FINANCE AND TRADE.

OFFICE OF THE DAILY APPEAL, MEMPHIS, November 20, 1868.

FINANCE.

The money market is well supplied with currency and the demand for exchange is active at irregular rates. Our banks take all desirable bills at ½@¾c and ½c discount, just as they happen to be supplied, and sell at par, with exceptional sales at 1-16@⅛c discount. New Orleans bills are also scarce—buying at ¼@½c discount and selling at par to ¼c discount.

In the loan market we occasionally hear of a transaction, but as it is thought the movement of cotton will become active by the first of the week, our banks are holding on to currency to meet the demand which will then follow.

Gold opened in New York to-day at 134½c and closed at 134¼c. Exchange was higher during the day; quotations at noon, 9½@10½c. We have no sales, of course, to report, outside a few small amounts. Dealers buy at New York rates and sell at an advance of 1@2c with an active counter demand.

City Bonds are nominally unchanged. By a private dispatch, we learn that 52c was refused for a round lot in New York, with 53c asked.

City Scrip is firm, with no offerings under 85c. Tax-payers buy at 84@85c, as to amount.

County Warrants are weak. Brokers sell at 75@78c, as to amount, but are not buying except at considerably under the rates prevailing early in the week. A round lot would not find a buyer at over 72@73c; $15,000 offered at 74c was refused.

Police and School Scrip are scarce and firm at last quotations.

Mr. H. D. Bulkley, formerly Secretary of the Memphis Life and General Insurance Company, of this city, has associated himself with Messrs. Ferguson & Privett, of the Carolina Life Insurance Company. The large experience of Mr. Bulkley as a banker, and his extended acquaintance throughout this section, will give him many advantages in his present position, and by adding him to the firm, the Carolina Life has acquired a tower of strength.

The report of the Joint Committee on the Condition of the State Treasury, as well as the transactions of the Treasurer during his official term, will be found in another column.

COTTON.

At the opening in Liverpool to-day cotton was firm—Uplands, 10¼d; Orleans, 11d. At noon it was unchanged and at the close was a shade better, though not quotably higher. Sales 12,000 bales. Week's sales 42,000 bales, of which 8000 were taken for export and 3000 by speculators. Stock 380,000 bales, of which 40,000 are American. Stock afloat 412,000 bales, of which 69,000 are American.

The Havre market opened quiet but steady—Tres Ordinaire, 134f.

The New York market opened quiet but steady. At noon it was very firm, with holders asking higher rates—Uplands, 24½c, asking 25c. At 1 p.m. there was a fair demand and prices firm, Low Middlings, 23½; Middlings, 24@24½c. At 2 p.m. there was an active demand and prices very strong, and at the close the demand was unabated, at full prices—Low Middlings, 23½c; Middlings, 24½c; Good Middlings, 25½c; Mobile, 24½c; Orleans, 25c. Sales 3000 bales.

The New Orleans market opened firm with moderate demand—Middlings, 23c; and closed without any change. Sales 3500 bales.

The firmness exhibited by holders in this market was too much for buyers, and consequently sales were light. Only a few respectable lots were sold, but in a small way there were several transactions, at prices ranging from 22½c to 22½c for Middlings. We quote as follows:

Ordinary	20 @20½
Good Ordinary	21 @21½
Low Middling	22½@23
Middling	23½@24
Strict Middling	24 @24½
Good Middling	24½@25

The list of 990 bales held by Guy, McClellan & Co., and which has been upon the market for the past two or three days, was still unsold last evening.

While the question of direct trade attracts so much of the attention of our people, it may be well to mention that the matter has taken definite shape, by the shipment of 150 bales direct to English spinners, Messrs. N. Coronna & Co., yesterday forwarded the above amount to the Hollywood and Lee mills, located near Manchester. These mills consume about 1100 bales per week, all of which will be bought in this market, and will be shipped to them without paying the commissions of the New York brokers or going through their hands.

COTTON STATEMENT.

CHAMBER OF COMMERCE, MEMPHIS, November 20, 1868.

Stock on hand Sept. 1, 1868		47
Received to-day	1,810	
Received previously	76,128	77,938
		77,985
Exported to-day	1,278	
Exported previously	61,650	63,158
Stock on hand to-day, 12 m		14,827

TRADE.

Business was moderately active yesterday and Sunday, it will be seen, are much the same as at our last. Stocks of all kinds are improving. The present cold spell will be taken advantage of by packers at all the great hog killing markets, and, we may say, some look for a very material decline in meats. New crop Louisiana sugars are becoming more plentiful in this market than at any time since the war, and prices, it is thought, will ultimately decline, but are at present firm.

Mr. Geo. W. Macrae, of the Clarksville Mills, and manufacturer of the celebrated "Gold Dust," and other brands of Tennessee flour, is in the city.

H. Furstenlein Esq., of the firm of Newton Ford & Co., returned yesterday from New Orleans where he has been purchasing sugar, coffee and molasses for his house.

Two canals are proposed to connect the Atlantic and Pacific oceans—one the route between Panama and Aspinwall bay, the other the Darien line, which is eleven miles shorter than its rival, with fewer obstructions. A company is already talked of, as we understand, with a capital of one hundred million dollars, for the construction of the former. Some estimates place the cost at thirty millions, but this is supposed to be too low a rate to be trusted with any degree of certainty. New York has a great interest in this enterprise, and that empire city will doubtless put forward all her strength to accomplish the object. The railroads across the continent will be apt to dispense the India trade to a dozen or more Western and Atlantic cities, while water communication must concentrate it at Manhattan Island.

The general clothing manufacture of New York during 1867 paid internal revenue to an amount representing a business exceeding $102,000,000. This is inclusive of all the various kinds of clothing made which were subjected to taxation, such as cloth and all textile, knitted, felted, woven, or sewed, and made of wool or cotton. Of this sum, made-up clothing represents upwards of $78,000,000, the remaining $24,000,000 belonging to cloth and other material for clothing.

GENERAL MARKETS.

APPLES—Large stock and market dull at $2 75@3 per barrel, as to quality.

BEANS—Stock of Navy is fair. Dull at $3 75@4 per bushel.

BRAN—Market dull. Sales on levee at $70@75. From store, $80@90.

BAGGING—Good stock and dull; 1½ lb Kentucky, 18½@19c; 2 lb Kentucky, 20½@22c; Jute, nominally, 20c.

BACON—Light stock with very little demand. Clear sides, 19@19½c. Shoulders, 15½@16c. Breakfast Bacon, 19@20c. Plain Canvassed Hams 16½@17c. Plain Smoked Hams 16@16c. Sugar Cured Canvassed 18@19c. All hams are dull.

BULK MEATS—Stock still very small. Clear sides, 16@16½c. Shoulders, 13½@14c.

BUTTER—Market dull. Choice Western in tubs, 35@40c. Roll, 40@42c. Goshen, 45@55c.

BEESWAX—Firm at 30@32c.

CABBAGES—Stock large. We quote at $4@5 per crate; $12@15 per hundred; $90@11 per 100.

CHEESE—Fair stock and demand. Factory Hamburg, 17@18½c; W. R., 17@17½c.

COFFEE—Stock very good and prices free. Rio, 23@26c for fair to choice; Java, 30@40c.

CORNMEAL—Market dull. Light weight, $1 75. Full weight, $4 50@4 60 in lots; $4 75 by the barrel from store.

CORN—There is more much on levee but fair sale from store. We quote shelled, 75@80c; ear, 70@75c.

CRACKERS—Good supply and dull at $4 50@4 60.

CATTLE—The supply is fully equal to the demand. Choice beeves, 8@9c; second quality, 4@6c; inferior to ordinary, 2@3c.

DUCKS—Light supply; $4 50@5 per dozen.

EGGS—Stock light. Limed, 35c; fresh, 40c.

FLOUR—Market dull and stock large. Fine to choice family brands, $5@12.

GREASE—Fair demand at 6@8c.

HAMS—Venison, 8@9c per pound; sandies, 12@13c. Wild Turkeys, dressed, Wild Geese, $9@10 per dozen. Ducks, $1 50@2 25. Quails, $1@1 50. Squirrels, $1 50@1 75.

HAY—Stock of inferior large. Inferior $20@25 on levee. A flatboat load arrived to-day but has not been put upon the market.

HIDES—Good demand. Dry, 8c; green salt, 10@11c; dry salt, 18c; dry flint, 22c.

HOGS—Stock fairly equal to the demand. Selling at 7@8c gross. Dressed hogs, 10@10½c.

HONEY—There is a fair stock on hand, with fair demand. Selling at 75@75c, as to style of the.

LARD—Stock air, Kegs, 18@19c; tierces 18@18½c; tubs, 19@20c.

LIME—Fair stock and demand. Cape and Alabama $1 25@2; Eureka $2@2 25.

LIVE POULTRY—Stock improving. Old hens, $1 50@1 75 in a small way. New, on levee, $2@2 50. From store $2.

MOLASSES—Stock improving. We quote fair to choice Louisiana, in barrels, 70@75c. Half barrels, 75@80c; 10 gall kegs, $2@2 50.

MACKEREL—New kits No 1, $2 75@3; No 2, $2 65@2 70; No. 3, $2 35@2 50.

NAILS—Prices steady; rates, $5 25@5 50.

OATS—We have no change to report. Stock ample. Held on levee at 60@65c and at 65@70c from store.

OIL—Coal oil, 35@40c; lard oil, $1 40@1 75; linseed, $1 20@1 40.

ONIONS—Scarce in market. We quote at $5@6 per barrel.

POTATOES—Stock very large. Northern Nonesuches, $2 25@2 50 per barrel. Peerlesses, $2 25@2 50. Sweet Potatoes in bulk, 60@65c.

POTATOES—Very large stock. Sales of Peach Blows on levee at $2 75 in lots. Selling in small way from store at $3@3 25. Sweet Potatoes dull at 60@65 by wagon load.

PIGS FEET—Several lots received. Kegs, $4 50@5 per keg.

RICE—Fair stock. New Carolina, 10@12c; Louisiana, nominal.

ROPE—No demand—nominally 9@10c per lb.

SUGAR—Prices are weaker but not quotably lower. New crop Louisiana, 10½@12c for prime to choice; Island sugars, 9@10½c; coffee sugars, 10@12c.

SALT—Good stock; 200 lbs fine, $3 00@3 25; Liverpool sack coarse $2 50 on levee to-day; $2 75@3 25 from store. Rice $2 00 on levee; $2 25@2 50 from store by single sack.

SHEEP—Very little demand. Held at $2@3 per head.

SEAL—In kegs, per dozen, $5@6.

TURKEYS—Good supply at $1@1 50 per dozen.

TURNIPS—Large supply. Selling at $1 50@2 per barrel.

TOBACCO—Market firm and demand fair.

TALLOW—Fair demand at 8@9½c.

WHISKY—Prices are as low as in any other market. We quote common at 70@80c; fine wines $1@5. Imitation Bourbon at $1@1 25. Bourbon, $2@3 50. Genuine Robinson County $2@2 50.

STEAMBOATS.

FOR VICKSBURG.

Regular St. Louis, Memphis and Vicksburg U. S. Mail Packet—For Vicksburg.
SUESDON.....Blake master
This splendid passenger steamer will leave as above
THIS DAY, 21st inst., at 12 m.
LARRY HARMATAD, Agent.
nov21 It 18½ Madison street.

Regular Memphis and Vicksburg U. S. Mail Packet.
COMMERCIAL.....Dixon master
This elegant and swift steamer will leave as above
THIS DAY, 21st inst., at 4 p.m.
LEVY & SHARPE, Agents.
nov21 It No. 20 Front street.

FOR CINCINNATI.

Regular Memphis and Cincinnati Packet—For Cairo, Evansville, Louisville and Cincinnati.
WILL S. HAYS.....Beasley master
This superb passenger steamer will leave for the above or
THIS DAY, 21st inst., at 5 p.m.
JOHNSON & DONAHUE, Agents,
nov21 It 254 Front street.

Regular Memphis and Cincinnati Packet.
For Cairo, Louisville and Cincinnati.
WILL S. HAYS.....Beasley master
This superb passenger steamer will leave as above
THIS DAY, 21st inst., at 5 p.m.
ELLIOTT & MILLER, Agents,
nov21 It 5 Jefferson street.

Memphis and Cincinnati Packet Company.
For Cairo, Louisville and Cincinnati.
CLIFTON.....Sevil master
This excellent passenger steamer will leave as above
THIS DAY, 21st inst., at 5 p.m.
LEVY & SHARPE, Agents,
nov21 It No. 20 Front street.

FOR ST. LOUIS.

Memphis and St. Louis Packet Company—U. S. Mail Line.
MARBLE CITY.....Conway master
This new and favorite passenger steamer will leave as above on
THIS DAY, 21st inst., at 5 p.m.
nov21 It F. M. CALVERT, Agent.

FOR NEW ORLEANS.

For New Orleans, Vicksburg, Natchez and the Bends.
LADY GAY.....John H. Burk master
This splendid passenger packet will leave for the above
THIS DAY, 21st inst., at 5 p.m.
RICHARD W. LIGHTBURNE, Agent,
nov21 It 246 South (Ice) st.

FOR ARKANSAS RIVER.

Regular Memphis and Arkansas River Packet
OZARK.....H. Rhodell, master
This fine passenger packet will leave as above on
MONDAY, 23d inst., at 5 p.m.
F. A. RENDIG, Agent.
nov20 It 301 Front st. (Mosby Block).

FOR WHITE RIVER.

Regular Memphis and White River Packet.
DIXIE ARKANSAS.....John D. Elliott master
This fine passenger packet leaves for the above on
MONDAY, 23d inst., at 5 p.m.
ELLIOTT & MILLER, Agents,
No. 5 Jefferson st.
Dave Hukill, Passenger Agent. nov21 It

Memphis and White River U.S. Mail Packet Co.
MAYFLOWER.....Ashford master
This excellent steamer leaves as above
SATURDAY, 23d inst., at 5 p.m.
For freight or passage apply to
ABRY HARMATAD, Agent,
nov19 It Near Wharfboat, foot Jefferson st.

Memphis and White River U.S. Mail Packet Co.
MAYFLOWER.....Ashford master
This excellent steamer leaves as above
SATURDAY, 21st inst., at 5 p.m.
LEVY & SHARPE, Agents,
J. A. Sayers, Passenger Agent. nov19 It

FOR ST. FRANCIS RIVER.

Memphis and St. Francis River Tuesday Packet.
For Helena, Wittsburg and St. Francis River.
The new and elegant Sidewheel Passenger Packet,
SAINT FRANCIS,
Capt. [illegible]

[illegible] their [illegible] Sioux [illegible] bit of [illegible] roing [illegible] table, [illegible] ard at [illegible] h had [illegible] Paul, [illegible] ide, of [illegible] at she [illegible] en on [illegible] ainty. [illegible] olling [illegible] she [illegible] dians [illegible] posite [illegible] ching [illegible] r were [illegible] ly ap- [illegible] e un- [illegible] to re- [illegible] She [illegible] nd the [illegible] their

and, just as the bright blade hatchet gleamed for the throw raised her rifle and shot the fai scoundrel dead in his tracks.

"With the speed of the deer she bounded forward to the lake.

Harry Watson shouted "Glor lelujah! I know it was Nora;" father cried for joy, as her little appeared on the bluff, rifle in han

Quickly she descended to the and unbound the two men, who em her, and cried over her, in the travagant manner.

But they felt that they had n to lose; and, hastily gearing u teams, and loading up their va they set out for Minneapolis they arrived safely, and wher Brown and Harry Watson w mediately made one flesh.

Old Walter Brown and Harr son both did good service in the battles which followed; and, w savages were finally exterminate

WE ARE AUTHORIZED AND PREPARED to make

LIBERAL CASH ADVANCES

On all Cotton consigned to Messrs DAVID LOWS & Co., New York.

TOOF, PHILLIPS & CO.,
oct4 204 Front street.

Yeast for Distilleries.

FOR sale, unsigned is prepared to furnish to Distilleries, No 1 Stock Yeast, for distilling purposes, at the shortest notice. Orders left at No. 1 Howard's Row, will be promptly filled.
novl3 2w* F. BRODI.

RAILROAD TIME TABLE.

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,
oct General Superintendent.

Mississippi and Tennessee Railroad.

	ARRIVE.	DEPART.
Orleans Express daily	3:00 p.m.	3:05 p.m.
accom'n, daily, except Sunday	8:30 a.m.	5:00 p.m.
accom'n, daily, except Sunday	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)	12:45 p.m.	12:50 p.m.
Through Express	10:40 p.m.	12:01 a.m.

(This train does not leave Saturdays.)

Orange Accommodation, daily (except Sundays) at		6:00 a.m.
Somerville Accommodation daily (except Sunday)	3:25 a.m.	5:15 p.m.

Railroad Time is 20 minutes faster than city time.
Ticket office, 278 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.	2:55 p.m.
" " City time	8:15 a.m.	
Night Express, R. R. time	8:15 p.m.	6:25 a.m.
" " City time	8:00 p.m.	

BROWNSVILLE ACCOMMODATION.

Leave Memphis Railroad time	4:00 p.m.	
" " City time	4:00 p.m.	
Arrive "	9:20 a.m.	

Tickets office Navy Yard, Madison and Depot, head of Main street.
SAM. S. JONES, Gen'l Sup't.

RIVER MATTERS.

WEATHER AND RIVERS.

Weather clear and cool, but is moderating rapidly. The river at this point fell three inches in the past 24 hours. We have no late news from White river. The Arkansas rose 6 feet on Tuesday and Wednesday morning, but was falling yesterday. There is now probably 8 feet to Little Rock. News from above will be found in our telegraphic columns.

Arrivals.

Steamer City of Cairo, St. Louis.
" Linton, Evansville.
" Commercial, Vicksburg.
" Cornelia, New Orleans.
" Mayflower, White River.

Departures.

Steamer City of Cairo, St. Louis.
" Cornelia, St. Louis.
" Natona, Friar's Point.
" Agnes, White River.
" Cora S., Arkansas River.
" Indiana, New Orleans.

In Port.

Clifton, W. S. Hays, Linton, Louisa, Mayflower.

MISCELLANEOUS.

Business was moderately active on the levee yesterday. The City of Cairo had a good passenger trip and 300 bales of cotton for St. Louis. The Indiana did not get away until last evening. She was well loaded, and added 300 bales of cotton at this port.

Capt. John Scudder, Secretary of the St. Louis Packet Company, and E. B. Bylington, Esq., agent of the line, are in the city. They arrived yesterday, and will no doubt have a gay old time, as neither of them are strict members of the church.

J. H. Willett, Esq., of Minneapolis, Minn., is in town, and will shortly embark in some enterprise.

The Jim Robison, Capt. Bill Blake, will pass down at noon to-day for Vicksburg. She is a good passenger packet. Alf. Gibson is in her office.

The Lady Gay, Capt. John Burk, leaves for New Orleans to-day at 5 p.m. John Tatum is clerk of the Gay.

The fine U. S. mail steamer Commercial, Capt. John Edson, with Jimmy Thompson and Alex. Waddell in the office, came up yesterday from Vicksburg, with over 100 bales of cotton and a fair trip. We are rejoiced to see the Old Reliable winning laurels in her new trade. She made eighty-one landings on her up trip and brought orders for a large amount of goods. Our shippers must not forget that she leaves Memphis for Vicksburg and the bends. Under the control of polite and attentive officers as those who now control her movements, the Commercial will prove a success.

The Marble City, Capt. Conway, with Mr. Gordyn in the office, leaves for Cairo and St. Louis to-day at 4 p.m., making all railroad connections for the North and East.

The City of Cairo will in the future leave for St. Louis on Thursday.

The Will S. Hays, Capt. Beasely, will positively get away to-day for Cincinnati and way landings. She has nearly a full load engaged. Mr. Norton is the popular chief clerk of the Hays.

The Des Arc is the regular Monday packet for White river.

The Ozark, Capt. Blasdell, leaves on Monday for all points on the Arkansas. She is the U. S. mail packet.

The fine steamer Capt. Frank Stein, backs out to-day at 5 p.m. for Cairo, Louisville and Cincinnati. She will go through without delay. Hunter is her accommodating secretary.

The U. S. mail packet Mayflower, Capt. Ashford, is the regular White river steamer to-day. She makes connection with the Little Rock hack and with boats for the upper White river, as well as with the handsome Guidon, Capt. Clay Rice, for Pine Bluff on the Arkansas. Charley Smither is clerk of the Mayflower, and her table is supervised by Mr. Griffith, a competent steward.

Mr. Sam. Wood, one of our cleverest river clerks, leaves to-day for Cincinnati to join Reese Pritchard's new Arkansas river packet.

The cargo-hanger Houston has left us forever. He is in Cincinnati where we hope he will stay.

Capt. Bowman's new St. Francis is on her way to this port. We will look at her and say what we think after she arrives.

The Commercial connects with the Guidon at the mouth of White river.

The Magnolia went into New Orleans with 3515 bales of cotton, and left there Thursday evening for this port.

The Bismarck will pass up to-day and the Louisiana to-morrow. The Nick Longworth will be due from below on Tuesday.

The first ice gorge of the season is reported. It occurred on the 17th in the Missouri, north of Patisanpah.

The Arkansas has almost ceased above the rapids on the upper Mississippi, and is entirely suspended in the Missouri above St. Joe. Boats generally have gone into winter quarters.

One of the handsomest equipages driven at Newport last summer was owned by a gentleman who five years ago was fireman on one of the river steamboats.

A steamboat twenty-two feet in length, and carrying eighteen persons, has been built on Washoe lake, Nevada. It has a brass engine weighing seventy-five pounds. It is intended for a pleasure boat, and it is proposed by a party to take the boat by wagon and railroad to Wadsworth, thence by Truckee to Pyramid lake, the many wonders of which will be thoroughly explored.

Gen. Humphreys says that contractors are slacking for improvements very frequently all to a needy with their contracts, especially unless they are greatly to the advantage of the contractor. A change to the mode of procedure is recommended, and it is advised that authority be granted to the engineers to charge these works to purchase material in open market and employ labor by the day in cases where contractors wait in their contracts, as experience has proved the system of contracts prescribed in the appropriating acts to be the worst possible mode of carrying on the improvements of rivers and harbors.

Prof. Fontaine, of New Orleans, is in Cincinnati, and has given to the business men of that city a brief explanation of his plan for removing the obstruction to the foreign trade of the Valley of the Mississippi, at the bar of the Southwest Pass. This is the deepest mouth of the river, and there is only fifteen feet depth of water in the channel. Eighteen feet have been obtained temporarily by persistent dredging; but, in spite of all the methods heretofore applied, in the midst of the business season vessels attempting to get in and out of the river are often detained for months. An instance of the kind occurred not long since, when fifty-two vessels were detained six weeks, at a loss estimated by the Chamber of Commerce of more than five millions of dollars. To prevent such occurrences, and to remove permanently this great impediment, a plan was presented to the Academy of Sciences, and adopted by it, after its indorsement by a committee of able engineers, familiar with the peculiarities of the river.

These engineers say, in their report, that the plan presented by Prof. Fontaine, at a very small expense, will "effectually remove the bar at the Southwest Pass, and keep it permanently open," and make the Mississippi river navigable to the largest class of vessels known to commerce. They also state that it will remove the bars of the main river and its principal tributaries, wherever it is applied, give fixedness to its banks, and so deepen its channel, if it is generally applied, and lower its bed by erosion, so as ultimately to prevent overflows.

We are indebted to that sterling live paper, the St. Louis *Times* for the following report of the proceedings of the Steamboatmen's Convention:

The Convention reassembled on Wednesday, and continued in session throughout the entire day. The subjects treated upon were very varied, and of much general importance to the owners of steamboat property on our Western rivers—among which the following received due consideration, viz: The freighting of freights at Cairo by the Cumberland packets and the Evansville and Cairo packets; "the prices of freights to be established by the different associations at points where railroad competition is at hand." The making of a tariff of prices for up stream freights from New Orleans, and the classification of freights and tariffs for the various associations.

It was decided that the reshipment of freights from Cairo should be upon the basis of an agreed price, as fixed by the St. Louis Association, and not upon a divide or pro-rata as heretofore. The New Orleans Association hereafter will make rates for all Northern bound freights. Many other subjects of interest to owners of steam stock were discussed, and for want of time and preparation laid over until the 3d of January, when a meeting of the Union Association will be held in New Orleans, at which they will be passed upon. The various delegations expressed themselves well pleased with their visit and the result of their labors, and after a quiet dinner at the Southern, left for their homes.

REMOVALS.

REMOVAL
—OF—
HERZOG & BRO.
To No. 291 Main Street,
Clark's Marble Block,
—AND—
GREAT REDUCTION IN PRICES!

WE have removed to our new and large store, 291 Main street, Clark's Marble Block, and opened a large and new stock of

Staple and Fancy Dry Goods, Plantation Supplies, Notions, Dress Trimmings, and Fancy Goods.

We shall, commencing on Monday, REDUCE THE PRICE OF EVERY ARTICLE IN OUR STOCK, and sell at lower rates than ever before for Dress Goods, Shawls, Blankets, Cassimeres, Jeans, Plaids, etc.

Give us a call and see for yourself.
HERZOG & BRO.,
291 Main Street,
Clark's Marble Block.

REMOVAL.

L. ROCCO,
No. 249 Main St.,
Opposite Odd-Fellows' Hall.

TO THE PUBLIC.

I HAVE removed my place of business from the corner of Second and Madison streets to the above named place, where I will be glad to meet all my friends and customers.

Candies in all Variety, Cakes, Fruits, Nuts, Preserves, of Choice Quality.

My Candies are all manufactured from the purest Sugars and I guarantee them free from any and all the numerous adulterations so often used by unprincipled manufacturers.

I shall continue to carry on the GROCERY Business in connection with the confectionery, as heretofore.

Holding at the place, No. 249 Main street, opposite Odd Fellow's Hall.
n-o-5 1m L. ROCCO.

R·EMOVAL!

W. P. WRIGHT,
Produce & Commission Merchant
AND DEALER IN
HAY, CORN, OATS, BRAN, ETC.
HAS REMOVED TO
No. 11 Monroe St.
nov11 1m (Price & Yeatman's Old Stand).

SEWING MACHINE.

GROVER & BAKER'S

HIGHEST PREMIUM

ELASTIC STITCH

FAMILY SEWING MACHINES.

POINTS OF EXCELLENCE.

Beauty and Elasticity of Stitch.
Perfection and Simplicity of Machinery.
Using both threads directly from the spools.
Not fastening of seams by hand, and no waste of thread.
Wide range of application without change of adjustment.
The seam retains its beauty and firmness after washing and ironing.

Besides doing all kinds of work done by other Sewing Machines these Machines execute the most beautiful and permanent Embroidery and Ornamental Work.

☞ The very highest prize, THE CROSS OF THE LEGION OF HONOR, was conferred on the representative of the Grover & Baker Sewing Machine, at the Exposition Universelle, Paris, 1867, thus setting a seal of approbation superiorly over all other Sewing Machines.
Send for Circular.

GROVER & BAKER S. M. CO.,
novl 1m 355 Main Street.

R. BRANDON,
Dealer in Stoves, Tinware, House Furnishing Goods.

COAL, Lard and Lubricating Oils, Jobbing and repairing prompt by attended to by competent workmen. 216 Fourth street, near Madison, opp. Steamboat Landing. novl3daw

TRANSPORTATION.

MEMPHIS AND LITTLE ROCK RAILROAD.

Open to Madison

ON AND AFTER WEDNESDAY, SEPTEMBER 16, 1868, the trains on the Eastern Division of the Ros. Field Run regularly as follows:

GOING WEST—Leaves Hopefield Monday, Wednesday and Friday at 7:30 a.m., and arrive at Madison at 1 o'clock p.m.

COMING EAST—Leaves Madison Tuesday, Thursday and Saturday at 7:30 a.m.; arrive at Hopefield at 1 o'clock p.m., and Memphis at 4:30 p.m.

The Ferryboat Nevada leaves the foot of Union street at 7 a.m.

Tickets for sale at all the Railroad Ticket Offices in the city.

Freights for Madison or way stations received by F. S. Patterson & Co., at their Wharf-boat, foot of Union street.

Freight to Way Stations must be prepaid.

Office of Road, No. 12 Jefferson street.

aug28 tf J. W. ROBERTSON, Gen. Sup't.

MISSISSIPPI AND TENNESSEE RAILROAD.

NEW FREIGHT ARRANGEMENTS

MERCHANTS AND SHIPPERS ARE INformed that a

JOINT FREIGHT TARIFF

Has been arranged between Memphis and Stations on the MISSISSIPPI CENTRAL RAILROAD, by which Freights are delivered at those points

Without Change of Car or Transfer

The inconvenience and delays heretofore existing will be obviated by this arrangement, and we are still fitted with pieces of GRAY'S IMPORTANCE TO MERCHANTS AND SHIPPERS.

Tariffs and other information can be had by application at 267½ Main street, or at the depot.
A. S. LIVERMORE,
novl 1m General Superintendent.

Quickest Route to New York
—AND ALL—
PRINCIPAL NORTHERN CITIES
—IS BY THE—
Memphis & Louisville R. R. Line.

Fall Schedule, September 13, 1868.

Double Daily Through Trains
RUN AS FOLLOWS:

Leave Memphis (city time)	3:30 a.m.	2:55 p.m.
Leave Memphis (railroad time)	3:30 a.m.	3:15 p.m.
Arrive at Louisville	4:00 a.m.	12:00 p.m.
" Indianapolis	10:00 a.m.	6:00 p.m.
" Cincinnati	1:00 p.m.	1:25 p.m.
" Cleveland	9:50 p.m.	6:20 a.m.
" Buffalo	3:00 a.m.	1:30 p.m.
" Niagara Falls	10:00 a.m.	4:00 p.m.
" Pittsburg	2:00 a.m.	10:05 a.m.
" Baltimore	6:00 p.m.	4:20 a.m.
" Washington	10:00 p.m.	8:15 a.m.
" Philadelphia	6:45 p.m.	12:45 a.m.
" New York	7:40 p.m.	5:00 a.m.
" Boston	12 night.	4:00 p.m.

Both Trains connect for Nashville.

The 3:15 p.m. connects for Cairo and St. Louis, arriving at St. Louis at 6:30 p.m. next day.

Through Tickets at Reduced Rates,

Can be procured at the Company's Office, 267½ Main street, and at depot, head of Main street.

☞ Baggage Checked at Depot for all the Memphis City Transfer Company; at Hotels, Private Residences, or on Steamboats, to all principal points East and North.

E. S. JONES, Superintendent.
ASA HIND, Passenger Agent. sep13

"Old Reliable" Memphis and White River U. S. Mail Packet Company, Semi-Weekly Line.

THE splendid side-wheel steamers LIBERTY No. 2, and MAYFLOWER, will form a Semi-Weekly line between Memphis and White River, leaving Memphis every Tuesday and Saturday, at 5 o'clock p.m., connecting at Devall's Bluff with trains of the Little Rock Railroad for Little Rock and Hot Springs. Returning, will leave Jacksonport every Tuesday and Friday at 8 a.m., and Devall's Bluff every Wednesday and Saturday at 12 o'clock m.

JOHN E. WEBB,
Sup't M. and W. R. Pack. Co.
LEVY & SHARPE, Agents,
novl 1f No. 20 Front Row.

Card Rates Memphis and White River Packet Company.

FROM MEMPHIS —TO—	Per 100 pounds.	Dry Barrels.	Salt.	Pork.	Whisky.	Molasses.	Corn, Oats and Bran.
Des Arc	35	50	1:0	25	1:00	1:25	35
August, Searcy & Grand Glaize	40	60	75	1:00	1:25	1:50	35
Jacksonport, Powhattan, Pocahontas	60	75	1:00	1:25	1:50	1:75	40
	75	1:25	1:25	1:50	2:00	2:75	75

*And all way Landings.
JOHN E. DAVIS Superintendent.
novl9 tf LEVY & SHARPE, Agents,
No. 20 Front Row.

Memphis and New Orleans
Wednesday Packets,

MAGENTA

Capt. J. FRANK HICKS; Clerk, JOHN BROOKS

MISSISSIPPI,

Capt. NAT. S. GREEN; Clerk, S. COOK CREIGHTON

ONE of these fine Packets will leave Memphis for New Orleans
Every Wednesday, Commencing on September 16th, and every Wednesday thereafter throughout the Season.

Their Cotton capacity is unsurpassed, while in all things pertaining to splendid Passenger Packets, they are unequaled upon the river.

MART WALT & CO., Agents
No. 22 Front street.
LEVY & SHARPE, Agents,
No. 20 Front Row.
LARRY HARMATAD, Agent,
sep18 tf 18½ Wharfboat, foot Jefferson st.

Regular Memphis and Vicksburg United States Mail Packet.

THE COMMERCIAL

CAPTAIN JOHN EDSON,

WILL leave Memphis on SATURDAY, November 7th, for Vicksburg and the Bends and will continue leaving as long as freight here offers, leaving Vicksburg for Memphis every Tuesday. Special attention will be paid to freight on the Bends.

LEVY & SHARPE, Agents,
oct11 tf 20 Front street.

MEMPHIS & ARKANSAS RIVER

Packet Compa'y.

NOTICE

IS hereby given that an organization has been effected under a charter granted by the Legislature of Tennessee, November 17, 1868, entitled "An Act to incorporate the Memphis and Arkansas River Packet Company."

JOHN D. ADAMS,
L. M. TERRY,
JAMES S. JOHNSON,
R. L. HAINES,
HARRISON BLASDEL, } Directors.

The Line of Boats known as the "Memphis and Arkansas River U. S. Mail Packet Company," is merged in the charter of company.

JOHN D. ADAMS, President.
J. M. TRUMBLY, Secretary.

☞ The following boats will each make a trip a week until the new boats of the Company now being built, are finished, leaving MEMPHIS on Mondays and THURSDAYS, at 5 o'clock p.m.

Thursday, 5th, W. A. Caldwell, Hutmen Master.

Monday, Steamer Ozark, Rowland, Master.

Connecting at Little Rock with the steamers Van Buren, Fort Smith and American, for all points above, as high as Fort Gibson.

From the 1st to the 10th of November the new boats will be finished, and the Company will then run four boats from Memphis through to Fort Smith, giving direct communication with all points on the river, the Arkansas river now being in good navigable condition. Passengers and freight are put through to all points on the river without delay, and at reasonable rates.

All persons shipping freight for any point on the Arkansas river from North or East of Memphis, should have their goods consigned to JNO. D. ADAMS, Memphis. Merchandise shipped from New Orleans should be consigned to W. W. JOHNSON, Napoleon, Ark.

JNO. D. ADAMS, President.
T. A. RENDIG, Agent,
sep20 304 Front street, Mosby Block.

UNDERTAKERS.

R. MCCAFFREY. W. H. CORNELIUS

McCAFFREY & CORNELIUS

GENERAL
UNDERTAKERS
—AND—
EMBALMERS OF THE DEAD,
No 300 Second Street,
Near Monroe,
Memphis, - - Tennessee,

METALLIC Cases and Caskets and Wooden Coffins constantly on hand. sep

INSURANCE.

MISSISSIPPI VALLEY BRANCH
—OF THE—
KNICKERBOCKER
Mutual Life Insurance Co.,
OF NEW YORK,
OFFICE, No. 12 Knickerbocker Building.

Assets, : : : $4,000,000

Policies issued at this Office on all the popular plans, and the General Business transacted on the same terms as with the Home Office of the Company.

DIRECTORS AT MEMPHIS:

HENDERSON OWEN, of Messrs. Owen, Moselle & Co.
NEWTON FORD, of Messrs. Newton Ford & Co.
W. H. CROMBIE, President Merchants' National Bank.
ALBERT PIKE, Attorney at Law.
S. T. SEMPLE, of Messrs. S. J. Semmes & Co.
CHARLES C. PARTLE, of Messrs. Partee & Harbert.
CHARLES KORTRECHT, Attorney at Law.
JOHN C. THESSEMAN, of Messrs. Moore & Co.
T. STANWOOD MENKEN, of Messrs. Menken Bros.
M. F. KENNEDY, of Messrs. Kennedy, Williams & Russell.

MEDICAL EXAMINERS:

R. W. MITCHELL, M.D. FRANK RICE, M.D.

GENERAL AGENT,

JOHN F. WILKERSON,
For West Tennessee and North Mississippi.

MANAGERS:

S. R. CLARKE & CO.
feb15

HERNANDO INSURANCE COMPANY,
No. 17 Madison Street.

THIS Company is now doing a General Insurance Business. Its stock is owned by our city merchants and business men. Its aim is to give a safe and prudent—to the advantage of both the Company and the Policy Holder.

S. R. WILKINSON, : : : President.
N. H.