Coramercial and Financial Matters

The Cotton Exchange has appointed the fol lowing delegates to represent that body in the immigration convention, to be held on Monday evening next: Messrs. Moses Greenwood (chair-man), A. Terreu and Wm. A. Gwyn.

The annual report of the Cincinnati Zoologi cal society for 1877 shows that the number of visitors was 146,329, of which 114,352 were adults and 21,377 were children. The admission fees amounted to \$30,008. There was an increase in the number of admissions over the previous year of 44,524 and an increase in the admission fees of \$6186. The total receipts were, for 1877, \$34,780; for 1876, \$25,393. The expenditures for 1877 were \$37,134 showing a deficit of \$2354.

The State taxes collected in Ohio in 1877 were

We learn from one of our Western exchange that the Hon. John Hogan, representing the upper Mississippi river interests, will present a memorial on the subject of improvement to Congress at an early day. The memorial asks for an appropriation of \$2,000,000, to be distributed in the following propertions: \$450,000 above the Des Moin s rapids; \$350,000 be ween the Des Moines rapids and the mouth of the Illinois river; \$500,000 between the mouth of the Illinois river and Cairo, and \$500,000 between U. S. legal tenders and National Bank Notes (average). \$224,593 34 Cairo and New Orleans. The appropriation is to be expended in confining and deepening the channel between those points, and throwing out wing-dams and diking islands where ne

New York city wants the canal tolls abolished and the canals made free. The canal com missioner of the State favors the idea, and so does the governor. The toils fall far short of the cost of keeping the canals in repair, and the country people object to taking of these toils, since the total cost of keeping up the repairs would then fall on the State treasury. The city wants the canals made free for the benefit of its commerce. and one of its papers makes this proposition: If the country people will relieve the city from the annual school tax, \$2 of which goes to the State for every \$1 apportioned to the city, it will agree to bear all the cost of maintaining the canals. It is stated that during the five years prior to and including 1876 the amount paid by the city for country schools, over and above the expenses for its own schools, has been \$844,000 to \$976,000 per annum—one-half of which would be sufficient to keep up the Erie Canal.

There has been for some years a State law which exempted from charges for wharfage dues all vessels constructed entirely within the limits of this State. Under the prospective advantages and privileges granted by this law, the steamboat Mar ha (a propellor) was bulk a Madisonville, of timber cut exclusively from the forests of Louisiana, and the steamboat Isabel, under the same circumstances, was built at Algiers. A day or two ago the Supreme Court decided that the State could not, by legislative enactment or otherwise, deprive the city, without compensation, of her right to impose a rea-sonable tax upon vessels arriving at her

The decision is no doubt correct, and, we believe, is so regarded by our steamboat men generally. But it strikes us that in order to further stimulate some enterprise (for which the State law was passed), and to reimburse the gentle-men who built the boats, it would be well for our city Administrators to pass an ordinance which would relieve them from loss, and at the same time offer a premium to all such persons of energy and enterprise to construct vessels of all kinds and descriptions within the confin of the State of Louisiana.

The Trade With Cuba.

In the discussion which for some weeks has been going on between the We tern and Eastern journals in regard to the proposed reduction of the duty on imported sugars, some of the latter have sought to convey the impression that, of the aggregate crop of Cuba, only small proportion is exported to this country We have before us a copy of the Havana Price Current, which contains a report of the total shipments of sugar from the two great ports of the island. Havana and Matanzas, during the year 1877. From this we learn that of the 797,74 boxes, bags and hogsheads exported last year 598,245 came to the United States.

The exports to France during that period footed up only 1003 boxes, against 12,712 boxes and 202 hhds in 1876. This diminution is owing to the fact that France, desiring to protect her eet sugar interests and at the same time to re-aliate on Spain for imposing an almost prohibitory duty upon imports of foreign produce into her province of Cuba, placed an unusually high duty upon the sugars of that island brought to that country. The fact is the illib. eral and suicidal policy of Spain will inevitably recoil upon herself. If the exorbitant and enormous rate of \$5 50 \$ bbl is exacted from the importer on ever barrel of flour carried from America into the ports of Havana and Matanzas. and that, too, for the benefit of flour brought from the mother country, why should not the ample of France, the interests of which country are positively insignificant in comparison ours-tax, in proportion, the sugars Cuba, which are introduced here on a very small duty, in order to protect the sugar planters of this country? The Northern and Eastern refineries are opposing this increase of duty: in fact, are moving heaven and earth to it reduced, or entirely removed. They a great money power to back them; but we have strong hopes that the efforts of our Southern and Western Congressmen, backed up by the good sense and advice of the people as expressed by the public journals of those sections since this subject was broached, will induce our national legislators to act prudently, wisely and well in this matter. To Louisiana this subject is one fraught with vital importance to her people.

The trade of New Orleans with Cuba has

dwindled to insignificant proportions, which fact can be partially explained by what we have stated above. But there are minor and incidental reasons for this declension of our trade, which we think should be made public. The which we think should be made public. The firm of Belcher & Co., a most prominent and reputable refining house located in St. Louis.

Business in provisions to-day, owing to the and, naturally, gives preference, in the matter of freights, to that line. These steamers

in returning to Liverpool do not touch at Havana. This is considered a cause of complaint on the part of American steamship owners, who formerly had their ships in that trade. If they carry out cargoes to Cuba from this port, they have but little chance, the Liverpool line having the preference of getting a return freight which will pay them for the venture. Though they offer the same rates as their English rivals, under the circumstances it is claimed that a line of steamers cannot run from this port to H_A. vana and keep up a regular communication ex-cept at a great loss. This is a matter of great im-portance to not only New Orleans, but to the great producing interests of the West.

Storage of Grain in St. Louis.

The St. Louis merchants have been agitating The State taxes collected in Ohio in 1877 were \$14.856,620; the local taxes were \$13.894,635, and the delinquencies and forfeitures were \$1.483,000. The State delt is small—only \$8.379,505; but the local debts amount to \$39,328,000. The total receipts for school purposes, including balance on hand, were \$11.632,000. The amount paid for teachers employed was \$23,600; the number of pupils enrolled was \$23,600; the number of pupils enrolled was \$23,600; the total daily attendance was \$448,000, and the total value of school property was \$21,145,000.

Norfolk is blowing her horn, a sonorous blast, which has been repeated by telegraph all over the country, that on one day, recently, seven ships left that port for foreign perts with aggregate cargoes of 25,000 bales of cotton. Down here, in New Orleans, we would not consider this sufficiently large to notice with any emphasis. Yesterday, four vessels cleared hence for foreign ports with cargoes amounting to 14,244 bales—one of these ships carrying out only 192 bales. We are glad to see that Norfolk is improving in the cotton trade, but di-like to see her crowing too much over it, and making invidious comparisons. the question for some time past as to whether the seller or the buyer of grain should pay the

MONETARY.

OFFICE NEW ORLEANS DEMOCRAT. Saturday Evening, Jan. 12, 1878, NEW ORLEANS CLEARING-HOUSE.

U. S. legal tenders and National		
Bank Notes (average)	2,569,023	50
Other cash items (average)	14.225	22
Sight exchange on New York taver-		77
	1,273,340	ne
Foreign exchange (average)	286,693	50
Due from distant banks and bankers		
(average)	156,938	97
Loans and discounts (average)	11.958,753	02
Other cash assets (average)	2.666.347	89
		-
Total	£19 089.855	00
	10,000,000	
ZIABILITIES.	\$20aby536	18247
Circulation	\$727,762	50
Deposits (average net after ex-		
changes)	9,936,046	94
Due distant banks and bankers, sub-	Separate Contraction	100
ject to check (average)	454,160	16
Other liabilities to banks and bank-	*0.1100	
	1,301,153	en
ers		
Other cash liabilities (average)	144,899	11
	and the second	*****
Total	\$12,564,022	33
COMPARED WITH LAST WEE	K.	
Increase.	Decreas	0.0
and case.	TOUR OW	3476

Coin.... Legal tenders Loans Deposits 200,000 Deposits 200,000

The offerings for discount are fair at the banks and moderate on the street, and rates steady. Exceptional commercial paper 9210 % cent. At do 1205; second grade do —— : loans on collaterals 9210; At mortgage paper 9210; second grade do —— % cent per annum. Gold is moderately active and steady. Foreign Exchange quiet and weak. Sight was scarce and the banks were compelled to pay higher rates, which left them with a nargin lees than an % per cent between their counter rates and the rates for commercial on the street.

State Consols are steady at \$15081 %.

counter rates and the rates for commercial on the street.

State Consols are steady at \$14.081\%.
Premium Bonds are freely offered and easier at \$34.083\%.
Stocks are quiet.

Gold opened in New York at 102\% and closed at 102\% lefter it conend at 102\% 002\%. and closed at 102\% 002\%. and closed at 102\% 002\%. Sales \$2000 at 103, \$2100 at 102\%. and \$6000 at 102\% 002\%. STERLING SALES — \$7000 bill Inding at \$4500\%, \$3000 do at 488\%. Bank sterling — \$492\%; commercial bills \$481\%. \$480.000.

FRANC SALES — \$600.000 commercial at \$5.15\%. Bank francs—; commercial \$1.6\%. Bank francs—; SIGHT SALES — \$210.000 at — Bank sight %

			– Bank si cial nomina		
NEW C	RLEANS ST	OCK EXC	BANGE SALE	5.	
	FIRST C	ALL, 10 /	. M.		
ena ono Pros					24
		15 155 101		Щ.	
					343
			18		51
500 de	o do	do	*********	1	503
DETW	PUN PIDOT	ANT UP	COND CALLS.		
A STATE OF THE PARTY OF THE PAR	DOMESTIC STREET, STREE				
110 shar	es Louisia	na Natio	onal Bank.	1	05

of	110 shares Louisiana National Bank.	1 05
8	20,000 Premium Bonds	341
	30,000 do do	34
3/	SECOND CALL, 12 M.	
43	25,000 State Consols	813
371	5,000 do (B, 30)	82
	5,000 do (B. March)	82
8	20,000 Premium Bonds (B. January)	333
n		507
n	BETWEEN SECOND AND THIRD CALLS.	
20141	30,000 State Consols	813
0	25,000 Premium Bonds	335
n	75,000 do do	335
a	THIRD CALL, 2 P. M.	
y.	5,000 State Consols	81
e	1.000 do	813
157.01	75,000 Premium Bonds	93?
ւլ	71.000 do do	333
f	15.000 do do (B. January)	34
SEU		33?
0	20,000 do do (B. January)	30
2	AFTER THIRD CALL.	
r.	20,000 Premium Bonds	33.5
1161		

CRESCENT CITY OPEN STOCK BOARD SALES. \$10,000 Premium Bonds BETWEEN PIRST AND SECOND CALLS.

(S. January) RETWEEN SECOND AND THIRD CALLS. AFTER THIRD CALL.

By Telegraph.]

New York, Jan. 12.—Money loaned at 6 % cent this morning, but closed at 4%5 % cent on call. Foreign exchange was quiet at 4816484%. Gold closed at 102%, after selling down from 102% to 102%. The carrying rates were 76% % cent. Government bonds opened a fraction lower, but closed steady. United States currency sixes of 1881, registered, 10%/6017; coupons 10%/6067%. State bonds were quiet. Georgia sixes sold at 101% and Missouri sixes of 1888 at 104%. [By Telegraph.]

OFFICE NEW ORLEANS DEMOCRAT. Saturday Evening, Jan. 12, 1878. GENERAL REMARKS—This has been a rainy.

disagreeable day; the streets and levee were in disagreeably muddy condition, the latter almost impassable, and, consequently, the wheels of commerce" were pretty well blocked. The fact is, that business was wofully dull and unsatisfactory. Our cotton men, though usually their "voices

are tamed on peace," are now much excited upon the subject of war, and the probability, or improbability, that England might be involve in such a catastrophe, has had a great effect upon our cotton market. The morning cable news gave tone and color to this feeling. The lecline in Liverpool of 1-16d, and in New York of 8 to 10 points in futures, though not bringing

are the principal importers of Cuba sugars, by way of New Orleans. We are informed that their agent in Havana is also the agent of a line of Liverpool steamers running to this city.

Business in provisions to-day, owing to the inclemency of the weather and other obvious reasons, has been emphatically dull and unsatisfactory. There was some demand for mess, of Liverpool steamers running to this city, but at lower prices than holders are disposed to

flour, and the market can be reported as steady

nd unchanged.

The deman d for choice grades of sugar con tinues goo', and at firm prices. For low quali-ties of the saccharine product there is a weak call—in fact, we can say that they are neg-lected. Receipts to-day 1958 hhds: sales 840 bbls. The receipts of molasses reached 3750 bbls, while the sales reached only 227 bbls, there being a large stock on hand and the marke

being a large stock on hand, and the market closing dull.

COTTON—The influence of the war news from Europe on cotton to-day was most marked. Prices did not decline, but the demand dropped off largely, reducing the sales to 4000 bales and

	causing the market to rule easy; table as quiet at the close. At L vals declined 1-16d and futures we 10 points at New York. The official closing quotations Exchange were as follows:	dverpool arri- ent down 8 to
	TO-DAY,	YESTERDAY.
	Low Ordinary 71/2	716
3	Ordinary 8%	814
9	Good Ordinary 934	9%
9	Low Middling 10%	10%
ì	Low Middling 10% Middling 10% 10%	10%
ã	Class I Middlesse 1116	4414

		11% 12 and ur
	COTTON STATEMENT.	
	In store and on shipboard Sept. 1, 1877 Gross receipts since yesterday 14.890	21,30
	Gross receipts previously933,269-	948,15
	Total supply	969,51
	Exported previously 617,348-	622,24
1	Total stocks this day	347,27
	Total stock this day last year	291,04
	The exports to-day consisted of 1360 b Liverpool and 3533 to Havre.	ales t
ı	N t receipts since yesterday	- 13,83
	Receipts from other ports	- 1,05
	Net receipts last Saturday	. 8,58
l	Net receipts this day last year	. 3,77
1	Net receipts since September 1	-794,52
1	Net receipts same time last year	-715,58

Cotton on shipboard as per account of the Cotton Exchange, as follows: Liverpool 57,36t bales, Havre 40,295, Bremen 10,877, Mediterranean 2015. North Sea 11,472, Spain 550, Mexico 308, coastwise 476; total, 129,017 bales. This taken from the stock at noon, as noted at the Exchange, leaves in presses 218,287 bales.

	Received to-day.	Last Saturday.	This da
New Orleans		8.589	last yea
Galveston		1.280	2,8
Mobile		1,635	3,4
Savannah		2,764	2.5
Charleston		1,386	2.2
Wilmington		76	2
Norfolk	. 3,737	2,653	2.4
Baltimore		400	
New York	. 851	1,137	1.00
Boston	. 732	529	
Philadelphia		15	
Other ports		****	100
Total	27,073	20,455	18,9
Receipts at por Receipts same t	ime last ye	ptember 1 ear before	2,777.09

olidated, as per telegrams to the Cotton Ex-change, for one day have been as follows: G.B. F'nee, Cont. Chan. Stocks
This week. 12,357 6,384 ... 937 892,361
Last week. 25,777 5,044 2,713 ... 893,469
This week

This week. 12:337 6.334 ... 237 82:2361
Last week. 25.717 5.044 2.713 ... 237 82:2361
Last week. 25.717 5.044 2.713 ... 237 82:2361
Last week. 25.717 5.044 2.713 ... 237 82:2361
This week
last year. 10.513 1.424 2.329 ... 927.675
The New York Commercial and Financial
Chronicle makes the visible supply of colton
2.449.162 bates, against 2.4-65.967 bates last week,
and 2.708.248 bates last year, an increase compared to the former of 2135 bates, and a decrease compared to the latter of 28-8146 bates.
OCEAN FREIGHTS—Are quoted as follows:
By steam — Cotton to Liverpool 7-164; to
Revel —d. to Bremen 9-164; to Boston, Frovidence, Fall River, Philadelphia and Baltimore,
via New York Ne; to New York Ne; grain to
Liverpool 78-34, and 78-94 to Bremen # quarter.
By sail — Cotton to Liverpool 13-239-164; to
Havre %c; to Bremen 15-16; to Genoa 15-16c;
grain to the Continent 78-6498.8.
Steam rates to Northern ports are quoted at
\$2 on molasses # bbl to New York, and \$768 \$
htd on starar. By sail the rate on molasses to
New York is \$1.25 bbl.
BUGAK—Receipts 1968 hhds. Sales 340 hhds.
The demand for choice grades is good at firm
prices. Low grades are weak and neglected.
We quote: Inferior 3 ad 45c; common to
good common 4%605c; fair to good fair
\$%665c; fully fair \$1,8605c; prime 7c; strictly prime 1%c; gray clarifled 75/2074c; yellow
clarifled, as in quality, 73/685c; off whites good
to choice, 8%68%c; white clarifled 8%695c.
Molla88ES—Receipts 3769 bbls. Sales 527 bbls.
The market is dull and weak, with a large
stock.
We quote: Common 15@20c; fair 22628c;
prime 28627c; stricty prime 26629c; choles

We quote: Common 15@200; fair 22@23e; prime 25@27c; strictly prime 30@32c; choice 34@36c.

3460360.

FLOUR—In all respects the market is steady and unchanged. As usual on Saturday the demand is light and the raios so far as reported are confined to the local trade. Sales—50 bbjs. at \$4.25, 50 at \$5.5, 50 and 50 at \$6.25, 25 at \$6.50, 50 at \$6.75, 25 at \$7.100, 220 and 300 on private terms.

nt \$4 29,09 at \$7, 100, 220 and 400 on privace for at \$6.75, 25 at \$7, 100, 220 and 400 on privace terms.

We quote fine to superfine at \$4.64 25; single extra \$4 50; double extra \$4.75695; treble extras, low to choice, \$4.696; choice extras \$4.25695 80; tancy choice \$5.0696 75 \$7 bbl. On these prices dealers obtain an advance of 500 on 10b sales.

COAN MEAL—Small sales to the trade are reported at \$2.40. We quote the market quiet and easy at \$2.3662 25 on strictly round transactions, easy at \$2.3662 25 on strictly round transactions.

dealors still jobbing at \$2.00002.00
\$5 and \$5 bbls at \$2.40.

CREAM AND PEARL MEAL—There is
about the usual surply, and the market is
quiet and steady at \$2.800.00 bbls.

CORN FLOUR—Is quoted at \$3.0004, as in
quality, Local demand small, and this article
article wold for export.

country. Local demand small, and this article is chiefly sold for export.

GRITS—Demand steady and fair, prices ruling easy in lots at \$3.3693.35 \$\frac{3}{2}\$ bbl for No. 2 and \$3.3693.40 for choice; dealers jobbing at \$2.32.34 bbl.

2 and \$3 35@3 40 for choice; dealers jobbing at \$3.75 % bbl.

RYE FLOUR—There is a light supply, but quite equal to the demand, at \$4.25@4.50 % bbl.

PORK—There is some demand for mess, but at lower prices than holders are willing to accept. The supply is fair and prices are quiet at \$11.50 for old and \$12 for new product. Lealers are now jobbing at \$12 50@12.75 for old and new mess respectively. Sales—25 bbls new at \$12.50 do at \$12.51 mover the supply should be sold on private terms.

DRY SALT MEAT—There is an easier feeling to-day and the market is nominally \$26 lower on shoulders. We quote shoulders 4% loose and 4½.00% packed. bides are quiet and easy at 55% for clear ribs and 6½.00% to for clear. Dealers rates are \$2.00 bloose shoulders at \$2.00.

ers' rates are Ac nigner. Based shoulders at Ac. BACON—The market in this article is easy BACON—The market until shoulders dull

BACON—The market in this article is easy and little changed. We quote shoulders dull and dragging at \$\sum_{\pi} \pi^2 \text{.} clear rib sides easy at \$\sum_{\pi}^2 \pi^2 \text{.} clear rib sides easy at \$\sum_{\pi}^2 \pi^2 \text{.} clear sides firm at \$7\sum_{\pi}^2 \pi^2 \text{.} Deal-res' rates at \$\sum_{\pi}^2 \text{.} is thinker all round. Sales—10 casks clear sides at \$7\sum_{\pi}^2 \text{.} 5 do at \$7\sum_{\pi}^2 \text{.} c. HAMS—Are in good supply and small demand, prices ruling easy. We quote plain hams at 9\sum_{\pi} \text{.} e, and choice sugar-cured 10\sum_{\pi} \text{.} le. in size, quality and brand. Dealers' prices are \$\sum_{\pi}^2 \text{.} left | \text{.} for each \$\text{.} \text{.} left | \

ushel. BRAN—Is held higher: 150 bags sold at 87%c

HAY—Demand light. Sales—250 bales choice HAY—Demand light, Sales at 8.50 F ton.

COFFEE—The stock of coffee in dealers' hands is estimated to be about 6000 bags. There is very little inquiry and prices are weak.

QUOTATIONS FOR GOLD,

Cargoes.

	upon the subject of war, and the probability, or improbability, that England might be involved in such a catastrophe, has had a great effect upon our cotton market. The morning cable news gave tone and color to this feeling. The	Ordinary
	decline in Liverpool of 1-16d, and in New York	QUOTATIONS.
	of s to 10 points in futures, though not bringing down prices here, caused a restricted demand.	Inferior lugs 3 @ 3% Low lugs 3%@ 3% Medium 4 @ 4%
	and only 4000 bales were sold. Business in provisions to-day, owing to the	Good to fine. 44@ 5¼ Low leaf. 5¼@ 6¼ Medium. 7@ 8
, t	inclemency of the weather and other obvious reasons, has been emphatically dull and unsat-	Good 9 @10% Fine 11 @11%
	isfactory. There was some demand for mess,	Selections12 @12%
	but at lower prices than holders are disposed to ac ept. The supply is fair.	WHISKY—Is easy, city made selling at irreg- ular prices from \$1 00@1 03, and Western recti-
	There has been but very little demand for	fied at \$1 04@1 06 F gailon. BUTTER-Moderate stock and demand fair.

We quote New York creamery, 30@31c; New York dairy 18@28c, as in quality; Western repacked 8@18c, as in quality.

CHEESE—Fair stock and demand moderate. New York cream 14@15c, Western factory 11%@12%c, as in quality.

STARCH—In good demand at 3%c in lots; jobbing at 3%@3%c B B.

WOOL—More stocks offering than there is demand, and it is held above the views of buyers, Burry is quoted at 11@19c, Louisiana clear 25%c clear lake 37% 29c B B.

RALT—Stock light, demand active. A cargo, all coarse, sold at 89c per sack afloat. We quote prices at the warehouse; Coarse 85@9c, fine \$1 65@1 19. Turks Island neglected at 32c B bushel. Table salt in pockets 1%@7%c carc, as in 81%c. TDV. Old chlekers 44.50 vouce. \$3.00.

n size. POULTRY—Old chickens \$4 50, young \$2@ 50; ducks \$3@4; geese \$6@7; turkeys \$12@15 2 50; ducks \$304; geese \$000. \$ dozen. EGGS-Western 10@18c; Louisiana -@-c \$

EGGS—Western regret, Proceedings of the Mozern RICE—Is in moderate supply. No. 23%@3%c, common 4%@4%c, ordinary 5@5%c, fair 5%@5%, good 5%@5%c, prime 5@6%c, choice 6%c \$ 15, BULK CORN—None offering, and the market is nominally 55%c \$ bushel.

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

1 35 © 0080cm for whates, spring. ENCULENTS—Potatoes are selling at \$1 400 2; ontons at \$2 2500 75; apples at \$3 5004 50 \$\frac{1}{2}\$ bbl; cabbages at \$628 \$\frac{1}{2}\$ 100, and \$1 7502 \$\frac{1}{2}\$ erate. BAGGINO—Steady at 115c in round lots; retailing at 120124c. Baling twine at 13\frac{1}{2}\$ in round lots; retailing at 14c.

Domestic Markets.

Domestic Markets.

New York, Jan. 12, 11 a, m.—Coffee, dull; sales; 10c6 Deplota at 17½; 229 Marzacatbo, per Seud, on private terms. Sugar quiet; sales; 40 hhds; refined sugar quiet and steady.

3 p. m.—Coffee dull. Sugar dull; refined sugar quiet and steady.
Chicaco, Jan. 12.—The market opened with wheat quiet at \$1 075/601 07% February. Corn quiot; 41% 241% January, 40% 240% February, 42% 24% May. Pork—sales at \$10 95/2010 07% March. Lard 2,309/7.22% March. Atorwards wheat became irregular and easy at \$1 05% February, \$1 07% 601 07% March. Corn steady; 410% 1% February, \$40% March. 24 May. Provisions irregular and lower. Pork \$10 67% 2609 79. February, \$40% March. Lard 7.2007 22% February, \$40% March. Lard 7.2007 22% February, \$40% March. Lard 7.2007 23% February, \$40% March. Lar

boxed, easier: shoulders nominally 3,87%, short ribs 5.50, short clear 5.60, long and short clear 5.65. Union Stock Yards.—Hogs—offf-ial receipts yes erday 39,01; estimated to-day 39,000; market quiet and weak, and 5.001 lower; light grades \$3,8503 35; heavy \$3,8004 05.

1:30 p. m.—Close.—Wheat unsettled; \$1,005, 2:30 p. m.—Close day. Pork and closed at 405 p. m.—Close.—Wheat unsettled; \$1,005, 2:30 p. m.—Close.

The close of the c

Foreign Markets.

Foreign Markets.

Liversool, Jan. 12, 1:30 p. m.—Receipts of corn at this port for the past three days 12,000 quarters. Lard 40s. Bacon, long clear 30s 6d, short clear 31s 9d. Fork—prime Western mess 56s. Corn. new 28s 3d/28s 9d; old 20s 9d. O-ts, No. 2 Western 3s. Canada peas 37s. Figur, Western canal 27s/20ss. Wheat, spring 10s 5d/2011s 3d; winter 11s 6d.

Cotton firm; middling uplands 6/3d, middling Orleans 6 9-16d; sales 10,000 bales, of which 1000 are for export and speculation.

1:45 p. m.—Flour unchanged at 20s 6d. Wheat dull; spring 10s 10d/2011s 3G; Galifornia club 13s/2013s 3d; do average 12s/20f/2013s. Corn quiet and unchanged at 22s/20 de 12s/2013s. Corn quiet and unchanged at 32s/20 de 12s/2013s. Corn provisions unchanged at 32s/20 de 12s/2013s. Corn provisions unchanged at 38s/2013s. Corn provisions unchang

lassellas 3d; do average 128 mergles. Corn quiet and unchanged at 128 do. Connae 328 do. chance posses seed and at 528 down, the changed of the connection of the changed o natis. C. H. Durlee, Red river: Cotton Valley, Bastrop, John Wilson, Ouachita; Centennial, St. Louis: R. E. Lee, Vicksburg; Ka'le, Arkapolis; Willie, Atchafalaya; C. P. Choteau, J. A. Scudder, Memphis; Era No. 19. Bout friver.
Yesterday was a disagreeable day, so far as the weather could make it. There was considerable rain, which fell at intervals up to 4 o'clock, when it cleared off. Considerable shipping was done, notwithstanding the rain, and some good trips would have been carried away had it been a clear day. The rain interfered sections with the discharging of the Sam Roberts' barges—the E. O. Stanard, Golden Rule, Yazoo Valley, Trenton and the Seminole. The Gold Dust had a fine trip to St. Louis, part of which was too hogsheads Havana sugar. The Ashand also had a very fine trip to the Arkansas, the best of the season.

The Trenton, from the Tonsas, and Seminole, from the Ouachita, both arrived yesterday with all they could carry. The Trenton returns tomorrow positively.

Lew Rice stopped off the Clara S. for this trip, He was hunting for June Dunbar yesterday ovening to go out in his place.

The Danube, owing to a disarrangement of her machinery and the breaking of a rock shaft, which occurred below Batton Rouge, did not arrive until yesterday afternoon. A stiff wind blowing at the time, and the river being rough, she landed at the Ocean Ducks and waited until it cleared off.

The Silver City is laying at the wharf with a broken shaft, which occurred below Batton Rouge, did not arrive until yesterday afternoon. A stiff wind blowing at the time, and the river being rough, she landed at the Ocean Ducks and waited until it cleared off.

The Silver City is laying at the wharf with a broken shaft, when occurred work is a superior of the research of the Clara S. for this trip, when one remarkable trip made by the Yazoo Valley to Yazoo City and return. Her last trip is even more remarkable. She left here last Monday evening, went to Vicksburg and arrived here yesterday morning with a full load. Time to Vicksbu

best to get her discharged and out again las night.

The following are the departures in the Re-River Transportation Company announced fo River Transportation Company announced for the coming week: C. H. Durfee, C. W. Stinde master, Tuesday, and the Danube, Charles W. Thorn master, Wednesday, both to Jefferson and the La Beile, Capt, M. N. Wood, Saturday, to Shreyandeile, Shreveport. The Chas. P. Chouteau and John A. Scudder om Memphis, are both due to return Wednes

The Class, F. Cheuleau and John A. Scudder, from Memphis, are both due to return Wednesday.

The New Orleans and Ouachita Transportation Company's steamer John Wilson, leaves Wednesday for Ouachita City, carrying the United States mail.

The fleet Katic is the Vicksburg and bend packet for to morrow, through to Arkapolis,
The St. John leaves Wednesday at 12 m. for Baton Rouge, J. P. McElroy in command.

The Robert E. Lee, leaving Tuesday, connects at Vicksburg with the Anchor line for Memphis and ct. Louis.

The Unachita Belle, making semi-weekly trips to Bayou Sara, will leave Wednesday.
The new Golden Rule, Capt. O. P. Shinkle's beautiful C, L. and N. O. Packet Line steamer, arrived Friday night with a fine trip, and will return Tuesday. The Rule is an xcellent steamer and is a nder control of skillful officers.

Mr. W. R. Shaw has charge of the office.

The famous Charles Morgan will arrive tomorrow from the Ohio, and will be the next departure after the Rule.

The Big Sunflower, leaving here last Wednes-

day for the Atchafalaya, broke her shaft Thursday night, opposite Tunica, and had to return. Her freight was transferred to the Bertha, leaving last evening. The Sunflower will be ready for business again in a few days, and will leave Thursday next, the 17th inst., for Bayou des Glaizes. M. Dufour in command, Capt. A. P. Trous-dale in charge of the office.

See special notice to Atchafalaya and Bayou des Glaizes shippers.

The Lessie Taylor will be ready to leave Wednesday for the Atchafalaya.

The Lee has 37 bales of cotton, 984 sacks seed and 29 bags as ed cotton belonging to the cargo of the Yazoo Valley, and reported on her manifest total.

I the Yazoo Valley, and represented the Yazoo Valley, and represented the E. O. Stanard leaves Tuesday for St. T. 5 a.m.

Louis.

The St. Francis Belle leaves daily at 7:45 a.m. from Bienville street for Westwego, running in connection with the New Orleans and Texas Ballcoad to Donaldsonville.

The Blue Wing line steamer Belle, H. E. Harper master, J. E. Brou clerk, leaves to-morrow at 8 a. m. for the upper coast to Bonnet Carre.

Harper master, J. E. Bron clerk, leaves to-morrow at 8 a. m., for the upper coast to Bonnet Carre.

The Blue Wing No. 3, J. A. Comstock master, Messrs. Wood and Dean clerks, leaves to-morrow at 16 a. m. for Donaldsonville and the Ashland plantation.

The regular semi-weekly Bayou Lafourche packet W. J. Poitevent, U. D. Terrebonne in command, Gabe Block clerk, leaves to-morrow at 16 a. m., promptly, for Thibodaux, Capt. Frank Oakes backs out his fleet pussenger steamer Rapid Transit to-morrow, promptly at 16 a. m., for Piaquemine and all coast landings. Mr. L. E. Generelly has all coast landings. Mr. L. B. Generelly has all coast landings. Mr. E. Bernerelly has all coast manufactured to the Alvin, John Taylor mester, leaves to morrow at 12 m., and the Martha, W. S. Bassett master, Tuesday at 12 m. Both boats go through to Port Eads, and carry the United States mails.

The Gov. Alien will leave to-morrow at 5 p. m. for Bayou Sara, J. J. Brown master, S. B. Strock olerk.

The John H. Hanna leaves to morrow at 5 p. m. for Plaquemine, B ton Rouge and all coast landings. F. Bergeron in command, E. B. Trindiat clerk.

The katter of the proper service of the coast landings. F. Bergeron in command, E. B. Trindiat clerk.

The John H. Hanna leaves to morrow at 5 p. m. for Plaquemine. B ton Rouge and all coast landings. F. Bergeron in command, E. B. Trinidat clark. F. Bergeron in command and handings to Arkapolis.

The Katie, J. W. Tobin master, W. N. Calmes and leaves the seemi-weekly Bayou Lafourche packet Assumption, P. A. Charlet master, N. Z. Dupuis clerk, leaves to morrow at 5 p. m. for Laurel Valley.

The Henry Tete, J. F. Ancoin master, M. H. Landry clerk, will arrive this evening and leave Tuesday, at 10 a. m. for the coast and Donaldsonville.

The M. I. daily line steamer Mary Ida, J. A. Ruiz in command, leaves Tue day at 10 a. m., promptly, for the upper coast to Welbam's.

The superb Robert E. Lee, Wm. Campbell master, Messrs. Mevay and Cannon clerks, leaves Tuesday at 5 p. m. for the coast and Lafourche.

The David Hostetter, J. C. Griffith master, John Nose clerk, leaves Tuesday at 11 a. m. as a regular tri-weekly packet to the Magnolia Store. See advertisement.

The regular Black river, Tensas and Macon packet Trenton, J. B. Sullivian master, J. L. Robbins clerk, leaves to-morrow, without fail, at 5 p. m.

The John A. Scudder, Capt, J. Frank Hicks, leaves Wathesday for Memphis and the bends.

Robbins clerk, leaves to-morrow, without fall, at 5 p. m.

The John A. Soudder, Capt. J. Frank Hicks, leaves Wednesday for Memphis and the bends. The Sam Roberts and barges, Capt. A. J. Ross, detained yesterday on account of the bad weather, leaves to-morrow at 5 p. m. for Pittaburg and all intermediate points on the Oblo.

The steamer Danube, from Jefferson via Cane river, arrived yes erday, and had se cargo 1165 bales of cotton and 1231 sacks of cotton seed.

ilés bales of cotton and 1231 sacks of cotton seed.

The steamer David Hostetter on her yesterday's trip met with a slight accident about two miles below the city. She stripped one of her throttle valves and broke one of her rudders and had to return to the landing for repairs. She will, however, be ready to leave on Tuesday next,her regular day, for Pointe-a-la-Hache and all lower coast landings.

[By Telegraph.]

NATCHEZ, Jan. 12.—To J. B. Woods & Co., 104 Common street: Steamer Centennial will arrive Monday and leave for St. Louis Wednesday.

Exchange Clippings.

St. Louis Republican, January 10:

Don't fail to go to M. L. Byrne & Co.'s. From flonday next you will find bargains in every lepartment.

Philip Werlein, 135 Canal street, has our thanks or a very pretty spanking galop called "Make toom for Your Uncle," composed by Tommy's note.

STEAMSHIPS.

BREMEN.

NORTH GERMAN LLOYD, STEAM BETWEEN BREMEN AND NEW OR

LEANS, VIA HAVRE, SOUTH-AMPTON AND HAVANA.

The steamships of the North Geran Lloyd will resume their Regular Trips

From Bremen.

NURNBERG. Nov. 21
BRAUNSCHWEIG, Dec. 27
BRAUNSCHWEIG, Dec. 27
BRAUNSCHWEIG, Dec. 27
Braunschweiger about Jan. 27.
Braunschweiger about Feb. 17.
These steamers touch outward at Havre and Havana, and on their home trip at Havana and Southampton.

From Bremen. Southampton or Havre to Havana or New Orleans—Cabin, \$150 (gold); Steerage, \$36 (gold).

From Bremen. Southeans—Cabin, \$150 (gold); Steerage, \$36 (gold).
From New Orleans to Southampton, Havre or
Bremen—Cabin, \$150 (gold); Steerage, \$45 (gold).
From New Orleans to Havana—Cabin, \$36
(gold); Steerage, \$16 (gold),
Children under ten years, half price; \$11
dren under one year, free.
The company reserves the right to change the
route of the steamers, their advertised days of
departure and the prices of passage.
Passage tickets from Bremen, Southampton
or Havre to New Orleans issued by the undersigned.
For turther particulars apply to
ED. F. STOCKMEYER, & CO., Agents,
aust 1y

STEAMSHIPS.

TEXAS.

MORGAN LINE U. S. MAIL STEAMSHIPS. The following low-pressure Iron Steamships form these lines;
HARLAN, I.O., HARRIS, W.G., HEWES, MORGAN, JOSEPHINE, ST. MARY, GUSSIE, WHITNEY HUTCHINSON, CLINTON, CITY OF NORFOLK, I. C. HARRIS, W. G. HEWES, JOSEPHINE, ST. MARY, WHITNEY HUTCHINSON. CITY OF NORFOLK,

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

For Indianola, via Calveston Steamers leaving Morgan City SUNDAY.
TUESDAY, THURSDAY, connect at Galveston, transferring there to Steamer CITY OF NOR-FOLK both freight and passengers.
Through bills lading signed to Houston and to all points beyond on the Houston and Texas Central and G. H. and S. A. R. R. International and Great Northern Rallroad, and New Orleans and Texas Rallroad, via Clinton, and the Texas Transportation Company.
Freight charged as per new card rates,
San Antonio freights received and forwarded via Clinton and Galveston, Houston and San Antonio Rallway.

FOR HERIOS Santingo—
The iron steamer

The iron steamer

ST. MARY. Will leave on

No corn received without orders.
Lighterage at Brazos Santiago at risk and expense of consignees.
Freight received for and bills lading signed only to Brownsville, via Rio Grande Railroad, as per new tariff, less 33% per cent.
Freight payable in gold.

For Corpus Christi, Fulton and St. Mary's, via Rockport-The iron steamer ARANSAS,

Will leave Morgan City on TUESDAY, January 18. TUESDAY, January 18,
Lighterage to Corpus Christi (II any) at risk
and expense of consignees.
Freight for St. Mary's and Fulton landed at
Rockport.
Freight for all the above points received at the
Depot Morgan's Louisiana and Texas Railrosd,
foot of Lafayette street, daily, until 6 p. m.

PASSENGER AND MAIL BOUTE. For Calveston, Houston and Indianola,

Por Calveston, Houston and Indianels.

Passengers take Ballroad Ferryboat foot of St. Ann street, at 8:30 a. m., reaching Morgan Oity at 12:25 p. m., there connecting with steamers

CLINTON on SUNIAY.

JOSEPHINE on MONDAY.

HARLAN on TUESDAY.

WHITNEY on THURSDAY.

HUTCHINSON on FRIDAY.

CLI. TON ON BATTEDAY.

JOSEPHINE ON SUNDAY.

First class fare to Shreveport \$25—Time 45 hours.

Excursion tiekets for the round trip to Galveston and return, good for thirty days, issued at \$21,

Tickets and staterooms secured until 5, p. m daily (Sundays excepted), at Agent's office, or at the Ferry Landing, on morning of departure.

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

C. A. WHITNEY & CO., Agents, jel 19 Corner Magazine and Natchez sts,

C. A. WHITNEY & CO., Agents, Corner Magazine and Natchez sts, jel 1y

NEW YORK.

MORGAN'S NEW YORK LINE STEAMSHIPS. The following A1 Iron Steamships form this line—

LONE STAR, NEW YORK, GEN. WHITNEY. MORGAN CITY.

TUESDAY, January 15. INSURANCE TO NEW YORK X.
Freight for the above port received at the depos
of Lafayette street, daily until b p. m.
For freight apply to
CHAB. A. WHITNEY & CO., Agents,
jet 1y
Oor, Natchez and Magazine streets,

FLORIDA.

FOR WARRINGTON, PENSACOLA AND MILTON.

REQUIAR SEMI-WEEKLY PACKETS, The following first-class At stoamships will sail for the above ports as follows:

ALABAMA, F. Carroll, master, Leaves Dositively on WEDNESDAY, January 9, at 5 p.m.

AMITE, Joseph F. Boyle, master, Leaves TUESDAY, January 15, at 4 P. M. The above steamers will leave us above, nom. New Basin, Magnolia Bridge, Julia street side, For freight or passage apply on board or to C. M. Schla, Agent, aul6 tf

18 and 20 Union street.

HAVANA.

FOR HAVANA, CEDAR KEYS AND KEL WEST. UNITED STATES MAIL LINE.

LEAVING EVERY WEEK The first-class steamship

Baker, commande will leave wharf foot of Calliope street, SATURDAY, January 5, at 8 p. m. Passage rates to Havana, 440; Excursion Passage rates to Jacksonville, \$20, including

MARGARET,

tate rooms and meals. Through bills of lading issued to all points in

I. K. BOBERTS, 120 Common street,
Over Louisiana National Bank
on the

LIVERPOOL.

		THE PARTY NO.
LICE	Tons.	Commanders.
IANCELLO	i 2050	G. Reynolds. J. Corbishley.
GNAC	1000	W. Aiken.
RDOVA	1600	W. Lang.
SCOVERER	32500	. R. R. Williamson
CPLORER	2010	.W. Jackson.
LADIATOR.	1000	.L. Jones.

GLADIATOR HISTORIAN... LEGISLATOR. MEDIATOR. OBERON STATESMAN VANGUARD WARRIOR The steamship

will sail on or about January — 1878, from heg wharf, foot of Calliope street.
Will receive cotton and sign through bills o lading for the Continent, between Havre and Cronstact.
These steamships, being of light draft, will cross the bar of the Mississippi at all time without detention.
For freight apply to

DECAN & CO., 39 Carondelet street del ly SERRA LINE OF STEAMSHIPS BETWEEN NEW OBLEANS AND LIVERPOOL.

SERRA LINE OF STRANSCRIPS BEAUTIONS OF NEW ORLEANS AND LIVERPOOL. DIEGO 1848 tons Capt Gasanaga. GUILLERMO 1225 tons Capt Gasanaga. FEDERIOO 1625 tons Capt Bidohea, FEDERIOO 1666 tons Capt Mungici, CAROLINA 12.4 tons Capt Mungici, CAROLINA 12.4 tons Capt Arizuma, RITA. 889 tons Capt Gartez. JUANA 757 tons. Capt Gastanaga. The above powerfully built steamships will enter the New Orleans and Liverpool trade during the coming fail. Will receive cotton and sign through bills of lading to any ports of the Continent of Europe.

The steamship

BITA. will sall from her wharf SATURDAY, Nov. 27.
For freight and first class passage apply to
RANGER, FATMAN & CO., Agents
0041y 45 Carondeles street.