The New Orleans Bee.

OFFICE 73 CHARTRES STREET. NEW ORLEANS, SATURDAY MORNING, JULY 2, 1870. 43d YEAR.—Vol. XLIII.—Whole—15,101.

NEW COTTON TARIFF ON THE JACKSON RAILROAD.—Gen. McComb, President of this road, in accordance with his expressed determination, has very materially reduced the charges for freight on cotton on the road, as will be seen by the comparative tariffs under the old and the new régime, as given below. The next advisable step for the directory is to reduce the tariff for passengers:

From	Old.	New.
Canton	$3 50	$2 00
Calhoun	3 50	2 95
Madison	3 50	2 90
Pegalou	3 25	2 85
Jackson	3 25	2 75
Byram	3 25	2 70
Terry	3 25	2 65
Clyrstal Springs	3 20	2 60
Hazlehurst	3 20	2 55
Martinsville		2 55
Beauregard	3 20	2 50
Beauregard	3 20	2 50
Brookhaven	3 20	2 45
Bogue Chitto	3 20	2 40
Summit	3 20	2 35
Quinnis		2 35
Magnolia	3 20	2 30
Chatawa	3 20	2 30
Oneyka	3 20	2 25
Kirksville		2 25
Union Landing	3 20	2 25
Tangipaho	3 15	2 10
Arcola	3 15	2 10
Smith	3 15	2 00
Independence		2 00
Tickfaw	3 15	2 00
Hammond	3 15	2 00
Pontchatoula	3 15	2 00
Manchac	3 15	2 00
Frenier	3 15	2 00
Kenner	3 15	2 00

The general tariff, we learn, has been reduced from 10 to 30 per cent.

The Steamship Vazoo, Capt. Catharine, sailed at 4 P. M., yesterday, for Philadelphia, via Havana, full of freight. The following is a list of her passengers:

Miss Delves, Miss McLauchlin, W Reeves, Jno Ryan and family, Mr and Mrs Beebe, M Turrade, Mrs M J Stone, Mrs E A York, and others.

CITY INTELLIGENCE.

The Steamers Lee and Natchez.—The great contest between these two magnificent steamers for the championship of the Mississippi river was the universal topic of conversation here yesterday, and will continue to be the chief exciting subject, if connected, we imagine, till the contest is decided at Cairo.

The time made by the Lee and Natchez respectively is reckoned on the basis of their time of leaving this port—the Lee at 5:10 o'clock, and the Natchez at 5:03½ o'clock Thursday evening, June 30th.

The Lee having left a 5:01, Thursday evening, as stated, and arrived at Vicksburg at 5:35 last evening (Friday evening), or time to Vicksburg in 24 hours and 24 minutes, or as stated in our table, one day and 24 minutes.

The Lee, according to these statements, outruns the Natchez to Vicksburg only fourteen and one-half minutes, though she arrived there eighteen minutes in advance of the Natchez. But the Natchez has to overcome so as to arrive first at Cairo, to win the race, no allowance being made, in returning to the result, for time understand, for the difference, in the time of starting of the two boats from New Orleans.

Old steamboatmen tell us that it is exceedingly difficult for one boat to pass another, even if the hindmost boat is faster, so that in this respect the Lee gained a good deal when getting a few minutes start of the Natchez in leaving our port. The betting as at first, at all events, is by large odds in favor of the Lee, and should the Natchez pass her, as the Shotwell passed the Eclipse, between Memphis and Cairo, and eventually win the race, several hundred thousand dollars, we imagine, would be lost on the New Orleans fancy steamer.

Whatever the result, both boats have already established their reputations as being the swiftest, perhaps, afloat on the Mississippi. The excitement, we believe, exceeds that caused by the race between the Eclipse and Shotwell. Everywhere upon the streets we see anxious crowds out into the contest. Every kind of anxiety is manifested on their respective favorites. Some seem to have a preference for Capt. Cannon's boat simply because she bears the name of the illustrious Robt. E. Lee. He and Capt. Leathers, of the Natchez, have each of them boats of friendship independent of their boats, who wish them success from personal motives. As for ourselves, we are satisfied to know that both have such fine boats, and are such clever gentlemen, and hope they may long be able to command such magnificent steamers.

Fastest Runs of Mississippi Steamers.—The following table of the fast times, given in days, hours and minutes, as made by the respective boats named, upon the Mississippi, will be found interesting for reference:

Year.	Steamer.	Days.	Hours.	Min.
May, 1853	Grand	3	5	40
July, 1853	Crescent	3	18	20
April, 1857	Enterprise	4	11	
Nov., 1857	Washington	3		
Nov., 1857	Sunfish	3	20	
Nov., 1857	Swanton	3	7	20
Nov., 1857	Tecumseh	3	7	
Nov., 1857	Tennessee	3	21	
Nov., 1857	Natchez	1	17	
Nov., 1857	Belle Key West	1	9	
Nov., 1857	Belle of the West	1	19	
Nov., 1857	Old Hickory	1	18	45
Nov., 1857	Magnolia	1	19	50
Nov., 1857	Ben Sherwood	1	20	30
Nov., 1857	Southern Belle	1	20	45
Nov., 1857	Princess No. 4	1	21	30
Nov., 1857	Eclipse	1	22	
Nov., 1857	New Princess	1	18	30
Nov., 1857	New Orleans	1	17	30
Nov., 1857	Natchez	1	17	26
Nov., 1857	Natchez	1	17	14½

A matter of still further interest for reference is connected with the pending race between the Lee and Natchez, we append the following statement, which appeared, we find, recently officially in the "American Coast and Steam Navigation Guide":

Distance from New Orleans to Vicksburg	270 miles.
" " Vicksburg to Grand Gulf	52 "
" " Grand Gulf to Natchez	60 "
" " Natchez to Vidalia	60 "
" " Vidalia to Delta	60 "
" " Delta to Memphis	70 "
" " Memphis to Cairo	160 "
" " Cairo to St. Louis	160 "
" " New Orleans to St. Louis	1217 "

Crescent Conclave No. 18, A. W. M.—This chapter have elected the following officers for the ensuing term: M. P.; G. Cornelius, Illustrious Commander; M. J. Leroy, Provost; E. Dunn, Scribe; G. Leroy, Jr., Treasurer; L. J. B. Bruné, Prelate; F. J. Lodwig, Master of Ceremonies; G. Cornelius, Herald; H. Mann, Captain of the Guard; J. Lefebre, Sentinel.

The following named officers were elected to serve the ensuing term of Crescent Encampment No. 7, S. W. M.: A. J. Lewis, M. E. Commander; L. A. Wiltz, Generalissimo; F. V. Nicholas, Captain General; E. Dunn, Scribe; G. Leroy, Jr., Treasurer; Pujol Prelate; L. J. B. Bruné, Master of Ceremonies; J. J. Audirac, Senior Warden; G. Cornelius, Herald; J. H. Raines, Junior Warden; Field, Sentinel; Dr. Ford, Sub-marshal; Bachmeier, Delegate to the Supreme Council; also, A. J. Lewis, Past Supreme Scribe; and G. Cornelius, Past Supreme Sentinel.

Died of Wounds.—Mr. Frank Brown, the keeper of the City Park House, opposite the City Park race course, on Friday last, was cut about two weeks ago by a man named Hermann Bottner, and on Friday morning of lockjaw (tetanus) set in. Coroner Avila was notified, and will hold an inquest. A warrant for the arrest of Bottner was issued by Justice Hyams, but the officer was released on bail, as it seems the wounds of Mr. Brown were not considered dangerous. Bottner is a German, and has a family. Corporal Ross and remanded him to the next bail.

Firemen's Excursion to Biloxi.—We are indebted to Mississippi Fire Company No. 3, through Mr. Edward A. Burke, of their committee, for a polite solicitation to accompany them on their excursion across the Lake this evening, to celebrate the anniversary of their beautiful engine, the "Lady Blessey." The company, with their invited guests, will leave the city at 3 P. M. on the Pontchartrain cars, taking the steamer Creole at the Lake, and returning from Biloxi Monday night, arriving here Tuesday morning.

The party will be received at Biloxi by the Mayor and Council of the town, and will be entertained by Mrs. Blessey, wife of our distinguished fellow citizen, E. Blessey, Esq. A match game of base ball between "Mississippi" and Biloxi Clubs Sunday, and a grand picnic and dance on Monday July 5th, are embraced in the programme. Tickets and excursion hats are to be had of the committee, at the company's engine house, where parties intending to go will please leave their names.

The writer will endeavor to be on hand.

Fourth District Court.—We are requested to state that the appeal of cases in this court for the first two weeks of November will be heard at 11 o'clock this morning. The attorneys should be present. During the vacation, which commences to-morrow, Judge Theard will sit every Wednesday of each week, to act on interlocutory orders.

The Fire at the Lake.—The two men, Louis Gautier and Theodore Jacobi, cooks, arrested on suspicion of having set fire to the New Lake House, owned by the Canal Bank, and kept for several years by Major Hoyt, which was destroyed by the Thursday morning, have been released, the fire appearing to have been accidental. The loss is estimated at about $15,000, cost of the building covered by insurance, and about $12,000 in furniture of Major Hoyt, which was not insured.

Shooting.—Yesterday morning Fanny Hinckley fired two shots from a Colt's pistol at a negro named George Washington, who was passing at the corner of Basin and Gasquet streets, all without known cause. The negro escaped by dodging into the gutter. Fanny was arrested.

Surrendered Himself.—George Deno has surrendered himself, fearing that a warrant would be issued for his arrest on the charge of cutting Charles Ward, a sailor, in the boarding house No. 19 Tremé street.

Alleged Incendiarism.—Philip Heckler, a youth of 14 years, was arrested by Capt. McCann, of a charge of having twice attempted to set fire to the premises occupied by Frank Wittum, proprietor of the Casino Saloon on Customhouse street. The boy says he had no reason for doing so, except that he was excited with drinking beer and wine. He was remanded to prison.

Burglary.—The residence of Mr. G. A. White, on Melpomene street, was burglariously entered and robbed of a gold watch worth $130, a ring valued at $100, and about $50 worth of clothing.

First District Court.—Sentence.—George Taylor, who brutally attempted to murder his wife, by cutting her most fearfully on Saturday last, on Bayou road, corner of South Market street, was sentenced to two years' hard labor, the time to begin on the expiration of his first imprisonment.

Geo. W. Williams, alias the Major, for carrying concealed weapons, was sentenced to thirty dollars fine, or ten days Parish Prison.

Peter Coleman, who pleaded guilty of having stolen a coat, worth fifteen dollars, from Mr. Lyons, on the 6th of June, was sentenced to eighteen months hard labor at the Penitentiary.

Silas Johnson, colored, who plead guilty to carrying a concealed weapon, an iron rod on a piece of rope, he used as a slung-shot, was sent to the Parish Prison for three months.

OUR LOUISIANA RULERS.

The Washington correspondent of the Chicago *Tribune*, one of the leading Republican journals of the West, has sent to that paper a telegraphy accurate account of the condition of affairs in the Reconstructed States, and he also furnishes some interesting personal information concerning the leading kind of actors in assuming the subject, and even the ladies are enthused to a degree that makes many of them eagerly desirous of their respective favorites. Some seem to have a preference for Capt. Cannon's boat simply because she bears the name of the illustrious Robt. E. Lee. He and Capt. Leathers, of the Natchez, have each of them boats of friendship independent of their boats, who wish them success from personal motives. As for ourselves, we are satisfied to know that both have such fine boats, and are such clever gentlemen, and hope they may long be able to command such magnificent steamers.

Fastest Runs of Mississippi Steamers.—The following table of the fast times, given in days, hours and minutes, as made by the respective boats named, upon the Mississippi, will be found interesting for refer-

Year.	Steamer.	Days.	Hours.	Min.
May, 1853	Grand	3	5	40
July, 1853	Crescent	3	18	20
April, 1857	Enterprise	4	11	
Nov., 1857	Washington	3		
Nov., 1857	Sunfish	3	20	
Nov., 1857	Swanton	3	7	20
Nov., 1857	Tecumseh	3	7	
Nov., 1857	Tennessee	3	21	
Nov., 1857	Natchez	1	17	
Nov., 1857	Belle Key West	1	9	
Nov., 1857	Belle of the West	1	19	
Nov., 1857	Old Hickory	1	18	45
Nov., 1857	Magnolia	1	19	50
Nov., 1857	Ben Sherwood	1	20	30
Nov., 1857	Southern Belle	1	20	45
Nov., 1857	Princess No. 4	1	21	30
Nov., 1857	Eclipse	1	22	
Nov., 1857	New Princess	1	18	30
Nov., 1857	New Orleans	1	17	30
Nov., 1857	Natchez	1	17	26
Nov., 1857	Natchez	1	17	14½

The following table exhibits the improvement in the speed of boats on the Mississippi since 1834 up to the present time, as tested by their running from New Orleans to Natchez, a distance of 301 miles:

	Steamer.	Days.	Hours.	Min.
May, 1834	Comet	3	5	40
July, 1853	Enterprise	4	11	20
April, 1857	Washington	3		
Nov., 1857	Sunfish	3	20	
Nov., 1857	Swanton	3	7	20
Nov., 1857	Tecumseh	3	7	
Nov., 1857	Tennessee	3	21	
Nov., 1857	Natchez	1	17	
Nov., 1857	Belle Key West	1	9	
Nov., 1857	Belle of the West	1	19	
Nov., 1857	Old Hickory	1	18	45
Nov., 1857	Magnolia	1	19	50
Nov., 1857	Ben Sherwood	1	20	30
Nov., 1857	Southern Belle	1	20	45
Nov., 1857	Princess No. 4	1	21	30
Nov., 1857	Eclipse	1	22	
Nov., 1857	New Princess	1	18	30
Nov., 1857	New Orleans	1	17	30
Nov., 1857	Natchez	1	17	26
Nov., 1857	Natchez	1	17	14½

A matter of still further interest for reference is connected with the pending race between the Lee and Natchez, we append the following statement, which appeared, we find, recently officially in the "American Coast and Steam Navigation Guide":

Distance from New Orleans to Vicksburg	270 miles.
" " Vicksburg to Grand Gulf	52 "
" " Grand Gulf to Natchez	60 "
" " Natchez to Vidalia	60 "
" " Vidalia to Delta	60 "
" " Delta to Memphis	70 "
" " Memphis to Cairo	160 "
" " Cairo to St. Louis	160 "
" " New Orleans to St. Louis	1217 "

Crescent Conclave No. 18, A. W. M.—This chapter have elected the following officers for the ensuing term: M. P.; G. Cornelius, Illustrious Commander; M. J. Leroy, Provost; E. Dunn, Scribe; G. Leroy, Jr., Treasurer; L. J. B. Bruné, Prelate; F. J. Lodwig, Master of Ceremonies; G. Cornelius, Herald; H. Mann, Captain of the Guard; J. Lefebre, Sentinel.

The following named officers were elected to serve the ensuing term of Crescent Encampment No. 7, S. W. M.: A. J. Lewis, M. E. Commander; L. A. Wiltz, Generalissimo; F. V. Nicholas, Captain General; E. Dunn, Scribe; G. Leroy, Jr., Treasurer; Pujol Prelate; L. J. B. Bruné, Master of Ceremonies; J. J. Audirac, Senior Warden; G. Cornelius, Herald; J. H. Raines, Junior Warden; Field, Sentinel; Dr. Ford, Sub-marshal; Bachmeier, Delegate to the Supreme Council; also, A. J. Lewis, Past Supreme Scribe; and G. Cornelius, Past Supreme Sentinel.

Died of Wounds.—Mr. Frank Brown, the keeper of the City Park House, opposite the City Park race course, on Friday last, was cut about two weeks ago by a man named Hermann Bottner, and on Friday morning of lockjaw (tetanus) set in. Coroner Avila was notified, and will hold an inquest. A warrant for the arrest of Bottner was issued by Justice Hyams, but the officer was released on bail, as it seems the wounds of Mr. Brown were not considered dangerous. Bottner is a German, and has a family. Corporal Ross and remanded him to the next bail.

BY TELEGRAPH.

(To the New Orleans Bee.)

FROM WASHINGTON.

Congressional Proceedings.

The Income Tax Abolished.

The Funding Bill Adopted.

The writer will endeavor to be on hand.

No Modification of the Whisky Tax.

The New Orleans Firemen in Philadelphia.

Meeting of Conservative Members of the Virginia Legislature.

FOREIGN NEWS.

Discussion on the Military Contingent Bill in the Corps Legislatif.

Miscellaneous Intelligence.

WASHINGTON ITEMS.

Washington, July 1.—Internal revenue receipts to-day over $1,000,000.

Gen. Sherman and family go to Berkley Springs to spend the summer.

The Cabinet Commissioner asks $1,000,000 additional to complete his work.

The Cabinet met to-day and will meet again on Friday.

The President left at 9 o'clock for Connecticut.

The decrease in the debt during June is nearly $20,000,000.

Coin in the Treasury $113,750,000, and nearly $30,000,000 in currency.

Washington, July 1.—The President made the following nominations to-day: Moses H. Grinnell, Collector, District of New York; Thomas Murphy, Collector of Customs, New York; Wm. P. Richardson, Collector of Customs, Boston; Wm. Pitt Kellogg, Surveyor, Port of New Orleans; Thomas Hamilton, Internal Revenue Collector, Second North Carolina District; Wm. Cook, United States District Attorney for Georgia.

The heavy whisky jobbers have departed. Internal Revenue Commissioner, Mr. Wilkinson, Secretary Boutwell and Messrs. Schenck and Sherman that there will be no modification of the whisky tax, or regulations.

The Senate resumed a consideration of the Tax bill. There was a spirited discussion on the proposition to tax incomes from Government bonds at 5 per cent.

An amendment was adopted providing that the tax on salaries of Government officers shall cease on August 1st.

Hitchcock, as granting the right of way to the Alabama road through the public lands in California passed.

The Funding bill, as reported by the Ways and Means Committee, was taken up and passed—yeas, 129; nays, 47.

The bill authorizes the issue of $1,000,000,000 of bonds, redeemable in 30 years at 4 per cent, into gold, exempt from taxation by the United States or States; the bonds to be known as "funding bonds." It also authorizes the Secretary of the Treasury to receive gold on deposit, in sums not less than $100, for which he issues are to be limited bearing 3 per cent interest.

These deposits may be withdrawn at any time on thirty days notice—75 per cent of these deposits to be used in redeeming the bonds.

The bill directs that all bonds purchased by the Secretary of the Treasury, now held in the Treasury, shall be cancelled and destroyed, and all bonds redeemed hereafter shall be cancelled and destroyed, and omitted from the outstanding public debt.

MISCELLANEOUS INTELLIGENCE.

Denver, Col., July 1.—A terrible storm with wind and lightning, passed over here this evening. Hailstones as large as walnuts fell for an hour.

It is reported that parties from Lamed Padre that the corn is destroyed by it.

Richmond, Va., July 1.—Lewis Kennedy, colored, who ravished and murdered Miss Sweet at the house of Kent county, and John Baker, her farm manager, was executed this morning at New Kent Court-house. When the drop fell those grave ways and Kennedy fell to the ground, his neck being badly injured by the fall. He walked to the platform in second time, and when the drop again fell, and after a prolonged struggle Kentucky died. He made a confession that he had committed the two murders, but had only attempted to ravish Mrs. Sweet, her resistance having prevented his succeeding. After the murder Kennedy fled to the house burning Mrs. Stewart's body in it.

Fort Scott, Kansas, July 1.—Arrangements have been completed between the city of Fort Scott, Missouri, Kansas and Texas Railroad for the completion of the road from Zealalia, Mo., to this city in sixty days. The machine shops have also been secured for Fort Scott. One thousand men, is now at work, and the force is constantly increasing.

Richmond, July 1.—At a meeting of the Conservative members of the Legislature, held this evening, a committee was appointed to report a plan to be submitted to the Legislature for redistricting the Congressional Districts of the State; also to consider the organization of parties in the State. Senator Snowden, a prominent Democrat, presided. The committee to report to-morrow.

Lexington, Va., July 1.—General R. E. Lee left this morning, en route North. He is much benefited in health, and is in fine spirits. A great demonstration was made over his arrival at Charlottesville by the students, where he was joined by the Hon. Geo. M. Bedinger.

The train this evening was crowded with passengers for the Springs.

Chicago, July 1.—Total loss on the distillery burned at Lyons yesterday $176,000. Insurance $172,000.

There were five cases of sun-stroke here yesterday, four of which were fatal.

Philadelphia, July 1.—The New Orleans firemen visited Independent Hall to-day, where they were formally received by Mayor Fox. The reception was made by Henry Swan, Capt. of Hope Hook and Ladder Co., on behalf of the visitors.

They subsequently paid a visit to the Academy of Natural Sciences, the Mint and Girard College. They visit Atlantic to-morrow with the Hibernia Engine Company.

FOREIGN INTELLIGENCE.

Paris, July 1.—The sitting of the Corps Legislatif yesterday was much agitated by the discussion of the Military contingent bill. The Government asks for 90,000 instead of 100,000, men the usual number.

Jules Favre made a spirited and eloquent speech against the continuance of a large standing army.

Mr. Thiers thought the state of Europe was reassuring, and France should be prepared.

Favre quoted in reply, from the yellow book, official documents on peace and tranquility and wanted to know why such military establishment was kept up, unless France was about to disturb the peace of Europe. The Princess des Ursins, Blackwood's Magazine; a review of the Poems of Dante Gabriel Rossetti, by William Morris, *Academy*; The Velocity of Thought, *Nature*; French Lunacies, *Pall Mall Gazette*; Among my Books, *Spectator*; The Stature and Bulk of Man in the British Isles, *Pall Mall Gazette*; Lapp People, *Saturday Review*; Madame Lafayette, *St. Paul's*. The Objects of Art, *Fraser's Magazine*; Michael Faraday, *St. Paul's*; Crocodiles, *Nature*; Once a Week; French Liberals and the plebiscite, *Saturday Review*; The Disturbances in Italy, *Pall Mall Gazette*; Hastings, *Saturday Review*; Mr. Arnold on St. Paul, *Spectator*; The Story of the Amalgamation, complete, *Macmillan's Magazine*; Examinations of Candidates for Civil Service by Charles Lever, and "Dorothy Fox," and numerous other articles.

The next number (the first in July) begins a new volume, and is a good one with which to begin a subscription.

The regular subscription price of this 64 page weekly magazine is $4 per year, which it is sent *free of postage* on for $10, any one of the American $4 magazines is supplied to new subscribers (with prepayment of postage) for a year. LITTELL & GAY, Boston, are the publishers.

The Welsh language has not yielded to the influence of the long established connection between Wales and England. The Welsh still establish churches in Wales, refuse to institute clergymen unacquainted with Welsh, and are supported in their use of it by the Established Church. The English is spoken throughout nearly all Ireland, Scotland, and the Isle of Man, while Welsh is still used in its primitive purity in Wales.

Dickens is said to have given Mr. Wilkins Mc'awber a playful and extravagant portrait of his father. Mr. John Dickens, an impecunious clerk in the Navy Pay Office, whose peculiar "better" Charles collected and paid.

MONETARY AND FINANCIAL.

FRIDAY EVENING, July 1, 1870.

The Money market has shown less ease within the past day or two, and under the demand for seasonal gold a little scarcity of available capital has gradually developed at the same time, however, there has been no particular advance, although we hear of occasional negotiations at the street at a fraction above quotations. The ruling rates available are 6@12 per cent per annum. At notes secured by prime collaterals and first-class business paper without qualifiers, and 15 to 24 per cent on second class. Bankers' notes are quoted at 9@10 per cent. Prime annuity first class, and 11@13 for second grade. The New Orleans Canal Bank declared a dividend yesterday of six per cent from the profits of the past six months, payable on and after the 5th inst. The Bank of New Orleans declared a dividend of 6 per cent to-day, also payable on and after the second Monday of July.

Gold opened at 112¾ and closed at 112¾ against 112¾. The sales included $200 bonds for call, $100 at 112¾, $5000 and $5000 at 112¾, $5000, $5000, $10,000 and $10,000 at 113, and $5000, $5000 and $5000 at 113¼. We have heard of no transactions in time. It is quoted at ¼@¾ premium between half-dollars, and ¾@1 per cent premium in gold for Mexican dollars.

Operations in Foreign Exchange were of an extent and under the improvement in gold, rates advanced ¼@¾ per cent for sterling and closed about ¼@¾ per cent higher. Of $4000 bill of lading sold at 107½, £4000 clear at 107¾, £3000 clear at 107¾, £2500 at 107¾ and £2,000 private bankers at 108, and £3000 bank at 108¾. The transactions in francs continued large, including 50,000 francs at 5.17½@5.17½, and 40,000 private bankers at 5.15. Sterling may be quoted at 107¾@108 for good to prime bill of lading and clear, and 108@108¾ for bank and Francs nominal at 5.16¾@5.17½ for the former and 5.15¾@5.16¼ for the latter.

Domestic Exchange was still easier. The banks drew on New York at par's to ¼ cent premium for small sums, and the drafts sold at ¼@½ cent premium. Messrs. Shepherd & Co. sold $50,000 remittances to-day at ½ cent premium, and $20,000 bank and commercial and $20,000 bank and private bankers' at ¾@¾ premium. Messrs. Merrill, Horstmann & Co. sold $50,000 private bankers' at 5-32, and $10,000 commercial, and $40,000 private bankers' at 3-16. Messrs. Fisher & Co. sold $50,000 private bankers' at 3-16. Messrs. Ship Island Railroad Co. were paying out 30c, 250 and 500 de at 95c, 600 de at 95c, 1000 de at 95⅞c, 500 de at 96c, Crescent City Slaughter-House at 97½, 50 at 97¾, and 100 Mississippi Valley Lodge at 97.

Nothing transpired in Bonds. We note sales of $1000 Metropolitan Police at 90½, and $1000 (yesterday) at the same, and $300 new State at 84. Dealers bought $1000 Metropolitan Police at 90, and sold Metropolitan Police at 90½, and sold the former at 90¼, $2000 city sevens at 97 cent. redemption certificates changed hands yesterday at 95.

City Treasury notes were in request at 99@99½, and changed hands at 10 per cent discount, all the particulars of which were unpublished. Delinquent taxes for small sums are now advanced to 12½@15 buying and 10@12 selling.

We quote:

Bank of Louisiana		
Louisiana State Bank	14 75	99 15 35
Louisiana State Bank	14 75	99 15 35
Canal Bank	14 75	99 15 35
Union Bank	14 75	99 15 35
Citizens' Bank	14 75	99 15 35
Bank of New Orleans	14 75	99 15 35
Southern Bank	14 75	99 15 35
Mechanics' Bank	14 75	99 15 35
Tradesmen's Bank	14 75	99 15 35
Crescent City Bank	14 75	99 15 35
Germania National Bank	14 75	99 15 35
Louisiana National Bank	14 75	99 15 35
Union Bank	14 75	99 15 35
Union Insurance Company	14 75	99 15 35
Louisiana Insurance Co	14 75	99 15 35
Commercial Insurance Co	14 75	99 15 35
Factors and Traders' Ins. Co	14 75	99 15 35
Crescent City	14 75	99 15 35
Crescent City Slaughter-house	14 75	99 15 35
Mississippi Valley	14 75	99 15 35
Mississippi	14 75	99 15 35
Louisiana Manufacturing Co	14 75	99 15 35
Louisiana State Lottery	14 75	99 15 35
Sugar Refining	14 75	99 15 35
Loan and Pledge Association	14 75	99 15 35
Jackson Railroad	14 75	99 15 35
Lake Pontchartrain	14 75	99 15 35
Lake Pontchartrain Ferry	14 75	99 15 35
New Orleans City Railroad	14 75	99 15 35
Carrollton Railroad	14 75	99 15 35
Canal Street Railroad	14 75	99 15 35
Canal and Claiborne R. R.	14 75	99 15 35
Canal and Claiborne St. R. R.	14 75	99 15 35
Orleans Railroad	14 75	99 15 35
Gas Company	14 75	99 15 35
New Orleans Gas Light Co	14 75	99 15 35
Louisiana Gas Light Co	14 75	99 15 35
Louisiana State Stock (1868)	14 75	99 15 35
Louisiana State Stock (old)	14 75	99 15 35
Louisiana State Stock	14 75	99 15 35
State Bonds Louisiana and Tex.	14 75	99 15 35
Levee Bonds	14 75	99 15 35
State Bonds	14 75	99 15 35
State Levee Scrip	14 75	99 15 35
State Levee Certificates	14 75	99 15 35
Consolidated City Bonds	14 75	99 15 35
Municipal City Bonds	14 75	99 15 35
City Five Per Cents	14 75	99 15 35
City Six Per Cents	14 75	99 15 35
City Ten Per Cents	14 75	99 15 35
Jackson Railroad Bonds	14 75	99 15 35
Jackson Railroad First Mortgage	14 75	99 15 35
Jackson Railroad Second Mortgage	14 75	99 15 35
Orleans Railroad Bonds	14 75	99 15 35
Orleans Railroad First Mortgage	14 75	99 15 35
Orleans Railroad Second Mortgage	14 75	99 15 35
Opelousas Railroad	14 75	99 15 35
Opelousas Railroad First Mortgage	14 75	99 15 35
Opelousas Railroad Second Mortgage	14 75	99 15 35
Opelousas Railroad Third Mortgage	14 75	99 15 35
Opelousas Railroad Fourth Mortgage	14 75	99 15 35
Opelousas Railroad Fifth Mortgage	14 75	99 15 35
Opelousas Railroad Sixth Mortgage	14 75	99 15 35
Opelousas Railroad Seventh Mortgage	14 75	99 15 35
Opelousas Railroad Eighth Mortgage	14 75	99 15 35
Opelousas Railroad Ninth Mortgage	14 75	99 15 35
Opelousas Railroad Tenth Mortgage	14 75	99 15 35
Opelousas Railroad Eleventh Mortgage	14 75	99 15 35
Opelousas Railroad Twelfth Mortgage	14 75	99 15 35
Opelousas Railroad Thirteenth Mortgage	14 75	99 15 35
Opelousas Railroad Fourteenth Mortgage	14 75	99 15 35
Opelousas Railroad Fifteenth Mortgage	14 75	99 15 35
Opelousas Railroad Sixteenth Mortgage	14 75	99 15 35
Opelousas Railroad Seventeenth Mortgage	14 75	99 15 35
Opelousas Railroad Eighteenth Mortgage	14 75	99 15 35
Opelousas Railroad Nineteenth Mortgage	14 75	99 15 35
Opelousas Railroad Twentieth Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-first Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-second Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-third Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-fourth Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-fifth Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-sixth Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-seventh Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-eighth Mortgage	14 75	99 15 35
Opelousas Railroad Twenty-ninth Mortgage	14 75	99 15 35
Opelousas Railroad Thirtieth Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-first Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-second Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-third Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-fourth Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-fifth Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-sixth Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-seventh Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-eighth Mortgage	14 75	99 15 35
Opelousas Railroad Thirty-ninth Mortgage	14 75	99 15 35
Opelousas Railroad Fortieth Mortgage	14 75	99 15 35
Opelousas Railroad Forty-first Mortgage	14 75	99 15 35
Opelousas Railroad Forty-second Mortgage	14 75	99 15 35
Opelousas Railroad Forty-third Mortgage	14 75	99 15 35
Opelousas Railroad Forty-fourth Mortgage	14 75	99 15 35
Opelousas Railroad Forty-fifth Mortgage	14 75	99 15 35
Opelousas Railroad Forty-sixth Mortgage	14 75	99 15 35
Opelousas Railroad Forty-seventh Mortgage	14 75	99 15 35
Opelousas Railroad Forty-eighth Mortgage	14 75	99 15 35
Opelousas Railroad Forty-ninth Mortgage	14 75	99 15 35
Opelousas Railroad Fiftieth Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-first Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-second Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-third Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-fourth Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-fifth Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-sixth Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-seventh Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-eighth Mortgage	14 75	99 15 35
Opelousas Railroad Fifty-ninth Mortgage	14 75	99 15 35
Opelousas Railroad Sixtieth Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-first Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-second Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-third Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-fourth Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-fifth Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-sixth Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-seventh Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-eighth Mortgage	14 75	99 15 35
Opelousas Railroad Sixty-ninth Mortgage	14 75	99 15 35
Opelousas Railroad Seventieth Mortgage	14 75	99 15 35
Opelousas Railroad Seventy-first Mortgage	14 75	99 15 35
Opelousas Railroad Seventy-second Mortgage	14 75	99 15 35
Opelousas Railroad Seventy-third Mortgage	14 75	99 15 35
Opelousas Railroad Seventy-fourth