrelism. In an exceptional case or two honest stupidity, ignorance and incapacity, without deliberate rascality, may have been the rocks on which shipwreck has been made; but nothing short of a financial earthquake or a miracle ever ruins a bank that has been managed with honesty and business tact and intelligence. In the conversations referred to there will be found some shrewd, clearly expressed ideas on the subject, which will interest business men of all classes. One prominent banker attributes the late disasters to the vicious practice of loaning the money of banks to their own officers or stockholders—a practice which he thinks should be utterly abolished. This opinion will doubtless be almost universally indorsed, though a gentleman of great experience controverts it with the remark that "it doesn't seem to make much difference who borrows money—if the collaterals are good." And it must be confessed there is a good deal in that.—[Chicago Times, 27th.

Important Insurance Decisions.

The following decisions were made by the United States Supreme Court at Washington on the 26th inst.:

44. New York Life Insurance Company vs. Davis; error to the Circuit Court for the eastern district of Virginia.—In this case it is held that a stipulation in policies of insurance that all receipts of premiums paid at agencies are to be signed by the president and actuary of the company furnishes no ground for assuming that any place of payment of premiums is the residence or place of business of the agent, but that the place of payment is the home office of the company, and that as war suspends all commercial intercourse between citizens of belligerent countries or States, no active business can be maintained, either personally or by correspondence or through an agent, by citizens of one belligerent with citizens of another; hence the outbreak of the war determined any existing insurance agency in the South for Northern companies, and the tender of payment of premiums to such agencies after the commencement of the war was a void act, and had no effect to continue the policy in force or to give insured a claim to a revival at the close of the war. Reversed. Justice Bradley delivered the opinion.

86. Sparrow et al. vs. Avery et al., appeal from the Circuit Court for the southern district of New York.—In this case it is held that shipowners are in no case liable for any loss, damage, or injury occasioned by collision, beyond the amount of their interest in the colliding ship and her freight pending, except for costs and interest by way of damages in case of default of payment and suit to recover the amount, nor are stipulators, either for costs or value, ever liable for any default of their principal beyond the amount specified in the stipulation which they gave, except for costs and interest by way of damages in case of their own default to make payment, pursuant to the terms of stipultation, whenever the obligation of the stipulator expressed in the stipulation is for a definite sum. Surety stipulating to pay a sum cannot be compelled to pay more than that amount for any default of his principal. Affirmed.

A Singular Marine Case.

It is announced that the Switzerland Marine Insurance Company will contest its loss upon a policy issued by its agent in St Louis for $10,000 on the steamer Grand Republic. This policy seems to have been issued in good faith, but under a misapprehension by one of the company's representatives in St. Louis, in the belief that the company desired and intended to write policies upon hulls. This agent was authorized to accept risks on cargoes, but somehow was persuaded that marine business included hull-policies, and accordingly issued a certificate of insurance covering the fire risk on the boat in question. The manager of the company for America is the Swiss Consul here, and when he heard of the loss, was amazed beyond measure. He is an irascible individual, and when, a few days after the loss, the claim was garnisheed by the sheriff on behalf of a St. Louis creditor, the Switzerland manager gave him a sound lecture upon his folly in attaching a company which would not pay. Since then the attachment has been raised, and other companies here have paid their claims, but not so the Switzerland. It appears that when the certificate was issued the company had not then fully complied with the Missouri law and received the State authority to transact business, and now it is stated that the company will defend itself against the claim for loss on the ground that the insurance was granted by an agent not authorized to do business. This is rather an extraordinary defense for any company to offer, but the circumstances are peculiar, inasmuch as the Switzerland does only a cargo business, and never gave liberty to any of its agents to write upon hulls.—[St. Louis Republican, 27th inst.

Dry Goods.

[New York Journal of Commerce, Nov. 25.]

The week opened with an advance in the price of the Sprague dark prints to 6¼c., which was no less a surprise than at the opening of the week previous the Hamilton fabrics were reduced to 5¾c. The action of Messrs. Harding, Colby & Co. was generally applauded, as, besides giving an improved tone to the market, it exhibited the fact that in a very quiet way they had distributed a large stock of medium and other styles. It opened the eyes of croakers to the fact that bottom was possibly being reached without disaster, and the next movement must be upward. The action was operative upon other goods than prints, and already its favorable influence, while noticeable in increased action for 6¼c prints, exhibits a steadiness of tone in the market for cotton goods generally, though no special movement has to be remarked, except an increase in miscellaneous shipments for export.

With all houses that distribute goods of which the selling value is dependent upon the desirability of styles and colorings, the last two weeks of November are known as "repentance weeks," as all goods thought perishable through the character of styles and fabric are sent to "hospital" and disposed of on the "sell and repent" principle. During the two weeks referred to many goods are sold, but the loss is often as great as what is received, hence many houses have occasion to repent their having overbought their outlet in order to secure terms and prices. The month of October was not favorable to the consumptive distribution of many styles and qualities of dress goods, and as a consequence prices have been very low on many standard makes.

Jobbers of this market are pursuing the policy of reducing stocks to the lowest possible amount, while what we learn from those of the interior shows a like course being practiced, and the end of the year will probably show smaller stocks with distributors than have been seen for many years.

The various manufacturing branches of trade are showing some signs of activity, but still we find them moving in a more cautious manner than usual. With the most responsible houses this is specially noticeable, and to some extent is making credits dearer with the weaker ones. There is too much competition on the part of small houses in this market, and a large ratio of expense makes it extremely hazardous to houses with small capital. Several instances have been reported this week, and in the case of one house the expense account was double as large as that of an older house in the same line of trade, but doing a business of three times the amount.

FINANCIAL AND COMMERCIAL.

MONETARY.

OFFICE NEW ORLEANS DEMOCRAT, Thursday Evening, Nov. 29, 1877.

NEW ORLEANS CLEARING-HOUSE.

	Clearings.	Balances.
November 24	$1,484,301 77	$154,165 73
November 26	2,124,916 21	199,031 73
November 27	2,045,270 57	116,198 90
November 28	1,934,204 94	133,323 66
November 29	1,575,590 09	142,095 30
Total thus far	$9,144,233 09	$741,815 12

We have no particular change of importance to note in the demand for money, or the tone of the market. The former is fair and the latter easy. We quote:

Exceptional commercial paper —@10 ⅌ cent; A1 do 10@12; second grade do —@—; loans on collaterals 9@10; A1 mortgage paper 9@10; second grade do —@— ⅌ cent per annum.

All transactions in Gold and Exchange were made on the closing dispatches of Wednesday. To-day, being a holiday in New York, none were received.

Gold steady and quiet.
Foreign Exchange fairly active and steady.
Sight is lower and quiet.
State Consols are weak at 86¾@87.
Premium Bonds easy at 36¾@37.
Stocks are quiet, with the exception of ordinary kinds, which we note sales of 500 shares Levee at $1 35 and 200 do at $1 32 per share.

The New Orleans Stock Exchange and the Crescent City Open Stock Board adjourned their meetings until Friday morning, the 30th inst.

Gold opened at 102⅞@103⅛ and closed at the opening rates. Sales—$8000 at 103@103⅛, $3000 at 103, $5000 at 102⅞ and $10,000 at 103⅛.

STERLING SALES—£3000 bill of lading at 490½, £15,000 do at 490@490½, £25,000 do at 490@491, £4000 do at 491, and £5000 clear at 490½. Bank sterling —@494, commercial bills 489½@490½.

FRANC SALES—300,000 commercial at 5.14⅜@5.13¾; 50,000 and 50,000 do at 5.14⅜, and 75,000 do at 5.13¾. Bank francs —, commercial 5.14⅜@5.13¾.

SIGHT SALES—$40,000 bankers' at 11-32, $60,000 do at ¾, $15,000 and $10,000 commercial at 7-16 ⅌ cent discount. The banks are checking at ¼ ⅌ cent, and commercial sight quoted at 7-16@⅜ ⅌ cent discount.

COMMERCIAL.

OFFICE NEW ORLEANS DEMOCRAT, Thursday Evening, Nov. 29, 1877.

GENERAL REMARKS—Yesterday was delightfully bright and cool. Our Northern and Eastern friends were so much taken up with their observance of Thanksgiving Day, and the discussion of their turkeys and cranberry sauce, that they did no business, and consequently no telegrams concerning the markets in those parts were received. They, seemingly, have more to be thankful for than we have down here; they shut up their shops, banks and other public institutions, and give themselves up to hilarity and gastronomic enjoyment.

For causes stated above operators here in cotton were, to a certain extent, working in the dark, and the market was without spirit, though exhibiting considerable steadiness in prices. The sales reached 5400 bales.

At the sugar landing and sheds the market ruled easy and irregular. The receipts, 935 hhds, were comparatively light, and the sales reached 881 hhds.

There was some little business done in provisions; in fact, there was more done than for several days past. More attention was paid to dry salt meats, which were held at firmer prices.

In regard to mess pork buyers and sellers are at loggerheads as regards prices, and in consequence the movement in that article of Western produce is restricted. Bacon and lard are dull and easier.

COTTON—This being a legal holiday throughout the North and East, no regular dispatches were received at the Cotton Exchange, and for that reason we are unable to show the receipts and movements of the markets at ports. Some private dispatches, however, were received, which reported Havre firm and Liverpool quiet on spots and firm on arrivals, with sales estimated at 10,000 bales.

By reason of the facts stated, this market did not show as much activity and interest as usual. The feeling was steady, and sales reached 5400 bales.

The official quotations of the Cotton Exchange were as follows:

	TO-DAY.	YESTERDAY.
Low Ordinary	8¼	8¼
Ordinary	9¼	9¼
Good Ordinary	9⅞	9⅞
Low Middling	10¼	10¼
Middling	10¾	10¾
Good Middling	11⅛	11⅛
Middling Fair	11⅞	11⅞

Sales to-day, 5400 bales. Market steady.

COTTON STATEMENT.

In store and on shipboard Sept. 1, 1877		21,356
Gross receipts since yesterday	15,432	
Gross receipts previously	465,798—	481,230
Total supply		502,586
Exported to-day	11,659	
Exported previously	252,798—	264,757
Total stocks this day		238,129
Total stock this day last year		253,952

Exports to-day—Liverpool 5945 bales; Havre 4515 bales; Barcelona 399 bales; New York 1000 bales; Providence 100 bales.

Net receipts since yesterday	14,779
Receipts from other ports	653
Net receipts last Thursday	5,111
Net receipts this day last year	6,272
Net receipts since Friday	53,297
Net receipts same time last week	55,517
Net receipts same time last year	45,096
Net receipts since September 1	386,553
Net receipts same time last year	431,049

Cotton on shipboard as per account of the Cotton Exchange, as follows: Liverpool 59,604 bales, Havre 35,355, Bremen 5645, Mediterranean 4441, North Sea 8204, Spain 4269, Mexico —, coastwise 7753; total, 126,271 bales. This, taken from the stock at noon, as noted at the Exchange, leaves in presses 111,858 bales.

MOLASSES—Receipts 2090 bbls. Sales, 2900. We note an easier market, with common almost unsalable. We quote: Common —@—c; fair —@28c; prime 32@34c; strictly prime 35@37c; choice —@—c.

SUGAR—The receipts were light to-day, comprising only 935 hhds, and as compared with them the sales were fair, amounting to 881 hhds, the market being easy and somewhat irregular. We quote: Inferior 3@3½c, common to good common 4@5¼c; fair to good fair 5½@6c; fully fair 6½@6⅝c; prime 6¾c; strictly prime 7c; gray clarified —; yellow clarified, as to quality, 7½@7¾c; off whites, good to choice, 7¾@8¼c; white clarified 8¾@9c.

FLOUR—There was some demand for Flour to-day, but the movement was restricted by the stringency of receivers, who hold the supply, under limits in some cases, above the views of buyers. Only 870 bbls sold, as follows: 50 bbls at $5; 50 at $5 20; 200 at $6 30; 30 and 65 at $7; 25 at $7 12½, and 450 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 50@6 75; fancy $6 75@7 ⅌ bbl.

Dealers and grocers obtain 50c above these prices.

CORN MEAL—Was in request to-day, the sales showing a range in prices from $2 55@2 65 ⅌ bbl. Dealers are still jobbing at $2 85@2 90 ⅌ bbl. Sales—30, 60, 100 and 180 bbls at $2 55; 50 at $2 62½; 25 at $2 65.

CREAM AND PEARL MEAL—Quiet and steady with a fair demand and light supply at $3 75@4 ⅌ bbl.

CORN FLOUR—In fair request, chiefly for export, at $4@4 50, according to quality.

GRITS—Easy and in fair demand at $3 80@3 85 ⅌ bbl on the landing. Job lots sell at $4@4 25 ⅌ bbl.

RYE FLOUR—Is in moderate supply and easy at $4 25@4 50 ⅌ bbl.

PORK—Was in moderate request to-day, and the tone of the market firmer. Buyers were not wanting at $13 25, and some property exchanged hands at that price, but holders in some cases stood out for $13 50, the market closing quiet and steady at $13 25@13 50, dealers still jobbing at $14@14 25. Sales—25, 25 and 65 bbls at $13 25.

DRY SALT MEATS—We note a better and stronger feeling to-day in consequence of the favorable condition of the weather. The demand was good at 5¼c for loose shoulders, holders asking 5½c, and sales at 5½c. We quote the market firm at 5½@5⅝c for shoulders, loose and packed, dealers still jobbing at 5¾@6c. Sales—2 car loads shoulders, loose, at 5½c; 10,000 lb loose at 5½c; 1 car load do, boxed, at 5¾c; 20 boxes do at 5⅝c; 10,000 lb clear rib sides at 6⅝c.

BACON—Continues dull, and we hear of very little inquiry except in the strictly jobbing trade. Prices are easier to-day, and we quote shoulders, 7⅛@9¼c, clear rib sides 9⅜@9½c, and clear sides 9⅜@9½c; dealers obtaining ⅛c advance on these prices. Sales—10 casks shoulders at 7⅛c, 5 casks clear sides at 9½c.

LARD—There is very little doing in lard, and the market is dull and lower at 8⅜c for refined, and 8¼c for packers' prime steam in tierces, dealers' prices ranging from 8½@9c on job lots.

HAMS—Are quiet and steady, with a moderate demand. We quote: Uncanvased and plain canvased 10½@11c and choice sugar-cured 13¼@14c ⅌ lb. Dealers selling ½@1c advance on these prices.

BREAKFAST BACON—Quiet and steady at 9⅜@10c in a wholesale way, dealers jobbing at 10½@11c.

PACKERS' HOG PRODUCTS—Dealers are selling on orders in the job trade at $7 75 ⅌ half bbl for pig pork, $12 ⅌ bbl for prime mess pork, $10 for prime pork, and $11 50 for rump pork. Pickled pigs' feet are selling at $1 85@2 ⅌ keg. Ham sausages are dull and quoted at 8@8½c ⅌ lb. Family pork is jobbing at $13 50 ⅌ bbl. Pickled pigs' tongues are quoted at 7½⅌82 apiece. Pickled heads are offering at $10@11 ⅌ tierce, and jowls at $8 50@9 ⅌ barrel. Bologna sausage 7¼@7½c.

TOBACCO—Nothing reported. Stock on sale 3000 hhds.

QUOTATIONS.

Inferior lugs	3 @ 3¼
Low lugs	3½@ 3¾
Medium	4 @ 4½
Good to fine	4¾@ 5¼
Low leaf	5¼@ 6½
Medium	7 @ 8
Good	9 @10½
Fine	11 @11½
Selections	12 @12½

COFFEE—Demand moderate and market firm.

QUOTATIONS FOR GOLD.

	Cargoes.	Job Lots.
Prime	18¾@19	19¼@19½
Good	18¼@18½	18¾@19
Fair	17½@—	17¾@18
Ordinary	16 @16¼	16¼@16½
Extreme range	—@—	15 @20

CORN—Is fairly active and steady. Sales 500 yellow at 60c, 500 white at 62c, and 350 white mixed at 61c ⅌ bushel.

OATS—Quiet, with an upward tendency. Sales 250 bags choice Galena at 40c ⅌ bushel.

BRAN—Neglected. Sales 100 bags at 92½c ⅌ cwt.

HAY—Dull. 150 bales strictly prime sold at $17 ⅌ ton.

BULK CORN—None offering, and the market is nominally 55½c ⅌ bushel.

WHEAT—None here, and nominally at $1 30@1 35 ⅌ bushel for winter, and $1 20@1 25 for spring.

ESCULENTS—Potatoes are selling at $1 50@1 75; onions at $1 25@2; apples at $1 50@3 ⅌ bbl; cabbages at $6@9 ⅌ 100, and $1 75@2 ⅌ crate.

BAGGING—Steady at 12¼c in round lots; retailing at 12¾@13c. Baling twine at 13¼c in round lots; retailing at 14c.

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.

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

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 26½c, clear lake 27½@29c ⅌ lb.

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

TALLOW—Scarce. City 8c; country 7c ⅌ lb.

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

SALT—Stock light with a good demand. Since our last report one cargo, all coarse, sold at 72½c per sack, afloat, and one to arrive on private terms. We quote cargo price at 70@75c, according to filling. Dealers are selling from warehouse at 75@80c for coarse, 95c@$1 for fine, as in quality and quantity. Turks Island neglected; held nominally at 32c ⅌ bushel. Table salt in pockets 1⅜@7½c each, as in size.

POULTRY—Old chickens $4, young $2@3; ducks $3; geese $6; Turkeys $9@12 ⅌ dozen.

EGGS—Western 18@20c; Louisiana 20@22c ⅌ dozen.

New American Sewing Machine, 185 Canal treet.

RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Friday, Nov. 30, 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	18	1	12	0
Cincinnati	31	9	8	0
Little Rock	10	0	3	0
Louisville	11	7	11	0
*New Orleans	11	4	1	0
Pittsburg	7	5	0	10
Shreveport	21	5	1	0
St. Louis	13	4	0	6
Vicksburg	19	8	8	0

*Below high water mark of 1874.

W. U. SIMONS, Sergeant Signal Service, U. S. A.

Arrivals.

Martha, Isabel, Mary Ida, Henry Tete, Belle, W. J. Poitevent, Tom Parker, J. H. Hanna, Thos. Sherlock, James Howard, La Belle, City of Augusta.

Departures.

Martha, Mary Ida, Henry Tete, Belle, W. J. Poitevent, C. B. Church, Dawn, Belle of Shreveport, Frank Pargoud.

To Arrive.

Martha, Alvin, lower coast; Mary Ida, Henry Tete, Belle, Blue Wing No. 3, upper coast; W. J. Poitevent, St. Mary, Assumption, Lafourche; C. P. Chouteau, E. O. Stanard, St. Louis; Era No. 10, Bœuf river; Trenton, Tensas and Macon; St. John, Baton Rouge; Gov. Allen, Ouachita Belle, Bayou Sara; Robt. Mitchell, Cincinnati; Natchez, Vicksburg; Bart Able, W. J. Behan, Red river.

A stiff breeze from the north blew yesterday, and the landing was a cold spot to visit.

Business active on the C. B. Church, in particular, received liberally. The Garrett had a round lot of molasses and a thousand barrels of rosin, and had steam up to leave last night.

The Katie P. Kountz leaves for the Arkansas to-day, most probably.

The Lessie Taylor, having some work to do about her shaft, failed to get off Wednesday night. She was still at the landing when we left it last evening. The Taylor leaves hereafter every Wednesday, instead of Tuesday as heretofore.

The Bonnie Lee and Tom Parker were taken to lying-up quarters yesterday.

The Isaac arrived yesterday from the lower coast; having some repairs to make, the Danube takes her place until she is ready, and will leave to-day.

The great James Howard arrived Wednesday night with a tremendous load, the largest of the season, and is receiving to leave to-day positively for Memphis and the heads, under the command of Capt. B. R. Pegram, Mr. J. H. Chassaing clerk.

The La Belle, of the N. O. and R. R. Transportation Company, arrived with a big trip also, and leaves on her return trip to-morrow at 5 p. m. M. N. Wood in command and J. M. Lyle clerk.

Capt. Tom Taylor's regular Black and Bœuf river packet Era No. 10 will be at the landing this morning, receiving to return to-morrow without fail. Mr. Chas. Freese has charge of her office.

The John H. Hanna, for Baton Rouge, leaves at 10 a. m., instead of 12 m., as heretofore.

The Assumption leaves this morning for the Lafourche, and will go through to Thibodaux.

The Bonnet Carre packet Belle lays over to-morrow and starts again Sunday. The Belle is popular, and deservedly so, for she is a good boat, very fast, and has a captain and clerk who know how to fill their parts to perfection. The Blue Wing, of the same line as the Belle, is also a very popular boat; she runs further up than the Belle, and has a greater number to please. Arthur Comstock and Geo. Woods are equal to the emergency, however, and have gained for their boat many friends.

The J. G. Fletcher has returned from her cotton-seed tour and is lying at the Union Oil Company Works landing. She went as high as Vidalia and brought back two barges loaded with seed.

The favorite and splendid passenger steamer Thomas Sherlock, Lew Kates in command, arrived Wednesday night from Cincinnati, and is the C. L. and N. O. packet line departure for to-morrow. Capt. John S. Jones, a well known on the river as a No. 1 and most accommodating clerk, has charge of the Sherlock's office.

The Robt. Mitchell follows the Sherlock, and will arrive Sunday. The Golden Crown follows the Mitchell.

Referring to the sinking of the Bee's barge the St. Louis Republican of the 27th says;

"The barge was valued at $10,000 and not insured. The cargo embraced 21,000 bushels corn from this port. The capacity of the barge was 1000 tons, and the cargo was completed at Cairo and below. The cargo was insured to probably near its value. It is a remarkable fact, and a valuable evidence of the safety of river navigation as compared with that of the lakes, that the St. Louis Barge Company never lost or damaged a bushel of grain in transit during its eleven years of service until the occurrence of this disaster, and 10,000,000 bushels must have been carried during that time. It is probable the damage was caused by a snag.

Apropos of the above, we may mention that this is the one hundredth trip of the Bee in the service of the Valley Company and is her first mishap. She is a good boat, and her career has been one of remarkable success up to this trip. On arrival at St. Louis the Bee will undergo repairs.

The St. Louis correspondent of the Commercial writes:

The C. K. Peck loads for New Orleans, with David Haney captain.

Commodore W. J. Kountz is taking bids for the construction of a new boat, to be known as the Jno. F. Tolle No. 2.

The John T. Moore, after taking on a lot of salt, left yesterday for Mobile, tooting her whistle freely as she passed down. May joy go with her, and may there be no Mo(o)re trouble hereafter.

The Tensas leaves to-morrow, without fail, for the Macon and Tensas. Capt. Cooley has her over the river receiving a coat of paint. A clerk is on the landing receiving freight.

The City of Augusta is at the landing with a fine trip from White river, and is receiving to return to-morrow without fail. Capt. John D. Elliott commands, Mr. Joe Elliott clerk.

In a letter to a friend, Capt. Elliott wrote: "Our old friends on the White river have given us a hearty welcome, and propose to sustain us."

By the same token we hope shippers will give the Augusta all the encouragement in their power, at this end of the route.

The Tom Parker arrived yesterday from Bœuf river and retires in favor of the the Willie, leaving to-day at 5 p. m. with Capt. L. P. Delahoussaye in command.

The renowned Bart Able leaves for Alexandria and Grand Ecore to-morrow. She will be at the landing to-day.

Capt. E. B. Trinidad succeeds Capt. Delahoussaye in the Hanna's office, and took charge yesterday. The friends of the Hanna on the coast will find Capt. Trinidad a gentleman of the old school.

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 Blue Wing line steamer Belle leaves today at 9 a. m. for the upper coast to Bonnet Carre. The Belle is a daylight boat both ways. H. E. Harper commands.

The coast, Donaldsonville and Lafourche packet Assumption, P. A. Charlet master, N. Z. Dupuis clerk, leaves to-day at 10 a. m. for Thibodaux.

The New Orleans and Gulf Transportation Company's 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, Frank Bergeron in command, leaves to-day at 10 a. 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 line steamer Blue Wing No. 3, J. A. Comstock master, Messrs. Wood and Dean clerks, leaves to-morrow at 10 a.m. for the upper coast.

Capt. Joe Dalferes' elegant Bayou Lafourche packet St. Mary is receiving to leave to-morrow at 10 a. m. for Laurel Valley.

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.

Capt. J. P. McElroy's semi-weekly coast and Baton Rouge packet St. John is receiving to leave at 5 p. m. to-morrow.

The new and fine steamer Clara S., W. Wenzell in command, Lew S. Rice clerk, leaves to-morrow, without fail, for Bayou Bartholomew. She lays at the head of Lafayette street.

[By Telegraph.]

BAYOU SARA, Nov. 29—To Janney & Work, New Orleans: On time. 3000 bales cotton; 3000 sacks cotton seed. T. P. LEATHERS, Master steamer Natchez.

MEMPHIS, Nov. 28.—To C. G. Wayne, New Orleans: Steamer Robert Mitchell will arrive Sunday night. DAN MOORE, Master.

Exchange Clippings.

Cincinnati Commercial, Nov. 27:

Two of Gray's Iron Line barges broke loose from their moorings at the Belmont Mills at Wheeling yesterday morning. One of them, the Grant, ran against one of the piers of the Bellaire bridge and sunk, while the other, the Ironsides No. 2 was picked up by the Nail City and landed. The sunken barge contained 237 tons of glassware, shipped here, and 4000 kegs of nails, taken on at Wheeling. The former was insured. It is not known here whether the nails were insured or not. The barge was valued at $4500, and was not insured. The John L. Rhoads, upon her arrival, will load for New Orleans.

The new Golden Rule was receiving her outfit yesterday. Capt. Shinkle says she will be ready to make her trial trip Wednesday afternoon, on which his friends and the public are invited. She will commence loading for New Orleans on Thursday and leave Saturday.

The Cincinnati, Louisville and New Orleans Packet Company will probably send out three boats next week.

Capt. Harry G. Sommers, of the Magdalena river, South America, passed through the city yesterday, from New York to New Orleans. He will return here in about three weeks, when he will finally determine the matter about building his new boat for the Magdalena river.

St. Louis Republican, Nov. 27:

Grand Lake left for New Orleans with three barges, 90,000 bushels bulk corn and wheat. She exchanges tows with the Port Eads which reached Cairo yesterday.

It was stated yesterday that there was no bulk grain in any of our five elevators, and yet Capt. P. C. informed us during the evening that he was offered 45,000 bushels, but that was too little to tempt him to New Orleans. He has barges here to carry 80,000.

Memphis Avalanche, Nov. 28:

The Scudder has a full cargo in sight at points below. She takes 1000 bales of cotton from here, and could have as much more if she had stowage room.

The towboat Sam Roberts, with her 14 pieces loaded with apples, potatoes, cider, cabbage, chickens, turkeys and men, women and children, got under way for below yesterday forenoon, after adding 3233 sacks of oilcake at Hopefield, opposite here.

J. Philo Young, formerly clerk on the Grand Republic, has become insane, and has been transferred from the St. Anna's Asylum, St. Louis, to a place of the same kind near Cincinnati.

Capt. James Tschudi has been ill for many months past, and still lingers in a low state of health at his residence near St. Louis.

PLANTATIONS AND FARMS FOR RENT OR SALE.

CITIZENS' BANK OF LOUISIANA, New Orleans, Nov. 20, 1877.

The following Plantations and Farms are offered for sale on reasonable terms; or for rent for the year 1878. Proposals for rent to be made to this Bank on or before 10th December next—

PARISHES.	PROPERTIES.	DESCRIPT'N.	AREA. Acres.
Caldwell	Esperance Pl'n.	cotton	3625
Carroll, West	Dixon lands,	unimpr'd	756
Catahoula	Blue Cane Place,	cotton	4720
Concordia	Bothgowen Place,	cotton	1440
Concordia	Normandy Place,	cotton	1100
Concordia	Ross & Marks Place,	cotton	1000
E. Baton Rouge	Reddin Brown,	unimpr'd	600
E. Baton Rouge	Wm. Noble Place,	cotton	1100
E. Baton Rouge	"Scotland" (sub-div.)	cot'n	1000
E. Baton Rouge	Newport Place,	unimpr'd	1000
E. Baton Rouge	Haygood Place,	cotton	580
East Feliciana	Reddin Place,	unimpr'd	640
East Feliciana	Booker Place,	unimpr'd	640
East Feliciana	Cole Place,	unimpr'd	500
East Feliciana	Mount Willing,	cotton pl'n	670
East Feliciana	W. K. Pryor,	unimpr'd	240
East Feliciana	D. Pipes,	cotton pl'n	320
East Feliciana	John L. Denee,	cotton pl'n	966
East Feliciana	J. E. Norwood,	unimpr'd	908
Iberia	B. T. Smith,	sub-divided	200
Jefferson	J. H. Carter,	sugar	1842
Jefferson	J. J. Oriard,	sub-divided	6000
Iberville	R. C. Camp,	unimpr'd	350
Iberville	M. S. Slack,	sugar	479
Iberville	M. B. Slack,	unimpr'd	1480
Iberville	H. R. Slack,	unimpr'd	370
Iberville	Mrs. C. Lauve,	unimpr'd	700
Madison	Geo. Shadbourne,	unimpr'd	1000
Morehouse	W. D. Brigham,	cotton	1249
Plaquemines	Fanny,	sugar	3200
Pointe Coupee	Woodbourne,	sug