MEMPHIS APPEAL.

Office—No. 13 Jefferson Street.

Memphis and Little Rock Railroad

TO MADISON AND LITTLE ROCK, ARK.

Going West—Leave Memphis Monday, Wednesday and Friday, at 7 a.m.

Coming East—Leave Madison Tuesday, Thursday and Saturday, at 7:30 a.m. Arrive at Memphis at 1 o'clock p.m.

JAS. W. ROBERTSON,
oc2 General Superintendent.

Mississippi and Tennessee Railroad.

	ARRIVE.	DEPART.
New Orleans Express, daily	3:00 p.m.	3:05 p.m.
Sardis accom'n, daily, except Sunday	8:30 a.m.	5:00 p.m.
Freight, (North Tuesday, Thursday and Saturday; South, Monday, Wednesday and Friday)	4:15 p.m.	7:00 a.m.

Takes effect Sunday, August 16, 1868.

A. S. LIVERMORE, Gen'l Sup't.
C. P. OAKLEY Gen. Ticket Ag't. aug18

Memphis and Charleston Railroad.

	ARRIVE.	DEPART.
Through Mail (daily)	6:20 p.m.	12:00 p.m
Through Express	10:40 p.m.	11:30 p.m

(This train does not leave Saturdays.)

Corinth Accommodation, daily, (except Sundays) at		6:00 a.m
Somerville Accommodation daily (except Sunday)	8:25 a.m.	5:10 p.m

Railroad Time is 30 minutes faster than city time.

Ticket office, 276 Main street and at Depot.

W. J. ROSS, Gen'l Sup't.

Memphis and Louisville Railroad Line.

	DEPART.	ARRIVE.
Day Express, R. R. time	8:30 a.m.	2:45 p.m
" City time	8:10 a.m.	
Night Express, R. R. time	8:15 p.m.	8:00 a.m
" City time	8:55 p.m.	

HUMBOLDT ACCOMMODATION.

Leave Memphis, Railroad time	4:30 p.m	
" City time	4:10 p.m	
Arrive		9:20 a.m

Ticket offices No. 287½ Main street and at Depot, head of Main street.

SAM. R. JONES, Gen'l Sup't.

CITY MATTERS.

ONLY five arrests in the Second District yesterday up to 6 p.m.

A REAL AUTUMN day was yesterday, making heavy clothing and fires very desirable.

DISCHARGES in bankruptcy were issued to Robert S. Strong and N. Schwarzenberg.

THE "DRY GOODS" case which has been hanging fire before 'Squire Millard, was yesterday dismissed.

THE Pacific and Atlantic Telegraph Company yesterday erected their poles from the depot to the office. Each pole has four insulations.

FIRE.—There was a little fire at Quin's carriage factory on Second street, on Wednesday night. It was extinguished before any damage was done. It was evidently the work of an incendiary.

THE HOGS captured in the hands of negro thieves a night or two ago by the First District police, are still at the Adams street station, and seem to be as much at home as any of its inmates.

HON. EMERSON ETHERIDGE.—This distinguished orator and patriot will address the people at Grand Junction tomorrow (Friday), at Trenton on next Monday, the 12th inst, and at Dyersburg the ensuing Saturday, the 17th inst.

CHARLEY MOODY, the negro desperado captured a few nights ago, will be brought before 'Squire Black this morning at 10 o'clock, on charge of assaulting Steve Allen, another negro, with intent to commit murder, and robbing him.

LOST.—Yesterday between 4 and 5 o'clock a collector's book containing a number of receipts for lots sold in Calvary Cemetery. The finder will please leave the same at this office, or 209 Linden street.

TENTH WARD DEMOCRATIC CLUB. Regular meeting this evening at 7½ o'clock. Important business will be transacted. Able speakers will address the meeting. JOHN DONOVAN, Recording Sec'y.

PERSONAL.—C. P. Norris, Esq., Vice President of the First National Bank of this city, who has been absent on a tour of recreation, returned yesterday and resumed his seat in the bank. A hasty trip through Minnesota and other bracing climes has apparently given him a new lease of life.

THE GARROTERS.—Warrants were issued yesterday, by 'Squire Griffith, for Frank Foley, John Burns, Jem. Maddox, and Jimmy Boyle. They will be brought before the 'Squire this morning at 10 o'clock for a preliminary examination on charge of complicity in the garroting and thugging affair of Wednesday night.

CAPT. DAN. ABLE, our former fellow-townsman seems to be as popular in his present home as he formerly was in Memphis. We see that the nominating convention have run his name up as the candidate of the Democratic party for Sheriff of St. Louis county, Mo. May he "go in and win!"

AT A MEETING of Bluff City Division No. 11, Sons of Temperance, the following officers were elected: P. M. Finley, W. P.; J. Weller, W. A.; G. J. Campbell, R. S.; R. F. Price, A. R. S.; Fulton, F. S.; L. M. Boon, Treasurer; Ed. Letsom, Chaplain; C. R. Price, Con.; Frank Cheek, J. S.; Dr. F. L. Sim, P. W. P.

THE SOUTHERN CULTIVATOR for October is on our table. It contains the usual amount of valuable reading matter on agricultural and horticultural subjects, and should be in the hands of every farmer and gardener. The articles on the diseases of animals, among which are essays on Carbonne and the cattle plague are especially interesting and worthy of close perusal.

THERE was considerable interest and anxiety exhibited last evening and night, by holders of Paschall House certificates, to hear news from the drawing. Up to a late hour nothing had been heard, and it was rumored that the drawing was again postponed. We do not know whether there is any truth in the rumor or not.

"THE CRY IS STILL THEY COME." Certificates continue to be received from all quarters of cures performed by the Texas Tonic Syrup. No chill or fever can resist it, and not unfrequently brings relief. Testimony is, however, not needed. This medicine, before all others, stands upon its own merits, and each bottle sold has introduced a hundred. Try it and be convinced. Sold by dealers generally.

THE NORFOLK CONVENTION, or rather the adjourned meeting of the Bristol Convention, to be held at Norfolk, takes place on the 14th inst. All of the cities and towns along the lines of the railroads leading to Norfolk will be represented. Memphis, which is more directly interested, perhaps, than any other city, has taken no public steps whatever in the matter. The Chamber of Commerce have, it is true, appointed three delegates, we believe; but should there not be delegates sent from the citizens at large?

THE MATCH GAME of Base Ball which was announced to come off on Friday and Saturday, between the Holst Club, of Newport, Ky., and the Bluff City and Eureka Clubs, of Memphis, is postponed until Saturday and Monday. The steamer Clifton will not arrive until Saturday morning, hence the delay. The games will be played at the Memphis Racing Association grounds, and the public are invited to be present.

C. C. DICKINSON, a barber on Adams street, whom we reported in yesterday's APPEAL as having been remanded for trial by the Criminal Court on charge of obtaining goods under false pretenses, desires us to say that the facts of the case are that he simply indorsed the bond of a man named Wilson, who had replevied a trunk belonging to a colored woman. He is accused of not being worth the amount of the bond, and thereby aiding and abetting in obtaining possession of the trunk under false pretenses. We make this correction in justice to an industrious man, who bears an excellent character in this community, where he is well known.

CONGRESSIONAL EXCURSION.

Circular from the Executive Committee.

We lay before our readers the following circular which we have received from the Congressional Excursion Executive Committee, without comment. It is unnecessary for us to enlarge upon the advantages which might accrue to Memphis from this excursion; we have alluded to subject and enumerated some of them more than once heretofore. It is of the utmost importance to the enterprise that we return an early response to the circular of the committee, and we hope that some definite action be taken immediately. So far as the APPEAL is concerned, we go for it with our whole heart:

CONGRESSIONAL EXCURSION.
EXECUTIVE ROOMS,
CINCINNATI, September 29, 1868.

The presence of serious obstructions and impediments to the free navigation of our Western rivers has been so long felt and suffered from, that it has ceased to be a virtue to endure their continued existence silently, or without an energetic effort for their removal. Movements looking to merely local improvements have been made. These not being general, nor sufficiently thorough to enlist the support of the great commercial interests involved, have mostly proved insufficient and inoperative. These obstructions, always a drawback to the commerce of our rivers, have now become a crying evil, ruinous to their prospects, demanding at our hands immediate attention, otherwise the cities and towns on our river banks will become mere railroad way stations, and the navigation of our waters a matter for history. The grave importance of this subject so impressed itself upon the public mind that a convention of delegates from cities and towns on the Ohio and Mississippi rivers was called, and held in this city on September 23d, 1868.

Its object being the discussion of the proper measures to be taken in the premises, it being a foregone conclusion that steps of some kind were imperatively called for.

This Convention held it to be the duty of Congress to furnish the requisite means for the effective prosecution of the desired improvements, and in order to procure from that body the requisite legislation, resolutions were adopted recommending that an excursion by water be organized from Pittsburg to New Orleans and return via St. Louis, to which should be invited the President, Vice President and Cabinet, the members of both houses of Congress, and the editors of the leading papers, whose influence would prove valuable, the design of this excursion being to afford an opportunity to our legislators for the inspection of our rivers, of their obstructions—natural and artificial—and of being brought into personal intercourse with those best informed on the subject, that a free intercourse of ideas might be had, and the influence of the immense commerce of the valleys of the Ohio and Mississippi be effectively employed in the furtherance of the object sought.

It is not our intention to discuss what is desired in particular. Local or sectional advantages are or should be lost sight of in the general good which will be secured by the permanent improvements of the water communication, from the head waters of the Ohio and Mississippi to the Gulf.

The large and rapidly increasing commerce of the West demands that this subject should be urged upon our Representatives until success is achieved, and uninterrupted, safe and cheap transit to the ocean is a reality.

It was decided by the Convention that the excursion should take place soon after the Presidential election—about the 10th of November next—by steamers chartered for the purpose, and the undersigned were named a committee to have in charge all business appertaining thereto, with instructions to apportion the amount of financial aid required by an assessment upon the cities and towns interested; such assessment to be based upon their well-known river interests.

After a careful consideration we have fixed the amount expected from your city at $3000, and request that you will procure prompt and decisive action from your authorities, in the matter, and advise our Chairman of their decision on or before the 10th of October, 1868, either by mail or telegraph, that we may be enabled to report intelligently on the important question of means to carry out this project, to a convention of delegates from contributing places, to be hereafter called by this committee. Any surplus remaining, above actual wants, will be returned in proportion to the amount contributed. We rely upon the importance of the subject we present, rather than upon the manner of its presentation, for attention and aid at your hands, which, if vouchsafed, will materially assist in making the excursion a success, and it, in its turn, will supply us with an occasion to influence those with whom the duty rests to render our internal navigation free to the Ocean.

Please forward names of the gentlemen of the press for whom you desire invitations.

A. P. C. BONTE, Chairman.
T. F. ECKERT,
JOHN C. REND,
BENJ. E. DAVIDSON,
GEORGE L. JOHNSTON,
WM. H. WALKER,
Committee.

RAILROAD CONVENTION.

There was a meeting of Railroad men and capitalists yesterday evening at the Chamber of Commerce, called together to take into consideration the ways and means of securing the co-operation of the General Government in pushing forward our railroad enterprises, especially the Little Rock road and its connections. On being called to order by T. A. R. Nelson, Esq., who was invited to the chair, the meeting was addressed by Col. Robinson Topp, who briefly sketched the objects of the Convention, and showed the necessity of some such action as he proposed. He was followed by Col. Trezevant who echoed his sentiments, and made a great many valuable suggestions. The deliberations and action of the meeting were of a character that, for the success of the plans advanced, it was thought best not to publish the full proceedings at present. On motion of Col. Topp, a committee was appointed to carry out the ideas advanced, and to correspond with leading business men of the South to ascertain the best manner and means of so doing. The chair appointed Col. Topp, Col. J. T. Trezevant, W. B. Greenlaw, Esq., Col. J. W. Robertson and Col. Wm. R. Moore on this committee; to whom, on motion, were added Amos Woodruff, Esq., and Maj. M. J. Wicks. During the course of some subsequent remarks Col. Trezevant expressed great surprise at the action of the City Council in refusing to make the appropriation asked by the Congressional Excursion Executive Committee, that very excursion offering one of the most effective means of securing the advantages that we are now working to obtain. He concluded by hoping that they would think better of their action and withdraw it. The President announced before the meeting adjourned that the delegates to the Norfolk Convention leave for that city on Sunday next (day after to-morrow.)

REOPENING OF THE BANKRUPT COURT. We take occasion, on the reopening of the Bankrupt Court for the transaction of the bankruptcy business, to again call the attention of the public to the fact that the operation of the act has been extended to the first of January next; and that the honest debtor, who, without fault on his part, has been overwhelmed by misfortune or unavoidable commercial disaster, has until that time to relieve himself of his burden and start anew the race of life. In this connection we would call the attention of attorneys and petitioners who are already in court to the fact that the Bankrupt act requires petitioners to prosecute their cases and apply for final discharge within twelve months from the date of adjudication on their petitions. Special attention is also called to the rule recently adopted by Judge Trigg: that petitioners who have filed their petition for final discharge must pass their last examination and obtain their discharge within six months from the day their cases were set for the last hearing.

MORE ABOUT THOSE ARMS.

How were they Obtained?—Who Obtained them?—Farther Particulars.

The city has been for several days in a state of great excitement over the large shipment of arms which arrived here by the steamer Belle Memphis on the morning of the 5th inst. We gave, at the time, a detailed statement as to the number of cases containing the weapons, and such other facts as we could then glean in the premises. As we then informed our readers, the arms are ostensibly for the State Government of Arkansas, whose agents, several in number, came down the river with them, and are now in this city, waiting an opportunity of shipping them to their destination. The names of these agents are I. L. Hodges, who hails from Little Rock, John C. Bennett of Helena, S. M. Newell of Napoleon, Chas. C. Waters and I. L. Griffith of Helena, and A. McDonald, United States Senator from Arkansas. On their arrival in this city they could find no boat in the Arkansas trade that was willing to take their freight, and they were compelled to store the cases in the warehouse of Comer & Richardson. We understand that these gentlemen have received positive instructions from the State Government of Arkansas to ship them as soon as possible to Keys Danforth, Adjutant-General of that State.

There seems, therefore, to be but little room for doubt that these arms are really intended for Clayton and his negro myrmidons, and are to be employed in inaugurating civil war, and for the murder of the weaponless and defenseless whites. The question then naturally arises, where were they obtained, and by what authority they are being furnished to the government of Arkansas.

The boxes bear the mark of the U. S. Government Inspector, the United States mark, and the mark of the United States arms agency of New York. If not obtained surreptiously from the arsenal at Detroit, where then? We would like any one of the persons named in connection with this matter—either Senator McDonald, Comer & Richardson, or any of the leading Radicals of Memphis, who we understand to be in the secret, to enlighten this public as to how these arms were stolen, or purchased, and for what purpose intended, if not, as has been intimated to us, for the purpose of arming the negro Radicals of Arkansas against the white people and by intimidation, or murder, if necessary, carry that State for the candidates of the Radical party.

JUDAISM.

The month of Tisri is nearly over, having now only eight days to run. The feast of Tabernacles, which commenced on Wednesday, the 15th day of that month, came to an end day before yesterday evening. At the close there comes the "joy of the law," the joy of that day when the last blessings of Moses, and the last verses of the Pentateuch are publicly read, and thus the reading of the law is finished, so that on the next Saturday a new beginning will be made at the first of Genesis. It is wonderful, says an exchange, how the most ancient Asiatic institutions still live and are exhibited daily under our eyes—institutions with an antiquity of more than three thousand years, blazing in the midst of the improvements and wonders of the new world. What a testimony is here of the truth of the Bible!

Some of us have been interested in learning how much of the ancient forms and the Scripture letter is still preserved among all the changes which the new temple of our city has introduced; and we have seen the minister in the pulpit of that temple holding up before the large assembly the fruit of the ethrog and the willows of the brook. There, we suppose, were all the different things which the law required to be exhibited on the first day of the festival of tabernacles—the fruit of the ethrog, the branches of palm-trees, the myrtle, and the willows of the brook, and there was multiplied thanksgiving over them, and all the ceremony was designed to express that holy joy which once in Palestine crowned and terminated the ingathering of all the fruits of the year. The thanksgiving was in the same language which holy prophets used and in which they worshipped.

ST. DENYS.—To-day is a great day in France and throughout her dependencies, being the anniversary of St. Denys, her tutela saint and patron. This saint, properly named St. Dionysius, is said to have been the first who introduced Christianity into France. Whether he was or not, of all the Roman missionaries into Gaul, he was the one who penetrated farthest into that country and fixed his seat at Paris, of which he became the first bishop. He is said to have been put to death during the persecutions of Valerian and the well known legend is related regarding him, that after being decapitated he miraculously arose, took up his head, carried it in his hand for the space of two miles and then lay down and expired. The *bon mot* uttered regarding this legend by a witty French woman of the last century has become proverbial both in the French and English language—"*c'est le premier pas qui coute*"—it is only the first step that costs. The body of St. Denys, it is related, was interred on the spot where he fell, and a chapel was erected over his tomb. In the seventh century King Dagobert founded on the same spot the famous abbey of St. Denys, in which he and his successors to the French throne were interred. At the Revolution this receptacle of the remains of royalty was violated and the contents of the tombs scattered abroad, while the building itself was unroofed and used for a time as a cattle market. It was restored with great splendor after the accession of Napoleon I. and now attracts visitors as the most interesting monuments of ancient times near the French capital.

MEMPHIS AND CHARLESTON RAILROAD.—We are pleased to learn that Mr. F. H. Talley has been appointed General Agent for the Memphis and Charleston Railroad, vice Chas. Sawyer, Esq., resigned. He will, henceforth, be found at No. 278 Main street, where he will give through bills of lading on all cotton or other freight. Mr. Talley is an old citizen, and a first class "railroad man." Mr. J. P. Loper, General Freight Agent, informs us that the Memphis and Charleston road has now two routes open to New York and eastern cities, one *via* Norfolk, on the Virginia and Tennessee air line railroad, and one *via* Charleston, by which this old and reliable line will be enabled to transport cotton as cheap as any line running out of Memphis. Freight is subjected to *less handling* on this road than on any other route from our city—cars being run through to Norfolk and Charleston without unloading. Merchants should bear in mind that this is a home line, and the money made on it is spent here. It was the first line to reduce rates, and according to the report of the committee appointed by the Chamber of Commerce on railroad freights, works more to the interests of Memphis than any other line. Their advertisement will be found in our columns to-morrow.

LINEN Handkerchiefs, 12½ cents, at Rice & Engel's, 233 Main street.

Do not fail to read the story entitled Contracts, or Ups and Downs, by Mrs. Sallie Rochester Ford, to appear Saturday, October 10, in the Saturday Morning.

FINE assortment of waterproof cloth $1 25, at Rice & Engel's.

LADIES.—For fashionable millinery goods go to Miss N. English, No. 290 Main street, up stairs. She has just received a large assortment purchased for cash, and sells at the lowest prices. Dress making superintended by Madame J. Ozanne, late of Nashville. 1w

ONE hundred pieces heavy Farmers' Jeans at 30 cents per yard, at Rice & Engel's, 233 Main street.

PERSONS in want of old newspapers for wrapping paper, can purchase a few hundred on application at the counting-room of the APPEAL.

THE COURTS.

MUNICIPAL COURT—*Geo. W. Waldran, Judge.*—The following business was transacted yesterday:

Fitzpatrick vs Eddins, judgment for defendant, $ 25 60.

M. & A. of M. vs Pristeno, judgment below affirmed.

Friedman vs Selig, judgment for plaintiff, $1021 76.

Gels vs Gresle, judgment for plaintiff, $18 95.

Tradesmen's N. B'k of N. Y. vs Pike et al, judgment for plaintiff, $1123.

A number of the cases set for trial were continued over to next term.

The law side of the Court stands adjourned over to Saturday next, when the cases set for yesterday will be taken up.

To-day the October Term (Criminal side of the Court) will commence pursuant to adjournment. The Grand Jury will be empanneled, sworn and charged, and the Ku-Klux oath administered in due form. There will be an informal call of the trial docket. Court meets today at 9 o'clock a.m.

SHELBY CIRCUIT COURT.—*Geo. W. Reeves, Judge.*—The following cases were disposed of yesterday in the law side of the Court:

Glenn, et ux, vs Glover, judgment by default, $966 75.

Lehman vs Enterprise Insurance Company, motion to set aside judgment.

York, adm'r, vs Saunders, judgement by default.

Miller vs Bartlett et al, judgment by default, $2457 63.

Hilson vs Memphis City R. R. Co., dismissed for want of prosecution.

On the criminal side of the Court the following business was transacted:

State vs Russell, suit abated on death of defendant.

State vs Neville, forfeiture set aside.

State vs Dickenson, submitted, fine $1.

State vs Kincannon, verdict of jury not guilty.

To-day the State docket will be called for trial.

On Monday next the Attorney-General will take up the trial docket, and forfeitures will be taken against all defendants and witnesses not present to answer at the call of the docket.

CHANCERY COURT.—*A. Alston, Clerk and Master.*—The special October term of this Court will commence on Monday next. Over 1500 cases appear on the Hearing Docket of this special term.

An injunction was issued on yesterday in the case of A. G. Slagle vs S. B. Beaumont, restraining Beaumont from interfering with in any manner the said Slagle in the prosecution of his business at No. 30 Monroe street, as keeper of a keno hall, or from arresting any of his guests, or any one connected with the establishment. The first was granted by Judge Hunter of the Criminal Court.

MEMPHIS AND LITTLE ROCK RAILROAD.—We are informed that recent negotiations of Mr. R. C. Brinkley, President of the Memphis and Little Rock Railroad have resulted advantageously to the interest of the road. What is known as the "Peabody claim" has been finally disposed of, thus relieving the enterprise of a great financial weight and rendering valuable assets available. The President has also, we learn, received a sufficient amount of iron rail to lay the track from Madison west to Forrest City. This iron *is now in New Orleans.* The necessary funds for this extension of track and the building of the St. Francis River Bridge have been secured, and the work is to be pushed by the Company. We congratulate Mr. Brinkley and the citizens of Memphis on the results of these negotiations. They are substantial and practical, and give evidence of determination to force this great enterprise through. We must not despair of the future. It may be dark, but bright rays such as this, should encourage the citizens of Memphis to renewed energy, and strengthen their faith that the clouds can be dispelled and the future made glorious. Let us each and all work for this result.

NITROUS OXIDE OR LAUGHING GAS. Mr. Colton, who is now in London, produces an autograph scroll of 27,000 persons who have inhaled the gas in America for extraction of teeth and for minor surgical operations, with the most satisfactory results; pain having been annihilated, the patient becoming unconscious, leaving only agreeable recollections. Some of the patients "have had a high time." Curial entries of "delightful dreams" are abundant. One gentleman went 6000 miles to have teeth extracted with ease, and thinks the journey not too long for the relief from pain experienced by him. We have in Memphis a dentist who has thousands of testimonials and certificates from the persons that have inhaled the gas at his hands, of its delightful and wondrous effect. We allude to Dr. G. H. Hurd, who has his office at No. 72 Jefferson street.

NOT DEAD.—Upon our visit to the Adams street station house at a late hour last night, we learned that Anthony Conway, the garroter who was shot on Wednesday night was still alive, and that the doctors were not agreed as to the wound being necessarily fatal. The cool weather is beneficial in the case. He is now at the hospital.

RIVER MATTERS.

WEATHER AND RIVERS.

LOUISVILLE, October 8.—The river is falling with five feet eight inches in the canal. The weather is clear and cool.

ST. LOUIS, October 8.—The river is still falling, and navigation on the upper streams is difficult. The weather is clear and cool.

MEMPHIS, October 9.—Weather clear and cool. The river is falling at this point quite as rapidly as it rose.

All the upper streams are again low, except the Ohio, which is falling from the source to the mouth, but has still plenty of water for all purposes, from Cincinnati out.

No later news from the Arkansas or White.

Arrivals.

Steamer Mississippi, New Orleans.
" St. Mary's,
" Bermuda, White river.
" Argonaut, Louisville.

Departures.

Steamer Mississippi, St. Louis.
" Marble City,
" St. Mary's, Louisville.
" Argonaut,
" W. A. Caldwell, Arkansas river.

In Port.

Natoma, Bermuda.

MISCELLANEOUS.

There was considerable activity on the landing yesterday and also port that was very fair.

The Bermuda has 270 bales of cotton for Louisville and will get away to-day.

The Argonaut left at a late hour last night with 250 bales.

A considerable amount of cotton was also engaged for the silver Spray which had not arrived at a late hour.

The Belle Lee and the Magenta left New Orleans together on Monday night, and we may expect to hear of a race to Vicksburg. The Magenta comes to this port and will load here for New Orleans to leave on Wednesday next. Capt. Hicks has determined to fulfill his promise, and we hope he will be remembered. The Belle Lee goes to Louisville.

The tow boat A. J. Baker passed down yesterday.

Capt. Gillespie, well known to rivermen, has opened the handsome "Office" saloon, corner of Madison and Front streets. It is now the headquarters of steamboatmen.

The splendid passenger packet Rubicon, Capt. Bill Blake, will pass down this evening for Vicksburg and the bends. She is one of the best boats in the Vicksburg line, and is well officered. Alf. Grissom is her outfit clerk.

The City of Alton, Capt. Bill Thompson, leaves for New Orleans to-day at 5 p.m. She is well known here as an elegant packet, and Capt. Thompson has no superior on the river as a careful and competent master.

The fine steamer Natoma goes out to-day for Friar's Point. She is one of the handsomest of our local packets. Capt. Jim Lee is master; Billy Fields, Sterling Whitehead and Stack Lee are clerks.

We learn that the Legal Tender goes into White river as a Friday packet, in connection with the Dee Arc.

The Big Hoss goes into the New Orleans and Yazoo river trade.

Capt. Dan Able has received the nomination for sheriff by the Conservatives of St. Louis. His opponent is "Butcher O'Neil," of horrible memory.

The following gentlemen went on Capt. Donaldson's bond, at St. Louis: Benj. Johnson, Henry C. Yeager, Thos. Morton, Dr. Able, J. N. Bolinger, Theo. Lavelle, Geo. C. Wolff, Geo. D. Capen, and Chas. M. Efleard. The Captain had been in jail since Friday.

Charles Shultz, of Louisville, has purchased one fourth interest in the Virginia. Terms private.

The Rapidan is on the ways at Paducah, and will be published with a model bow.

The Bermuda, Capt. Pickensey, leaves for Louisville to day at noon.

The silver Spray leaves for Cincinnati to day at 10 a.m. Capt. Fenton is master.

Capt. H. W. Sebree bought the Argos at auction yesterday, for the sum of $125—$50 cash and the balance in four months. Cheap boat. She could have been sold four months ago for $5000. The watching bill paid since the laid up days over the past eight months, amounted to over $600.

The propeller D. W. Hewitt came into port last evening. She is on her way below on a trading excursion. Capt. John Noel and Jake Sweyer, both well known about the river below, are proprietors of the Hewitt, and have loaded her with everything needed by the planter as well as the roving merchant.

We have received a letter from Capt. W. B. Nowland, of the Ozark, in reference to an article in the Avalanche in which the probability of that boat taking the Red River route, now lying in our city was intimated. Capt. Nowland says: I will state to you that there was about as much probability of the Ozark carrying them as there was of Duff's carrying them off in his vest pocket." While those who know Capt. Nowland need no assurance that he would have no hand in this affair, truth compels us to state that Duff has been negotiating with Comer for the arms, and it is not at all unlikely that the Mackerel brigade will yet become possessed of them.

The United States mail packet Mayflower, Capt. Wm. Ashford, will get away to-morrow for all points on White river. She makes all connections, and is a superb passenger packet. Charley Smither is clerk.

The fine steamer Mary Forsyth, Capt. Zeigler, will be in port to leave for Cairo and St. Louis, to-morrow at her regular hour.

The Cincinnati packet Clifton, Capt. Stein, gets away on Saturday for Cairo, Louisville and Cincinnati. She is the great base ball champion.

The receipts at the St. Louis Customhouse for September were for Hospital dues, $46 46; tonnage duty, $817 90; inspection fees, lectures, etc., $439 96. Steamboats inspected, 10; bills of sale recorded, 6; steamboats enrolled and licensed, (tonnage 654), 8; barges enrolled and licensed, (tonnage 220), 2.

The second span of the Dubuque Bridge is up. It is expected the structure will be completed ready for use in December.

During a late discussion on the slip of screw-propellers, at the Institution of Naval Architects, London, the Chairman, Vice Admiral Belcher incidentally said he wanted to know how it was that a Japanese vessel of 65 or 70 tons, pulling against his 35-ton gig, with 10-foot oars, beat them out-and-out with two sculls? There were four men at each scull, the sculls being in the direction of the axis of the vessel. The sculls drove the Japanese vessel ahead faster than his gig could follow. The distance the scull passed through the water would not have been above six or eight inches, and it was only the bend of the oar which gave diagonal jerk to the vessel.

The question was not there answered, but it is evident the Japanese scullers had an advantage in an almost continuous application of their power. In Venice, the gondola is often driven by a single scull, held, not behind, but on the side of the vessel, and worked to the right and left, without being raised from the water. Thus, the expert gondolier propels and steers his craft with the same paddle.

The Shreveport *Southwestern* says: On Monday last the steamer Tom Varble, Capt. P. C. Montgomery, arrived at this port direct from Louisville, Kentucky, with a full load of rolling stock, machinery, etc., for the Southern Pacific Railroad. Under the presidency of Col. Hall, the Southern Pacific is not so slow a coach as "she used to wash."

The New Orleans *Crescent* says: A new Radical club, called the "Reves Rats," composed entirely of negroes, has been organized. Their uniform consists of a tattered pair of pants, ragged shirts, any kind of a hat they can lay hold of, and their arms or rather accoutrements consist of a sharp knife and a large bag. Their headquarters is situated upon the steamboat landing. Time of meeting—every day at sunrise.

A LOT of nice Dress Buttons and Trimmings, at Rice & Engel's 233 Main street.

Best Prints, 12 1-2 cents; good 4-4 Brown Domestics, 18 1-2 cents; best yard wide Brown Domestics, 18 cents. J. H. Loewenstine & Bros., Clay Building. This stock must be closed out.

Hoop Skirts from 25c to $1, at Rice & Engel's, 233 Main street.

Ladies' Shoes, $1; Children's Shoes, 50 cents; Ladies' good all Linen Hemstitched Handkerchiefs, 25 cents. J. H. Loewenstine & Bros., Clay Building. Our Stock Must be closed out.

CHEAP Clothing at Rice & Engel's, 233 Main street.

Gents' good Calf Boots, $4 50; good Suits (coat, pants and Vest), $5; Hats at extra low prices. J. H. Loewenstine & Bros., No. 231 Main Street. Positively last season in business.

CITY SCRIP FOR SALE.—In amounts to suit purchasers, at
oct6 1w JACKSON INSURANCE CO.

Best Prints, 12 1-2 cents; good 4-4 Bleached Domestics, 12 1-2c; best Lonsdale Bleached Domestics, 19 cents. Last season in business. J. H. Loewenstine & Bros., 231 Main street.

A GOOD Hat can be bought for $1 25, at Rice & Engel's, 233 Main street.

TEN DOLLARS REWARD.—I will pay the above reward, and no questions asked, for the return of my black Newfoundland dog, "Heck." He is about twenty-five months old, has white paws and white belly. The bunch above one of his forepaws was disfigured by a cut when a pup.
T. W. O'DONNELL,
tf McCall street, west of Shelby.

GOOD Corsets for $1 00, at Rice & Engel's, 233 Main street.

Look for Cheap Table!—Great bargains in Dress Goods and House Furnishing Goods. Our stock must be closed out this season. J. H. Loewenstine & Bros., No. 231 Main street.

MILES' best Cloth Gaiters $3 50, at Rice & Engel's, 233 Main street.

STEAMBOATS.

FOR NEW ORLEANS.

For New Orleans.
CITY OF ALTON.....Wm. Thompson master
This elegant passenger steamer will leave
THIS DAY, 9th inst., at 5 p.m.
RICHARD W. LIGHTBURNE, Agent,
oct6 1t 308 Front street.

FOR ST. LOUIS.

Memphis and St. Louis Packet Company—U. S. Mail Line.

For Cairo and St. Louis.
Connecting at St. Louis with all the Railroads and Steamboat Lines for the East, West and North.
MARY E. FORSYTH.....Alex. Zeigler master
This new and splendid passenger steamer will leave as above on
SATURDAY, 10th inst., at 5 p.m.
oc9 2t FLEM. CALVERT, Sup't.

FOR LOUISVILLE.

Regular Memphis and Louisville Packet—For Cairo, Evansville and Louisville.
BERMUDA.....Dickinson master
This elegant passenger steamer will leave
THIS DAY, 9th inst., at 12 m.
LARRY HARMSTAD, Agent,
oc9 1t 7½ Madison street.

FOR CINCINNATI.

Regular Express Packet—For Cairo, Evansville and Cincinnati.
SILVER SPRAY.....Fenton master
This splendid passenger steamer will leave for the above on
THIS DAY, 9th inst., at 10 a.m.
ELLIOTT & MILLER, Agents,
oc9 1t 5 Jefferson street.

Memphis and Cincinnati Packet Company.
CLIFTON.....Stein master
This excellent passenger steamer will leave as above
SATURDAY, 10th inst., at 5 p.m.
LARRY HARMSTAD, Agent,
oc9 2t No. 7½ Madison street.

FOR WHITE RIVER.

Memphis and White River U. S. Mail Packet Company.
MAYFLOWER.....Ashford master
This excellent steamer leaves Memphis as above,
SATURDAY, 10th inst., at 5 p.m.
For freight or passage apply to
LARRY HARMSTAD, Agent,
oc8 3t Star Wharfboat, foot Jefferson st.

Memphis and White River U. S. Mail Packet Company.
MAYFLOWER.....Ashford master
This excellent steamer leaves Memphis as above,
SATURDAY, 10th inst., at 5 p.m.
For freight or passage apply to
LEVY & SHARPE, Agents,
No. 250 Front Row.
J. A. Sayers, Passenger Agent. oc8 3t

FOR VICKSBURG.

For Vicksburg and the Bends.
RUBICON.....Blake master
This splendid passenger packet will leave as above
FRIDAY, 9th inst., at 5 p.m.
LARRY HARMSTAD, Agent.
oc8 2t Star Wharfboat, foot Jefferson st.

FOR FRIAR'S POINT.

Regular Monday and Friday Packet for Helena and Friar's Point.
NATOMA.....James Lee master
This elegant passenger packet will leave
FRIDAY, 9th inst., at 5 p.m.
VINSON & DONAHUE, Agents,
oc8 2t 254 Front street.

FOR ST. FRANCIS RIVER.

Regular Tuesday St. Francis River Packet—For Helena, Marianna, Madison, Wittsburg and all Way Landings.
MOLLIE HAMBLETON, T. R. Bowman Master
Sam. U. Paine, Shell and Clark, Clerks.
Will leave Memphis EVERY TUESDAY, at 5 o'clock p.m.
LARRY HARMSTAD, Agent
Jal3 tf Star Wharfboat foot Jefferson st.

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A. W. SPROULE & CO.,
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No. 34 St. Charles Street, New Orleans.

SPROULE & M'COWN,
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ARE NOW RECEIVING
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AND EVERY
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TO THE ADVANTAGE OF ALL
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SPROULE & McCOWN,
221 MAIN STREET,
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OPENING DAY!
MENKEN BROTHERS
WILL DISPLAY
ON WEDNESDAY, 7th OCTOBER,
PARISIAN AND LONDON NOVELTIES
—IN—
Ladies' Cloaks, Opera Sacques,
Walking Suits, Underwear,
Misses' Cloaks, Baby Goods.
Also, an Entire New and Fashionable Stock of
SILKS, POPLINS AND DRESS GOODS.

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DWELLING HOUSES INSURED AT VERY CHEAP RATES
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Life and Accident Insurance, at Low Cash or Participating Rates, can be obtained, and Policies Granted from this Office.
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WHOLESALE
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326 Front Street, Memphis, Tennessee.

IN view of the near approach of the Fall season, it affords us much pleasure in again being able to call the attention of our friends and the public at large to our recently enlarged stock of Goods, comprising in part as follows:

100 bbls Bacon Sides,	300 pcs Kentucky Bagging,	200 bbls sm'd Ref. Sugars,
300