FINANCE AND TRADE.

OFFICE OF THE DAILY APPEAL, MEMPHIS, February 23, 1871.

NEW NATIONAL BANKS.

The following is an official statement of National Banks, organized under act of July 12, 1870, since February 9, 1871:

1768—The Merchant's National Bank of Dayton, O. Authorized capital, $200,000; paid in capital, $101,000. John Powell, President; A. S. Estabrook, Cashier. Authorized to commence business February 11, 1871.

1769—The First National Bank of St. Clair, Mich. Authorized capital, $100,000; paid in capital, $50,000. Wm. R. Barron, President; H. S. Halbert, Cashier. Authorized to commence business February 14, 1871.

1770—The National Bank of Richmond, Ky. Authorized capital, $200,000; paid in capital, $100,000. Thomas Moberly, President; Silas T. Green, Cashier. Authorized to commence business February 15, 1871.

CHANGES IN REDEEMING AGENTS OF NATIONAL BANKS.

We are indebted to the Comptroller of the Currency for the following list of changes in Redeeming Agents of National Banks since February 9, 1871:

Michigan.

Mason—The First National Bank. The Importers and Traders National Bank of New York, approved.

Michigan.

Charlotte—The First National Bank. The First National Bank of Detroit, approved.

New York.

Mount Vernon—The East Chester National Bank. The Ocean National Bank of New York, approved.

Indiana.

Seymour—The First National Bank. The Third National Bank of New York, approved.

Mobile.

Pleasant Hill—The First National Bank. The St. Louis National Bank, St. Louis, approved.

Michigan.

St. Clair—The First National Bank. The Importers and Traders National Bank of New York and The First National Bank of Detroit, approved.

Pennsylvania.

Tamaqua—The First National Bank. The National Bank of the Republic, New York, approved in addition to The City National Bank of Philadelphia.

Massachusetts.

Holliston—The Holliston National Bank. The National Park Bank of New York, approved in addition to the Suffolk National Bank of Boston.

FINANCIAL.

We have no change of importance to mention in local financial affairs. At the banks there is a fair demand for loans, but not pressing. Depositors and customers are supplied with all necessary funds at 10@12 per cent. In the open market there is a surplus of capital, and nothing but good business receives attention; rates are 1 to 1½ per cent. per month. Exchange is in better supply, and the demand not so active. Eastern commercial bills are taken at par discount, and Southern bills at ½ discount. Checking rates are steady at par, and par to ¼ premium on the latter points. Local scrips, stocks, securities, etc., are dull and without change of importance. Gold is bought at 110¼@110½, and sold by dealers at 111¼@111½.

STOCKS AND BONDS IN NEW YORK.

NEW YORK, February 23, 10:25 a.m.—Government securities—Fraction better, with medium demands. Sterling steady at 109¾. Gold carrying at 3 per cent.

Gold	111¼
Bonds of 1881	114¾
5-20 Bonds of 1862	112
6-20 Bonds of 1864	111¾
5-20 Bonds of 1865	111¾
5-20 Bonds of 1865 new	110¾
5-20 Bonds of 1867, new	110¾
5-20 Bonds of 1868, new	111¼
10-40 Bonds	109¾
Pacific 6s, 1895	115¼

NEW YORK, February 21, 1:30 p.m.—In Railroad and Express shares the market is very unsettled and prices are irregular.

Cantn.	72½	Michigan Centr'l	117¾
Pac. M. Pac. Ox.	15	Mich. South-Lake Shore	96½
Pacific 5's ctf.	49½	Illinois Central	138½
Pacific mail	30½	Cleve. & Pittsburg	93
Wells, Fargo & Co.	29½	Chicago and N.W.	76½
New York Central	96½	Chicago and N.W. preferred	80½
U.S. Express	45	Rock Island	97½
New York Centr'l scrip	94½	St. Paul	36½
New York Scrip	71½	St. Paul preferred	74½
Erie	21		
Reading	59		

STOCKS AND BONDS IN LONDON.

LONDON, February 23, 11:30 a.m.—Con. 90⅞ for money ..... 91 14-16@ — Consols for account ..... 91 13-16@ — 5-20s 1862 ..... 91—@91½ 5-20s of 1867 ..... 89¾@89 13-16 Erie ..... 18¾@18¾

2:15 p.m.—Consols and American securities steady and unchanged. Erie, 18½@18¾.

COTTON.

The market opened quiet, buyers being rather indifferent, and sellers in some cases anxious to realize, but unwilling to reduce prices. Unfavorable advices from the East, and still further depressing news from Liverpool, however, had the effect to weaken their views, and by noon there were far more sellers than buyers. Sales during the day were 1550 bales, including 275 bales Stains and Cles. at 11¼ to 12c, Ordinary at 9½ to 10½c, Good Ordinary at 12 to 12½c, Strict Good Ordinary at 12¾, Low Middling at 13½ to 13¾c, with exceptions reported at 13½c; Strict Low Middling at 13¾c, with a few bales reported at ½c less. Middling was reported in small lots at 14c, and Good Middling at 15c. The demand was chiefly for the better grades, the low styles being neglected. Exporters and Eastern agents were about equally represented in the day's transactions. We quote:

Ordinary	9½@10¼
Good Ordinary	12—@12½
Strict Good Ordinary	12¾
Low Middlings	13½@13¾
Strict Low Middlings	13¾@13¾
Middlings	14—@—
Good Middlings	14—@14—

COTTON STATEMENT.

CHAMBER OF COMMERCE, MEMPHIS, February 23, 1871.

Stock, September 1, 1870		4,200
Rec'd since last statement	2,404	
Received previously	379,371—381,775	
		386,025
Shipped since last st'm't	2,977	
Shipped previously	339,587—342,564	
Stock at noon this day		43,461

Imports.

Memphis and Charleston R. R.	483
Mississippi and Tennessee R. R.	443
Memphis and Ohio Railroad	432
Steamers	261
Estimated per wagons	85

Exports.

Memphis and Charleston Railroad	252
Memphis and Ohio Railroad	384
Steamers, north	1560
Steamers, south	441

COTTON IN NEW YORK.

NEW YORK, February 23, 10 a.m.—The market is nominal. Quotations—Ordinary, 12½c; Good Ordinary, 13½c; Low Middling, 14½c; Middling, 15¼c; Good Middling, 16½c. Sales at all United States ports yesterday, 15,700 bales; receipts at all United States ports yesterday, 25,892 bales; receipts here, 5000 bales.

11 a.m.—Cotton market dull. Future sales—February, 14 7-16c; March, 14¾c; April, 14c; May, 14¾c; June, 14¾c; July, 15c.

12:30 p.m.—Cotton market dull and prices unchanged. Spot sales, 1100 bales; futures, 3000 bales.

4 p.m.—Cotton market closed dull and unchanged. Sales to spinners, 1594 bales; exports, 2206 bales; speculation, 150 bales; in transit, 909 bales; contracts, 11,800 bales. Future sales—February, 14 7-16c; March, 14¾c; April, 14¾c; May, 14¾c; June, 15c; July, 15¼c.

COTTON IN NEW ORLEANS.

NEW ORLEANS, February 23, 11:30 a.m.—The cotton market is steady, with a fair demand. Middlings, 14½@14¾c; sales, 500 bales.

3 p.m.—Cotton closed quiet but firm. Middling, 14¼@14½c. Sales, 8000 bales.

COTTON IN LIVERPOOL.

LIVERPOOL, February 23, 11:30 a.m.—Cotton market is dull. Sales, estimated at 10,000 bales. Middling Uplands, 7¾d; Orleans, 7¾d.

2:15 p.m.—Cotton market flat. Sales for the day are 10,000 bales, of which 1000 were for speculation. Memphis cotton on board of steamer from New York, 7¾d.

5 p.m.—Cotton market dull: spot and afloat prices unchanged; sales, 10,000 bales; export and speculation, 1000.

TRADE.

We quote prices at which leading articles are sold by the dealers, and supplied to their customers in the interior.

ALE AND BEER—Ale, $10@10 50 per half barrel. Porter, $11. Lager, per keg, $5 25. Ale, per dozen, $3@3 25 for quarters; $2@2 25 for pints. Porter, do., Guinness' & Young's Scotch Ale, in pints, $2 60 per dozen.

BUTTER—Neglected and nominal at 15@18c for common, and 20@30c for table.

BROOMCORN—Broomcorn, $80@50 per ton.

BAGGING AND TIES—Kentucky bagging, 22@22c; Flax, 25@25c; Gunny bagging 19@20c. Iron ties, 50@60c.

BEANS—White mixed, $1 75@2; Navy, $2 25 per bushel.

CANDIES—Stick, 16@18c; plain fancy 20@25c.

CANDLES—Star, 11 oz, 13½c; 12 oz, 14½c; full weight, 19c.

CORNMEAL—Sales on levee at $3 75 per barrel.

COTTONSEED—Cottonseed on levee, $9 per ton, buyer furnishing sacks.

COTTON MOTES—Are not salable.

CHEESE—Western Reserve, 14@14½c; Factory, 15@17c; English Dairy, 16@17c.

COFFEE—Rio, common to choice, 16½@19c.

CANNED GOODS—Condensed milk, $14@14 50 per case. Cove Oysters, 1 lb., $1 50@2 50 per dozen. Peaches, $2 80. Pears, $3 50. Tomatoes, $2 15@2 25. Cherries, $3@3 15. Pineapples, $3 50@4. Brandy cherries, $5 50@6. Pickles, half gallon, per dozen, $5 00; quarts, $3 25@3 50; pints, $2 25. Tomato catsup, $1 20@1 25. Peppersauce, $1 20.

EGGS—Firm at 22c per dozen for choice fresh, and preserves nominal.

FEED—Receipts are light. Corn sold at 75c for shelled. Bran is quiet at $1 25 per hundred. Hay, quiet at $22@24. Oats, 70c.

FRUIT—Apples scarce; $5@8, as to quality. Dried apples, 5@6c; dried peaches, 7@8c. Oranges, $6 50@7 per box. Lemons, $6@10 per box.

FLOUR—Firm and active; supers are held at $5 75@6; extra, $6 25@6 50; double extra, $6 75@7; treble extra, $7 50@8 00; fancy, $8@9 50 per barrel.

FISH—Sardines, $22@22 50 for quarters; $37@38 for halves. White Fish, $8 per half barrel. Roe Herring, per half bbl., $8@9. Mackerel, per half barrel, No. 1, $11 75@12; No. 2, $7 75@8; No. 1 kits, $2 30@2 50; No. 2, $1 75; No. 3, $1 40@1 50.

FRESH MEATS—Beef, all round, 6@8c. Mutton, 7@8c. Pork, 8@10c.

GRAIN—Supplies for good seconds. Barlaye, 125@140c.

GAME—Wild ducks, $2@3 per dozen. Rabbits, $1 50@2 50. Quails, $1 75. Wild Turkeys, $8@12. Venison, $6@8. Bear, 10@12c.

HIDES, FURS AND TALLOW—Hides and Furs are steady. Dry Flint, 17c; dry salt, 14c; green, 6½@7c; green salt, 8½@9c. Tallow, 8@9c. Deer skins, 150@160; beaver, 80@90; 50 cents; otter, $3@5; mink, 60@75; fox, 30@40; muskrat, 12½@30c.

HOMINY—Demand light; $5 50@6 25 per barrel.

KEGS—In barrels, 80.

LEATHER—Hemlock sole, 33@35c; oak sole, 42@45c; hemlock, 30@35c; upper, $45 per dozen; uppers, 40@50; calfskins, American, per dozen, $90@100.

LIVE STOCK—Cattle, 1st quality, 6@7c, gross; 2d quality, 4@5c; common, 2@3½c; good supply. Hogs are quiet at 8@8½c. Sheep are scarce at $3@6 per head. Texas beeves, $20@40 per head and dull, with light supply.

MOLASSES—Fair Louisiana, 50@60c; Prime, 62½@65c; Choice, 70@75c; Syrups, 90@1 00; Sugar-house, 40@50c.

NAILS—Dull at $4 75 rates.

NAVAL STORES—Tar, in kegs, $5 25 for pine; in 40 gallon barrels, $8@10. Pitch, $6 per barrel. Oakum, $5@6 per dozen.

POULTRY—Active. Chickens, $4 00@5; turkeys, $15@20 per dozen. Geese, $7@8.

PROVISIONS—Meats are generally quiet and weak. Mess Pork is held at $25 50@24 50. Dry-salted clear sides, 11½@12c; shoulders, 8¾@9c; bacon clear sides, 16@16½c; shoulders, 10½@11c; breakfast bacon, 16½c; sugar-cured hams, 17@17½c. Lard quiet—in tierces, 13½@13½c; kegs, 14½@15c; caddies, 16½@17c. Packing Stocks are quiet and weak at $6 50@6 75 for peachblows, and $4 25 for russets. Pinkeyes, $4 75@4 60; Onions, $3; Turnips, $1 per barrel. Cabbages, $10@12 per 100.

POWDER—Mining per keg, $4 50; rifle, $6 50.

RICE—South Carolina, 9@9½c; Louisiana, 8@8½c.

SUGARS—Firm. White clarified common to choice, 13@14½c; prime to choice, 14½@15c; Louisiana, old process, 11½@12½c; prime, 10½@11½c; fully fair, 9½@10½c; fair, 9@10c.

SALT—280-pound barrels, $2 35@2 50. Dairy, $ 50@3 65. Sack, $2 25 for coarse and $2 50 for fine.

STARCH—6½@7c per pound.

SOAP—German mottled, 8½@9c; yellow, 6@6½c.

SHOT—Ranges from $2 40 to $2 75 per sack.

SEEDS—Red Clover, per bushel, $8 50; Blue Grass, $1 75; Orchard, $2 25; Timothy, $5 50; Alsike Clover, per lb, $1 00; White Dutch do, 75c; Lucerne, 75c; Barley per bushel, $1 75; Black Oats, 60c; Wheat, $1 50@2 50.

SPIRITS—Highwines, 92@93c; old Crown Anchor whisky, 70c; old Magnolia do, 80c; old Tennessee while do, 90c; old Bourbon do, $1 10; Tuscarora, do do, $1 25; Miller's do do, $1 40; Pacific do do, $2 75; old apple brandy, $2 00; old peach do, $2 50; New York F F do, $1 35; Otard, Dupuy & Co., 1860, do, $7 50; Swan gin, $1 25; Fish imported do, $7 50; old port wine, $2; Crow sherry do, $2; Champagne, per case, $8.

Our Own Southern do, per case, $7@8; Plantation do, per case, $8 50; Hostetter's do, per case, $9 50; claret, $3 50@5 per case; Catawba, $7@8.

VINEGAR—Common and pickling, $8@10 per bbl.

RIVER NEWS.

BOATS LEAVING THIS DAY.

Arkansas river	PAT CLEBURNE ..... 5 p.m
Napoleon	A. J. WHITE ..... 5 p.m
Friar's Point	PHIL ALLIN ..... 5 p.m
Vicksburg	MARBLE CITY ..... 5 p.m
St. Louis	RUBICON ..... 5 p.m

ARRIVALS.

John H. Groesbeck	Cincinnati
G. W. Cheek	Friar's Point
Richmond	New Orleans
Dardanelle	Arkansas river
Pat Cleburne	Arkansas river
Dexter	St. Louis
Phil Allin	Friar's Point
Vicksburg Chester	St. Louis
Martine	Retreatment
Columbia	Arkansas river
H. C. Yeager	New Orleans
Robert Mitchell	Cincinnati
Marble City	St. Louis

DEPARTURES.

John H. Groesbeck	New Orleans
G. W. Cheek	Friar's Point
Richmond	St. Louis
Alice Dean	Cincinnati
Vicksburg	New Orleans
Bismarck	New Orleans
City of Chester	St. Louis
Columbia	St. Louis
Undine	Osceola
H. C. Yeager	Cincinnati
Robt. Mitchell	New Orleans

IN PORT.

Dardanelle, Phil Allin, Minneola, Pat Cleburne, Kate Kinney.

RIVERS, WEATHER AND BUSINESS.

At this point the river is steadily swelling. It is falling at St. Louis, but 12 feet is reported out to Cairo. The Ohio is fickle. It falls at some points, and rises at others, as will be seen by our dispatches on first page. White river is falling but is very high, and the Arkansas is falling with 16 feet to Little Rock. The weather is clear and warm but a disagreeable wind kept the dust moving all day yesterday. Business on the levee is all that could be desired.

MISCELLANEOUS.

The Richmond passed up with an excellent trip, only a little over four days out from New Orleans.

The Alice Dean left for Cincinnati, with 1400 bales cotton.

The Minneola gets away on Saturday for all landings to Cincinnati.

Reed & Mann, of Cairo, have the contract for building a powerful tug for the Wiggins Ferry Company, of St. Louis, and will have the work completed within three weeks. The contract price is $13,000. It is said to be the largest and most powerful tug on the Mississippi river.

The Phil Allin, Captain Jim Lee, with Stacker Lee in the office, leaves to-day for Friar's Point and all way landings in the big river. She is an excellent packet.

The fine passenger steamer Rubicon leaves to-day at 5 p.m., for Cairo, St. Louis and all way landings. Alf. Grisson, master; John Blake, clerk.

The Marble City, Captain Boyd, will pass down to-day for Vicksburg and the bends. She is the U. S. mail packet.

The R. P. Walt goes out to-morrow for all landings on White river.

The Phil. Allin brought in 342 bales cotton and 1508 sacks seed.

The Pat. Cleburne came in with 435 bales cotton.

The Dardanelle came in from Fort Smith. She brought 265 bales cotton and 700 sacks seed.

The G. W. Cheek came in with 66 bales cotton and 512 sacks seed.

The Richmond added here 400 bales cotton, and put off a lot of sugar and molasses.

The Bismarck, for below, added here 880 bales cotton and 2684 sacks oil cake.

The City of Chester left for St. Louis with 304 bales cotton.

The fine steamer A. J. White, Captain John Washington, will get away at her usual hour this evening for Napoleon and all intermediate landings. She goes promptly at 5 p.m. Charley Smither is clerk.

It is reported that Captain John Washington, the Inspector of Boilers for this port, has been removed, and an employe of the Mississippi and Tennessee railroad appointed in his place. It is thought that the new Inspector will be perfectly impartial, as we learn he does not know a tubular boiler from one of the old brass-bareled kind.

The magnificent Pat Cleburne, Captain Reese Pritchard in command, with the popular Creed Walker in the office, backs out this evening for Helena, Pine Bluff, and all way landings on the Arkansas to Little Rock. She connects with the packet for Fort Smith.

Leidy's new hats for river men are perfectly elegant.

The Robert Mitchell passed down. She got 150 bales of the staple.

We feel sorry for Dacus, of the St. Louis *Republican*, whose really interesting column is daily captured by river editors who do not accord the proper credit. We have long ago ceased to feel hurt at such conduct. Were it not so, we might call the attention of our friend of the *Republican* to many items taken bodily from the APPEAL and republished by Tacus in Wednesday's *Republican*, but credited to another paper.

A snag boat fleet, consisting of five vessels, lies just above Mound City, Illinois. They belong to the army, and not the navy. The commandant is an engineer officer of the army. Of officers and men together, there are not a dozen attached to the fleet while it is lying up. The expenses are reduced to the lowest figure possible. The "flagship" is a dredging boat, the only one in the squadron, and it renders effective service; it also affords an office for the civil engineers and draughtsmen of the fleet, as well as quarters for the commandant, and all who are necessarily attached to the vessel. The repairs that have been made during the past two years upon the boats were all necessary, including improvements in the peculiar machinery used, etc.

The St. Louis *Times* says: "A man, apparently of German birth, came on board the Pauline Carroll, at Memphis, and hid himself away in the cotton, to avoid paying his passage, and was found dead before the boat reached St. Louis."

The *Courier Journal* says: "Captain James Keniston on Monday disposed of his one-eighth interest in the Kate Robinson to Captain George Alcoke, at the rate of $12,000 for the whole boat. Captain Alcoke formerly commanded the Darling and Alice Dean in the Memphis trade, but has not been steamboating for several years, having been connected with the business of Cullen, Williamson & Co., and was at one time river editor of the *Evening Chronicle*."

RAILROADS.

TIME-TABLES.

MEMPHIS AND LITTLE ROCK RAILROAD.

Until further orders, trains will run daily (Sunday excepted) as follows:

	ARRIVES:	LEAVES:
Hopefield	7:30 p.m.	7:50 a.m.
Brinkley	12:00 m.	1:00 p.m.

Freight train will leave Hopefield Mondays, Wednesdays and Fridays, at 8 a.m.

Arrive at Hopefield Tuesdays, Thursdays and Saturdays, at 1 p.m.

Ferryboat will leave the wharfboat, foot of Union street, daily at 6:15 a.m.

No through tickets will be sold after January 30, 1871. R. D. WILLIAMS, Gen'l Supt.

S. P. ROBSON, Ass't Sup't.

MEMPHIS AND LOUISVILLE RAILROAD.

	ARRIVES:	LEAVES:
Day Express	12:45 p.m.	4:15 a.m.
Night Express	4:10 a.m.	1:05 p.m.
Brownsville Accom	9:00 a.m.	4:45 p.m.
Nashville Express	3:30 p.m.	7:45 p.m.

Ticket Office, 267½ Main street, one door north of Jefferson. Depot at head of Main st.

MEMPHIS AND CHARLESTON RAILROAD.

Leave Memphis:

Through Mail Train	11:40 a.m
Through Express Train, Junction accommodation	5:45 p.m
Way Freight Train	3:30 a.m.
Somerville Train	4:15 p.m

Arrive at Memphis:

Through Mail Train	12:15 p.m
Through Express Train	8:00 a.m
Way Freight Train	8:15 p.m
Somerville Train	9:30 a.m.

Mail Train goes N. nor stop at Ping stations west of Moscow. C. L. ANDERSON, Sup't.

MISSISSIPPI AND TENNESSEE RAILROAD.

	ARRIVES:	LEAVES:
New Orleans Mail, daily	2:50 p.m.	12:30 p.m.
Express, daily	9:00 a.m.	4:30 p.m.

Freight, daily except Sunday. 2:15 p.m. 8:40 a.m.

Depot at foot of Main street. Ticket office, 267½ Main street, one door north of Jefferson

LITTLE ROCK AND FORT SMITH RAILROAD.

Mail Train leaves Little Rock (Hunterville) at 8:30 a.m.

Returning, leaves Louisburg at 1 p.m., arriving at Little Rock at 4:30 p.m.

D. W. C. BROWN, Gen'l Sup't.

L. S. RICHARDSON, G. T. A.

TO THE VOTERS OF SHELBY COUNTY.

Advantages of the Selma Road—Necessity for the County Subscription.

THE people of Shelby county will be called upon on the 25th of March, to give a vote which is to determine the future prosperity, growth and wealth of Memphis and Shelby county. The whole amount of subscription made by Memphis and Shelby county to railroads has been only $1,650,000, including the subscription to the Mississippi River railroad. Of this amount $500,000 was to the Memphis and Charleston railroad, which has all been returned to her. Had she sold her interest in the Mississippi and Tennessee and Memphis and Ohio before the war, she would have realized upon them the full amount subscribed; but as a matter of course, the war depreciated their value, and caused considerable depression in their stock. Railroads paid well before the war, as appears from the following facts, taken from official reports: The railroads in Georgia had cost $20,461,203; their net earnings were $2,563,728, or 12½ per cent. upon the cost of their construction. The Memphis and Charleston road cost $6,188,133, and its net earnings were $778,636, or thirteen per cent. upon its cost. So with other roads. The reason why Southern roads have not paid was owing to the war; but this cause will not operate in future.

Let us now see what have been the advantages resulting from these Memphis and Shelby county subscriptions.

When the Memphis and Charleston subscription was made, the population of the city did not exceed 8000, if it was that much, and the value of taxable property was only $3,000,000.

Now the population exceeds 40,000, and the value of property is $28,000,000. The value of taxable property in Shelby county, outside of the city, is $7,000,000. All this has taken place in twenty years, notwithstanding the warfare which our city and county suffered so much.

The taxable property of Madison county, including the City of Jackson, is only $4,720,162; and yet Madison is naturally much richer than Shelby.

Memphis contains four-fifths of all the taxable property of Shelby county, and pays four-fifths of the county taxes. If the property of Memphis were doubled, nearly the whole of the county taxes would be paid by that city. Every tax-payer in the county is then interested in promoting the growth and increasing the wealth of Memphis; for whilst the city would receive most of the immediate benefits, it would pay four-fifths of the county subscription.

The amount which will be paid will be very little, compared with the benefits to be derived. The whole amount of the subscription will be $500,000, to be paid in five annual instalments, and each taxpayer will receive stock to the amount of his tax. The benefits of the road cannot be calculated, but we may approximate them. On the line of this road, 280 miles in length, not less than 300,000 bales of cotton were raised last year, of which 200,000 bales were between Memphis and the Alabama State line, a distance of 130 miles. Memphis is the nearest large cotton market to all of this region. Suppose that she should receive by this road only 100,000 bales of cotton per annum, that now go to other markets. This would yield her as profits at least five dollars per bale, which would be $500,000 each year, which is as much as the *whole* of the county subscription asked for. The owners of this cotton would buy a large portion of their groceries, dry goods, and Western produce here, and that would yield another $500,000 as profits each year.

In addition to this, it may be truthfully stated that there would be $500,000 expended in Shelby county in the construction of the road, and in this way the county would get back the whole of its subscription while the road is in the progress of construction. As the city of Memphis improves, the population of the county will increase, and as the lands become more valuable and the population more dense the greater will be the improvement in cultivating and fertilizing the land, and as a consequence the more will be the productions of the county. This has been the result in all the Northern States, and so it will be here. Mechanics, manufacturers and day laborers will receive constant employment at remunerative prices, while the company is constructing the road. The building of the road will furnish employment to thousands, and will give a great activity to trade. Even these benefits, to say nothing of future results, will compensate for the $500,000 subscription. The amount to be paid by each one will be small compared with the benefits to be derived, since it will only be $10 28 each year on $10,000 worth of property, and this will only continue during five years, while the benefits will never cease. While the advantages resulting from this road would be great, yet if it should not be built to Memphis, but extended in the direction of Helena, Arkansas, the consequences would be disastrous in the extreme. Let us not delude ourselves with the idea that there is no danger of this. *The danger is imminent.* Already a road is projected from Mobile through Jackson, Mississippi, to Helena. The Selma road may be directed to the same point if we fail to vote this subscription. In that event the road from Elyton and Tuscaloosa, Alabama, the centre of mineral regions of that State, would also be directed to Helena. Hence roads from the East would draw the Western roads to Helena, and thus Memphis would lose the natural advantages which she enjoys, and instead of advancing retrograde.

Let those who desire Memphis and Shelby county to go back—would reduce in wealth and population refuse to vote for this subscription. Without the Selma road we will lose the Western roads, and without this subscription you will lose the Selma road. The prosperity and growth of St. Louis has been owing mainly to her railway system. She has increased from 160,773 inhabitants in 1860 to 362,000 in 1870. She has twenty-two railroads, either built or in prospect, whilst Memphis has only four built, including the one to Little Rock, and four more in prospect, and if she loses one of them (the Selma road) there is great danger that she will lose all four, and those already built would in that event be of but little value. The future of Memphis and Shelby county depends upon the result of this vote. *Let every man then do his duty.*

EDUCATIONAL.

COLUMBIA ATHENÆUM, TENN.

A First-class School for Young Ladies.

SOME of the advantages we offer are: Elegant grounds (25 acres); healthy location; capacious buildings expressly for school purposes; $10,000 apparatus; well selected library of 10,000 volumes; large sleeping rooms, will give in each; absolutely healthy; 400 pupils; and efficient Faculty—36 years experience; course of instruction thorough and complete. Prices reduced. Number of matriculates, 184; 114 graduates. No sectarianism. Session opens Monday, September 4th. Catalogues free. W. M. A. SMITH, A.M., Secretary.

jan26 eod sw

Wheeler, Pickens & Co.

WHOLESALE DEALERS IN

ROPE, TWINE, BROOMS

BRUSHES,

AND ALL KINDS OF

Wood and Willow Ware

330 MAIN STREET,

MEMPHIS, - - - TENNESSEE.

NOTICE.

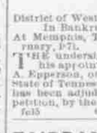
District of West Tennessee, } ss
At Memphis, Tennessee, 14th day of February, 1871.

THE undersigned hereby gives notice of his appointment as assignee of Thomas A. Epperson, of Jackson, Madison county, State of Tennessee, within said District, who has been adjudicated a bankrupt, upon his petition, by the District Court of said District.

fe15 O. WOOLDRIDGE, Assignee.

FAIRBANKS' SCALES!

Prices Reduced!



United States Standard Scales

Every Variety and Size,

EVERY SCALE WARRANTED.

MIS, KELLER & BYRNES, Sole Agents.

A. VACCARO. S. VACCARO. A. S. VACCARO

A. VACCARO & CO

Importers and Dealers in

WINES, LIQUORS

CIGARS, ETC.,

No. 324 Front Street,

MEMPHIS, : : TENNESSEE.

SALOONS.

I HAVE a lot of extra fine Kentucky BOURBON WHISKY which will be sold at a great sacrifice by Avery & Co, No. 206 Front street, if application is made soon.

fel JAS. SUTTON.

For Sale.

EUNICE TOWN LOTS.

ADDITIONAL lots have been laid off at Eunice and a plat of the town made. The lots will be sold on reasonable terms at sacrifice.

Persons desiring to buy will apply to D. H. Reynolds, at Lake Village, Chicot county, Arkansas, who is fully authorized to sell and make deeds to lots. Title good.

Eunice is the permanent terminus of the Mississippi, Ouachita and Red River railroad, on the Mississippi river, about sixty miles below the mouth of the Arkansas river.

It has been fixed as the permanent terminus by donation of lands to the railroad company and by agreement of the old railroad company with the new company that it shall remain the permanent terminus.

Eunice will be one of the most important towns on the Mississippi river between Memphis and New Orleans.

The Mississippi, Ouachita and Red River railroad, when completed, will connect southern Arkansas, Northeastern Texas, and the southern part of the Indian Territory. It is now completed across the Mississippi river bottom to Drew county, and is being pushed rapidly westward.

GEO. H. MACKLIN, Surv. Ex'r,
J. H. MACKLIN, Ex'r.

fe3 and Trustee estate of A. W. Macklin.

RAILROADS.

LOUISVILLE ROUTE

North and East.

WINTER SCHEDULE!

TAKES EFFECT JAN. 9, 1871

LEAVE		
Memphis	4.15 a.m.	1.45 p.m.
ARRIVE AT		
St. Louis	10.30 p.m.	7.15 a.m.
Nashville	5.50 p.m.	
Louisville	10.00 p.m.	9.00 a.m.
Cincinnati	6.00 a.m.	2.00 p.m.
Indianapolis	4.05 a.m.	11.00 p.m.
Cleveland	5.50 p.m.	7.30 a.m.
Buffalo	10.15 p.m.	2.00 p.m.
Niagara Falls	6.20 a.m.	4.40 p.m.
Pittsburg	7.35 p.m.	3.45 a.m.
Baltimore	9.00 a.m.	6.25 p.m.
Washington City	10.30 a.m.	10.00 p.m.
Philadelphia	9.40 a.m.	5.35 p.m.
New York	1.30 p.m.	8.30 p.m.

Brownsville Accommodation leaves daily (except Sunday) at 4:15 p.m.

Daily through train to Nashville and Chattanooga, without change of cars, leaves at 7.45 p.m.; arrives in Nashville at 9 a.m., Chattanooga at 7.10 p.m. next day.

Depot at head of Main street.

Ticket Office, 267½ Main street, one door north of Jefferson.

The train leaving Memphis at 1:25 p.m. runs daily. The 4:15 a.m. train does not run on Sunday. Both trains run through to Louisville without change. Elegant sleeping cars run through on the 1:45 p.m. train from Memphis to Louisville, connecting at Louisville with through cars to Philadelphia, Cleveland, Buffalo and New York, without change. Only one change from Louisville to Baltimore, Washington City and Boston. Berths and staterooms, in through cars, can be engaged at the Ticket Office, 267½ Main street.

T. P. BOYD, Superintendent.
JAMES SPEED, Ticket Agent. jan27

MEMPHIS AND NASHVILLE

SHORT LINE

Memphis and Louisville, and Nashville and Northwestern Railroad,

VIA McKENZIE.

Two Passenger Trains Daily.

Leave Memphis	4:15 a.m	7:45 p.m
Arrive at Nashville	8:40 p.m	9:00 a.m
" Chattanooga	4:30 a.m	7:40 p.m
" Atlanta	2:50 p.m	4:14 a.m
" Knoxville	11:02 a.m	
" Bristol	6:40 p.m	
" Lynchburg	3:50 a.m	
" Louisville, Ky	8:00 p.m	

78 MILES SHORT on THAN via DECATUR TO NASHVILLE.

SHORTEST, BEST, QUICKEST ROUTE.

The only route by which Passengers are not compelled to change cars.

Sleeping cars run directly through to Nashville only by this line.

Baggage and Passenger cars run through to Nashville on the passenger train leaving Memphis at 7:45 p.m.

Have time, distance, and the delays and trouble incident to changing cars at unsound's ferry.

Get your Tickets at 237 1-2 Main St.,

Or at Depot, head of Main st. Take the through sleeping or a seat in one of the through passenger cars of this line. Advise your friends going to Nashville, Chattanooga, Atlanta, Knoxville, Bristol, Lynchburg, Atlanta, Augusta, Macon, Savannah and Charleston.

J. W. TOUMAS,
General Ticket and Freight Agent.
W. L. DANLEY, Gen'l Pass. and Ticket Agt
W. H. LaNUE,
Passenger Agent, Nashville.
J. A. SPARR, Ticket Agent,
jan16 237½ Main street.

THE

Memphis Appeal

1871! 1871!

THE CHEAPEST PAPER

—OF—

ITS SIZE IN MEMPHIS!

We endeavor to render the

Memphis Appeal

DAILY, SUNDAY & WEEKLY

As Useful, Reliable and interesting as any newspaper in the South. We aim to make it the most reliable publication in Memphis, competing for public favor, giving the earliest and best information required by merchants and others. In its columns are found side

EDITORIALS

On all Public Questions.

TELEGRAPHIC REPORTS

From all parts of the world.

MARKET REPORTS,

Giving a comprehensive Review of Trade in Memphis, and a PRICES CURRENT of every article of Merchandise in Market, Domestic or Foreign, with the Latest Intelligence of COMMERCIAL MATTERS, of interest and value to every business man and family, and

A RIVER NEWS COLUMN,

Complete in all the details that make it of unusual value to river and commercial men.

TO ADVERTISERS.

As an Advertising Medium for Bankers, Merchants and Traders, the MEMPHIS APPEAL, in any of its editions, is not surpassed by any other paper in the Southwest. Our circulation is large, and found in nearly every town and city in the South and West.

The Memphis Appeal,

—AS—

A POLITICAL, NEWS,

AND COMMERCIAL JOURNAL,

Is not surpassed by any of its contemporaries. It is the

PAPER FOR THE PEOPLE

For the Professional Man, for the Merchant, for the Farmer, for the Mechanic.

Subscription Price Greatly Reduced

DAILY—For one year (exclusive of Sunday), $10 00; For six months, $5 00; For three months, $3 00.

SUNDAY—For one year, $2 50; For six months, $1 25; For three months, 75 cents.

WEEKLY—For one year, $2 50; For six months, $1 25; For three months, 75 cents.

CLUBBING RATES—To clubs of two or more subscribers we will send our Mammoth Weekly, the largest paper in the South—32x50 inches—for one year, each, $2. To clubs of two or more subscribers, we will send our SEMI-WEEKLY APPEAL for one year, each $3.

NEWS DEALERS, AGENTS, ETC.—Newspaper Dealers, Country Merchants, Postmasters, Depot Agents, and any friends of the MEMPHIS APPEAL, who will do us a little work, can make money by subscribers, remitting to us the amount, less ten per cent., or five per cent. for clubs, for services; or, if more favorable arrangements be compensation will be made.

ADVERTISERS

Will find the MEMPHIS APPEAL the best advertising medium in the State. The great extent and variety of its reading matter has forced its enlargement for the accommodation of advertisers, and its circulation in all parts of Tennessee, Alabama, Mississippi, Texas and Arkansas, among merchants, planters and business men, renders it especially desirable to those who wish to reach the general and substantial public, by advertising their respective business and interests.

Estimates given, and Specimen Copies sent when requested

Address, "APPEAL,"
Appeal Building, Memphis.

A BOOK FOR THE MILLION.

MARRIAGE GUIDE. A PRIVATE COUNSELLOR to THE MARRIED and those contemplating to marry, on the physiological mysteries and revelations of the sexual system, with the latest discoveries in producing and preventing offspring, preserving the complexion, etc.

This is an interesting work of two hundred and twenty-four pages, with numerous engravings, and contains valuable information for those who are married or contemplate marriage; still it is a book that ought to be under lock and key, and not laid carelessly about the house.

Sent to any