RAILROAD TIME-TABLES.

Louisville and Nashville and Great Southern.

	LEAVE.	ARRIVE.
Express, daily	11:20 p.m.	5:10 a.m.
Mail, daily	8:10 a.m.	4:20 p.m.
Brownsville Accommodation daily (except Sundays)	4:20 p.m.	8:45 a.m.

On Saturday, Express runs only to McKenzie, connecting for Nashville.

Mississippi and Tennessee.

	LEAVE.	ARRIVE.
New Orleans Mail, daily	2:30 p.m.	10:30 a.m.
Sardis Accommodation, daily (except Sundays)	4:30 p.m.	9:00 a.m.
Grand Train, daily (Sundays excepted)	6:30 a.m.	4:25 p.m.

Memphis and Charleston.

	LEAVE.	ARRIVE.
Mail & Express Train, daily (this time)	11:15 p.m.	12:15 p.m.
Memphis Accommodation, daily (except Sundays)	4:40 p.m.	8:00 a.m.

Memphis and Little Rock.

	LEAVE.	ARRIVE.
Mail Train, daily	5:10 p.m.	11:05 p.m.
Freight, (daily except Sun.)	6:00 a.m.	5:05 p.m.

Paducah and Memphis.

	LEAVE.	ARRIVE.
Mail & passenger train, daily (except Sundays)	4:00 p.m.	9:30 a.m.
Freight train, daily	6:30 a.m.	5:30 p.m.

FINANCIAL.

Gold rain interfered with business yesterday morning, and the banks were much quieter places than they have usually been of late to have, consequently, but little to tell in our referent to our report of the day before. The fact that the railroads were taking money from the banks some addition to the diminishing receipts of exchange, and is a relief, as far as it goes, but yesterday the loads of rain were unfavorable to shipping cotton. Loans are steadily sought for at usual 8 per cent. Charleston railroad was reported "placed pat." Fire stock, Peoples and Planters Insurance are on the market. The gas stock is set naked at 85, unless Edison's coming. Christmas show should upset the business. The New York *Journal of Commerce* publishes the bank statement of last city, showing that when it was made they held, in the aggregate, $52,310,700 in specie, against only $46,771,700 in currency, which explains why currency is so too refused and gold sent in its stead. Only two banks had as much as a million in legal-tenders; the importers and Traders' bank had $3,925,700 in specie and $1,999,800 in legal-tenders; the Fourth National had $2,893,900 in specie and $1,105,800 in legal-tenders. The New York bank $3,095,300 in specie against only $240,200 in legal-tenders; the City bank has $4,445,500 in specie against only $247,000 in legal-tenders, and several other banks held a similar proportion. In Memphis the rates of exchange on New York banks were as follows: Buying at discount, and selling at par on New York and sight; on eastern cities with three days grace left and 44 off buying on New Orleans; selling at par. Shelby county warrants are quoted at 90 buying and 95 selling. Mississippi first district levee coupons are selling from 18 to 20, according to quality. Charleston railroad stocks—none in the city.

MEMPHIS BANK CLEARINGS:

December 9	$378,436 08
Thus far this week	$711,461 12
Same time last week	643,678 05
Same time last year	1,196,139 84
Total last week	1,706,139 84
Total week before	1,403,034 22

[BY TELEGRAPH.]

PARIS, December 9.—Rentes, 82f 50c.

NEW ORLEANS, December 9.—Sight exchange on New York, $1 50 on $1000 discount. Sterling exchange—bankers' bills, 480.

LONDON, December 9.—Consols for money, 97 5-16; on account, 97 7-16; Illinois Central, 103; Pennsylvania Central, 52½; Reading, 37¼; Erie, 42½; preferred, 72; seconds, 36½. United States bonds—new 5s, 105¾; 4½s, 109¼; 4s, 106⅞.

NEW YORK, December 9.—Money market easy at 5@7 per cent; closing at 5 per cent. Prime to choice mercantile paper, 6@8½ per cent. Sterling exchange—bankers' bills weak, 482; sight exchange on New York, par@¼ discount. Government bonds quiet and steady. Pacific issues of 1868, new 5s, 102¾; new 4½s, 105¾; new 4s, 105⅝; Pacific 6s of 1895, 120. State securities quiet. Louisiana 7s, consols, 90; new stock, 74; 6s, 109; Tennessee 6s, old, 59; new, 39; Virginia 6s, old, 38; new, 37; Missouri 6s, 108. Railroad bonds were active and generally higher. Stocks opened weak, 1@2 per cent lower than last night's prices, but soon became steady and active, closing, in most instances, at the highest point. Late in the afternoon Western Union fell off 3 and Atlantic and Pacific telegraph 1 per cent, but subsequently recovered ¾ and ¼ per cent, respectively. The advance in the general list ranged from ¼ to 1¼ per cent. One of the features was an increased demand for investment shares, especially for Lake Shore and Quincy. The commission brokers report more orders for this class of securities than for some days past, the disposition on part of investors to pay in advance of the enormous January disbursements for interests and dividends, much of which will be invested in this class. The notable strength in the New Jersey Central is due to the belief that there is some good foundation for the rumors of a combination between the Reading interest and the Standard Oil company, in respect to the petroleum trade. A Reading contract with the Standard Oil company for the use of its pipe line through the New Jersey line on the New York Bay is talked of to the advantage of both stocks. The rise was also ascribed to the statement that Keene is sustaining the New Jersey Central, and will attempt to give it a controlling interest. The Pacific issues were higher on increasing business, and on the covering of the short contracts and reports that another pool has been formed in Pacific stocks. Transactions aggregated 285,000 shares, of which 71,000 were Erie, 23,000 Lake Shore, 16,000 Northwestern, 13,000 St. Paul, 48,000 Lackawanna, 19,000 New Jersey Central, 5000 Michigan Central, 19,000 Union Pacific, 17,000 Pacific Mail, 23,000 Western Union, 15,000 Atlantic and Pacific Telegraph, 12,000 Pacific Mail, 8000 Wabash, St. Louis and Pacific, 17,000 Texas and Pacific, 5000 Iron Mountain, 8000 Indiana Central and Lafayette, St. Louis and San Francisco, 3000 Chicago, Burlington and Quincy, 1100 Northwestern Pacific, and 1400 Canada Southern. Quotations were as follows: Erie, 41¾; Panama, 141; Pacific Mail, 34¾@35; Wabash, 12; Fort Wayne, 112; Fitchburg, 106½; Illinois Central, 96½; Chicago Burlington and Quincy, 129; Chicago and Alton, 96¼; Chicago and Alton preferred, 134; New York Central, 130½; Harlem, 160; Lake Shore, 48¾; Canada Southern, 72½; Western Union, 97¾; Northwestern, 91¼; Northwestern preferred, 105¾; St. Paul, 74¾; St. Paul preferred, 90; St. Paul and Minneapolis, 40; St. Paul and Sioux City, 36; St. Paul and Sioux City preferred, 70; Delaware, Lackawanna and Western, 95¾; Morris and Essex, 109¾; Delaware and Hudson, 78¾; New Jersey Central, 33¾; Ohio and Mississippi, 29¾; Ohio and Mississippi preferred, 71; Chesapeake and Ohio, 18¾; Mobile and Ohio, 21¾; Cleveland and Columbus, 81¼; Chicago, Columbus and Indiana Central, 7¾; Indiana, Bloomington and Lafayette, 4¾ offered; Burlington, C. R. and N., 59 offered; Alton and Terre Haute, 18; Alton and Terre Haute preferred, 40; Atlantic and Pacific, 42¾; Wabash, St. Louis and Pacific preferred, 68¾; Hannibal and St. Joe, 37¾; Hannibal and St. Joe preferred, 63¾; Iron Mountain, 47¾; St. Louis and San Francisco, 46; St. Louis and San Francisco preferred, 55; St. Louis and San Francisco, first preferred, 74; Chicago, St. Louis and New Orleans, 29¾; Kansas and Texas, 32½; Union Pacific, 53¾; Kansas Pacific, 35; Northern Pacific, 30¾; Northern Pacific preferred, 55¼ offered; Louisville and Nashville, 87¾; Hoosac Tunnel, 95; Western Union Telegraph, 83; Atlantic and Pacific Telegraph, 48; Pacific Mail, 34¾@35; Little Miami, 111; Adams Express, 104; Wells & Fargo, 104¼; American Express, 50; United States Express, 58¾; Quicksilver, 20¾; Quicksilver preferred, 60¾; Cumberland Coal and Iron, 26¾; Cumberland Coal, Pacific Iron, 7; Union Pacific land grants, 12¾; Union Pacific sinking funds, 87¾; Lehigh and Wilkesbarre, 111; St. Paul and Sioux City lands, no sales; Chicago, Columbus and Indiana Central firsts, 86; Chicago, Columbus and Indiana Central seconds, 42.

COTTON.

The telegrams were again of a cheerful character yesterday morning; New York advanced under Liverpool was higher; futures in New York were "lifting," and sales were 220,000 bales. Later came a change; New York fell off and closed weak; New Orleans, which had advanced, fell back, and New York futures closed "weak." In our market the demand was good, and on advance of 3-16 took place except on good ordinary, which was ⅛ up. When the turn occurred in the telegrams the market lost all animation and closed easier. The change was probably partly due to full arrivals, 42,000 bales in Liverpool; arrivals here are likely to be lower, as the wet weather is rendering the roads in the country unfit for hauling.

	Yesterday.	Day before.
Good ordinary	7 11/16	7 11/16
Low middling	7 12/16	7 11/16
Middling	7 13/16	7 12/16
Good middling	8 12/16	8 12/16
Middling fair	9 11/16	9 10/16
Fair	10 12/16	10 11/16

Nominal. Nominal.

Market firm. Sales, 4150 bales, including 2000 to exporters, 1700 to spinners and 400 to speculators.

COTTON STATEMENT.

Stock, September 1, 1879		386
Received to day	4,663	
Received previously	165,947	170,610
Shipped to day	2,438	170,994
Shipped previously	62,824	65,261
Stock, running account		105,733
IMPORTS.		
Thus far this week	15,152	
Thus far last week	16,513	
Since September 1	170,610	
Memphis and Charleston R. R.		821
Mississippi and Tennessee R. R.		699
Louisville, Nashville and Great Southern R. R.		287
Memphis and Little Rock R. R.		661
Paducah and Memphis		100
Steamers		1,095
Wagons and other sources		500
Total	4,663	
EXPORTS.		
Thus far this week	9,008	
Thus far last week	9,853	
Since September 1	65,261	
Memphis and Charleston railroad		382
Mississippi and Tennessee R. R.		259
Louisville, Nashville and Great Southern R. R.		1,708
Steamers south		88
Total	2,438	

[BY TELEGRAPH.]

The following are the latest telegrams of the domestic markets, as reported yesterday to the cotton exchange:

Latest Telegrams.	State of Market.	Rec'pts.	Prev. Middling.
Galveston	Firm.	1,040	12⅝
New Orleans	Strong.	8,026	12⅝
Savannah	Firm.	4,589	12⅝
Wilmington	Firm.	500	12¼
Baltimore	Firm.	1	13½
New York	Nominal.	3,969	13 7/16
Boston	Firm.	2,614	13⅜
Philadelphia	Firm.	398	13⅜
Augusta	Firm.	1,666	12⅝

The following are the New York spot quotations for yesterday: Ordinary, 12c; good ordinary, 12⅝c; low middling, 13c; middling, 13 1-16c; good middling, 13 11-16c; middling fair, 14 7-16c. At 10:30, quiet, held the higher, 12 15, nominal; 2,411, nominal; 3,161, nominal; 5,661, nominal; 3,700, stock; 72,879 bales.

The following is the latest New York telegram of futures:

Months.	Yesterday.	Saturday.
January	13.55@13.56	13.55@13.56
February	13.80@13.81	13.82@13.83
March	13.99@14.00	13.99@14.00
April	14.17@14.19	14.19@14.20
May	14.34@14.36	14.35@14.37
June	14.47@14.49	14.47@14.48
July	14.52@14.56	14.53@14.54
August	14.65@14.66	14.58@14.60
September	13.76@13.95	0
December	13.30@13.34	13.31@13.32

The tone of the future market was as follows: At 10:45, steady; 11 o'clock, strong; 12 m., steady; 12:45, irregular and lower; 130, easy; 2:15, weak; 5:15, firm. Sales 220,000 bales.

The tone of the spot market yesterday was steady and strong, at 12⅝c for middling. Sales, 9100 bales; receipts, 17,000; exports, 5,997 bales.

The Liverpool telegrams yesterday reported cotton firmer; middling uplands, 7¼d Orleans, 7¼d. Sales 10,000 bales, of which 8400 were American. Receipts, 42,112 bales; 29,000 were American.

Liverpool futures opened 1-32d higher; December, 7⅛; 7 5-32; 7 3-16d; December-January, 7⅛; 7 5-32d; January-February, 7; 3 16d; February-March, 7 3-32; 7 9-32d; March-April, 7 9-32, 7 11-32d; April-May, 7 11-32, 7 3d; May-June, 7 13-32, 7 7-16d; June-July, 7 15-32, 7½d. At the close futures were flat, with free offerings; January-February, 7 3-16d; February-March, 7 ⅜d; March-April, 7 5-16d; April-May, 7 9d; May-June, 7 13 32; June-July, 7 15-32d.

The movements at the ports were reported as follows:

	This Week.	Last Week.	This Week Last Year.
Rec'ts since Friday	113,784	112,774	112,817
Exp'ts to Great Britain	35,191	56,059	37,456
Exp'ts to Continent	90,551	34,494	34,066
Stock	729,073	676,462	649,942

Total receipts at all United States ports, 2,484,244; same date 1878, 2,085,798; same date 1877, 1,786,422. Total increase of receipts at United States ports this year, 128,488. Total stock at all ports, 729,073, against 649,942 same time the year before; in 1877, 796,215.

GENERAL TRADE.

The weather yesterday morning was such as to render out-door operations almost impossible; intermittent showers greatly reduced business to a small limit, and gave little for us to tell. Corn was slightly better; some bran was on the market, but the price is unsettled, and we could learn of no sales; lower figures are talked of. Good sound meal sold at $2 20. Potatoes maintain the advance in the price at present. Cabbage is now plentiful and lower, as low as $2 a hundred, and some were selling at not over $2 50.

Quotations below are for round lots at the landing and in street depots, and include neither drayage, storage nor other expenses outside of the bare freight and charge up to the time of arrival. Jobbing prices are from 5@10 per cent higher, as they include drayage, storage and profit of the dealer.

FEED—*Corn*—sales of 120 sacks at 48½c, 220 sacks at 50c, 1000 bushels in store, 50@52½. *Oats*—last sales of white at 48c; in store, 48@50c. *Bran* was quiet, quoting $14; in store, 80@85c per cwt. *Hay*—last sales of choice timothy at $21@22; in store, $21@26; little demand.

FLOUR AND MEAL.—*Flour*—superfine, $4 75; extra, $5@5 25; double extra, $5 50@5 75; tri-ble extra, $5 75@6; family, $6 25@6 50; choice, $6 75; fancy, $7@7 25. *Cornmeal* was quiet; sale of 160 barrels choice at $2 30.

VEGETABLES.—*Potatoes* were very quiet, but held up to the slight advance; sale of 150 barrels at $1 55 and $1 60. *Onions*, $4@4 25. *Sweet potatoes*, $1 50@2 a barrel in store. *Turnips*, 75c a barrel. *White beans*, $2@2 25. *Green*—half-shelled, $4 barrels, $7 50. *Horse-radish*, $6@6 50 a barrel. *Celery*, 50c a dozen bunches. *Cabbage*, $2@3 a hundred, $3 50@4 a crate.

FRUITS AND NUTS.—*Apples*, $2@2 25 a barrel. *Cranberries*, $7@9 a barrel. *Oranges*, $4 @5 50 per barrel. *Lemons*, $3@3 50 per box. *Bananas*—Old, $2; new, $3 per box. *Figs*, 16c per lb. *Dates*, 8c per lb. *Peanuts*—Red, 6c; white, 7c per lb. *Almonds*, 22c per lb. *Pecans*, 12@14c according to size. *Brazil Nuts*, 10c per lb. *Filberts*, 12½c per lb. *Walnuts*, 15c per lb. *Cocoanuts*, $4 50 per 100. *Dried Apples*, 7@8c a pound. *Dried peaches*, 8c a pound. *Apple butter*, 75c per lb. *Peach butter*, 10c per lb.

EGGS AND BUTTER.—*Eggs* steady, 20@21c. *Butter*—good, 12@15c; country, 17@22c; choice, 25@28c; creamery, 35c.

POULTRY AND GAME.—*Chickens*—small, $2; grown, $2 50; hens, $3. *Ducks*, $2 50@4. *Geese*, $3 50@4 50 per dozen. *Turkeys*, $8@11 per dozen. *Dressed turkeys*, 8c per lb.

HOG PRODUCE.—*Pork* clear sides, loose, 7½c; clear sides packed, 7¾c; shoulders, loose, 5c. *Sugar cured hams*—packed, 10½@10½c. *Lard*—tierce, 8½c; pails, 9c.

CATTLE MARKET.—*Cattle*—Corn-fed native, choice, 1000 to 1100 pounds, $4@4 25; good, 850 to 1000 pounds, $3 50@4; fair, 700 to 800 to 1200 pounds, $3@3 25; Texas, choice, 900 to 1100 pounds, $3 50; medium, 800 to 1000 lbs, $2 50@3; native cows, smooth, 1000 to 1400 lbs, $3@3 25; native oxen, rough, 1000 to 1200 lbs, $2 25@2 75; cows and heifers, 700 to 1000 lbs, $2 25@2 75; grass-fed—butchers' qualities, all weights, $2 50@3. Interior and common, $1 50@2 25; calves and yearlings, per head, $4@6; cows and calves, $15@40. *Hogs*—best butchers' selections, 160 to 200 lbs, $4 25@4 50; good to choice, heavy, $4@4 10; common, rough and light, $3 60@3 85. *Sheep*—Ca ice mutton grades, 90 to 110 lbs, $4@4 50; medium, 80 to 90 lbs, $3 25@3 50; common, per head, $1 25@1 75.

[BY TELEGRAPH.]

NEW YORK, December 9.—Flour steady; superfine western and State, $5 25@5 80. Wheat higher; ungrader spring, $1 4b. Coffee firmer. Sugar dull and nominally unchanged. Molasses in fair demand. New Orleans, 38@45c. Rice quiet but steady. Pork—demand active; mess, $13 12½@13 25. Lard—prime steam, $6 05@6 15c. Whisky nominally $1 04.

LOUISVILLE, December 9—Flour firmer. Wheat firm, $1 28@1 30. Corn higher; white, 45½@; mixed, 44c. Oats steady; white, 40c; mixed, 38c. Rye higher, 87@90c. Hay firm, $15@17. Pork stronger, $14 50. Lard strong; choice leaf, tierce, 8½c; keg, 9½c. Bulk meats strong, 4½@6@7. Tobacco, 7@12c. Bacon—none in market. Sugar-cured hams, 10½@11c. Whisky higher, $1 11.

CINCINNATI, December 9.—Flour firm, $6 15@6 4067. Wheat strong and higher, $1 30@1 34; choice white, $1 38. Corn firm, 41@44c. Oats strong, 36@40c. Rye quiet, 90@91c. Barley firm, 93@95c. Pork easier, $14. Lard dull, 7⅝c. Bulk meats dull; shoulders, 4½c; clear rib, 6⅝c. Bacon dull; clear rib, 7¾c; clear, 8c. Green meats quiet; shoulders, 4½c; sides, 6⅝c. Whisky active and firm, $1 11. Butter dull; choice western reserve, 22@23c; prime western reserve, 18@20c; prime to choice central Ohio, 16@18c.

NEW ORLEANS, December 9.—Four—double extra, $5@5; treble extra, $6 25@6 50; high grades, $6 62½@7 25. Corn, 56@57c. Oats, 50c. Corn-meal firmer, $2 35. Hay—choice prairie and prime higher; choice, $25. Pork, 15@14. Lard—tierce, 8c; keg, 8½@9c. Bulk meats—shoulders, 5c loose, 5½c packed; clear rib, 7½c; clear sides, 7½c. Bacon—shoulders, 5½@5½c; clear rib, 8½c; clear sides, 8½c. Sugar-cured hams—new, 10@11½c. Whisky—western rectified, $1 05@1 10. Coffee—Rio, in cargoes, ordinary to prime, 14@17½c. Sugar dull and lower; inferior, 4½@5½c; common to good common, 5½@6c; fair to fully fair, 6¼@6¾c; prime to choice, 7@7½c; yellow clarified, 7½@8½c. Molasses—common, 25@27c; centrifugal, 35@36c; fair, 30@32c; prime to choice, 40@42c. Rice quiet; Louisiana, ordinary to choice, 6¼@7½c.

CHICAGO, December 9.—Flour firmer but not quoted higher. Wheat—spring, $1 25@1; extra, $5 25@5 50; western spring, $3 75@6; Minnesota, $5 75@6; winter extra, $5 75@6; patents, $6@6 50. Wheat active, firm and higher; No. 2 red, winter, $1 30; No. 2 spring Chicago, $1 28@1 28⅝c cash, $1 29@1 29⅛c January, $1 32½@1 32¾c February. No. 3 Chicago spring, $1 24½; rejected, 97c. Corn strong and higher; 42@42½c cash, 42⅝c January, 43½c February, 48⅝c May; rejected, 38½c. Oats fairly active and a shade higher; 35¾c cash, 36c December, 36½c January, 36⅝c May. Rye steady, 77½@78c. Barley firmer, 92c. Pork—fair demand but at lower rates; $12 25 cash, $12 67½ January, $13 30@13 40 February. Lard active but lower; 7 70c cash, 7 80c January, 7 95c February; these prices are asked; bulk meats easier; 4¾, 5, 5 50, 6, 6 05. Whisky—good demand and prices a shade higher, $1 12.

Close.—Wheat strong and higher; $1 30¼ December, $1 31⅝@1 31¾c January, $1 32⅝ February. Corn firm and higher; 42⅝c cash, 43c January, 48⅝c May. Oats strong and higher; 36½c December, 36⅝@36¾c January, 40½c May. Pork strong and higher; $13 75 January, $13 97½@14 February. Lard—good demand and prices a shade higher; January, 8c.

DRY GOODS.

[BY TELEGRAPH.]

NEW YORK, December 9.—Cotton goods are steadily advancing and the market is excited. American ginghams are advanced in nearly all grades. Prints are quiet but very firm. Solid black prints are scarce. Jobbers and agents are receiving good orders for bunntings and worsted dress-goods. Woolen goods are in steady demand and firm. Carpets firm, with an upward tendency.

RIVER NEWS.

Rivers and Weather.

The following official table gives particulars concerning the condition of rivers and weather at all important points:

OFFICE SIGNAL SERVICE U. S. A., MEMPHIS, December 9, 1879.

STATIONS.	Above low water. Feet.	Inches	Changes. Rise Inches	Fall Inches
Cairo	18	2	.....	3
Cincinnati	4	10	.....	7
Davenport	1	8	3	.....
Dubuque	3	9	6	.....
Keokuk	4	7	.....	1
Leavenworth	1	8	.....	.....
Little Rock	2	4	1	1
Louisville	6	4	10	.....
Memphis	10	6	8	.....
Nashville	10	10	.....	25
New Orleans	12	11	2	.....
Pittsburg	4	4	4	.....
Shreveport	2	11	.....	.....
St. Louis	11	1	.....	.....
Vicksburg	14	4	5	.....

METEOROLOGICAL REPORT.

Time.	Bar.	Ther	Wind.	Rain Fall.	Weather.
7:00 a.m.	30.02	63	S.E.	—	Cloudy.
3:00 p.m.	29.88	67	S.E.	—	Cloudy.
9:00 p.m.	29.83	66	S.E.	—	Cloudy.

Maximum thermometer, 69 deg. Minimum thermometer, 58 deg. Rainfall, 0.33 inches.

R. T. DABNEY, Private Sig. Corps, U. S. A.

By Telegraph.

PITTSBURG, December 9.—River 6 feet 6 inches and falling. Weather—cloudy and cold.

EVANSVILLE, December 9.—River rising, with 7 feet 1 inch by the gauge. Weather—cloudy, rainy; mercury, 68 deg. Up: Fawn, 2 a.m. Down: James D. Parker, 11 a.m.

NASHVILLE, December 9.—River falling, with 8 feet on the shoals.

CINCINNATI, December 9.—River 10 feet and falling. Weather—cloudy and warm. Arrived: Andy Baum, Memphis.

LOUISVILLE, December 9.—River rising slowly, with 6 feet 6 inches in the canal and 4 feet 6 inches on falls. Weather—cloudy and warm.

NEW ORLEANS, December 9.—Weather—cloudy; showery; thermometer, 70 deg. Departed: John Means and barges and John Gilmore and barges, St. Louis.

CAIRO, December 9—Noon.—Arrived: Bedford, Cincinnati, 7 a.m.; Ste. Genevieve, Memphis, 11 a.m.; City of Vicksburg, Vicksburg, 11 a.m. Departed: Bedford, New Orleans, 9 a.m. Weather—cloudy and warm. Night—River 10 feet 7 inches and falling. Weather—cloudy; thermometer, 62 deg. Arrived: H. C. Yaeger, New Orleans, noon; Vint Shinkle, Cincinnati, 3 p.m. Departed: City of Vicksburg and H. C. Yaeger, St. Louis, 1 p.m.; Vint Shinkle, Cincinnati, 3 p.m.

Movements at the Levee.

ARRIVALS.

James W. Gaff, Cincinnati; Fannie Lewis, Annie P. Silver, J. B. M. Kehlor, St. Louis; Shields, Tiptonville; Gold Dust, Vicksburg.

DEPARTURES.

Fannie Lewis, Gold Dust, St. Louis; Annie P. Silver, J. B. M. Kehlor, New Orleans; Hattie Nowland, St. Francis river.

IN PORT.

Shields, Bateville, James W. Gaff, J. D. Scully.

BOATS DUE.

Down—Osceola Belle, George W. Cheek, Will Kyle. *Up*—Jas. Lee, Coahoma, Belle Creole, E. Chouteau.

BOATS LEAVING THIS DAY.

FRIARS POINT—James Lee, Stack Lee master, 5 p.m.

CINCINNATI—James W. Gaff, Robert W. Wise master, 5 p.m.

TIPTONVILLE—Shields, E. W. Crowell master, 5 p.m.

OSCEOLA—Osceola Belle, J. G. Andrews master, 5 p.m.

ASHPORT—George W. Cheek, Henry Cooper master, 5 p.m.

NEW ORLEANS—Will Kyle, Lew Kates master, 5 p.m.

WHITE RIVER—Hard Cash, Ed C. Postal master, 5 p.m.

RECEIPTS YESTERDAY.

Annie P. Silver—300 sacks oats.

J. B. M. Kehlor—223 sacks oats, 48 bales hay.

Dversburg—220 bales cotton, 1126 sacks cottonseed, lot of sundries.

Gold Dust—24 bales cotton, 14 bags seed, 2073 sacks cotton-seed, lot of sundries.

Shields—15 bales cotton, 60 bags seed-cotton, 187 sacks cotton-seed, 145 sacks corn, 4 pkgs sundries.

Fannie Lewis—600 bbls flour and meal, 1919 rolls bagging, 280 sacks bran, 100 sacks malt, 1558 pkgs lard, 19 casks meat, 107 bbls cider, 76 bbls vinegar, 5 bbls whisky, 350 kits fish, 1280 pkgs mdse, 42 bales cotton.

James W. Gaff—300 pkgs furniture, 2068 dry barrels, 62 wet barrels, 42 bbls castings, 510 bbls salt, 463 empty bbls, 91 boxes glassware, 440 boxes candles, 247 pkgs wooden ware, 7 K. D. buggies, 74 boxes hardware, 97 sacks, 33 stoves, 52 bdls iron, 100 box axle grease, 410 pkgs lard, 505 buckets, 89 bdls paper, 318 box canned goods, 18 trunks, 140 tubs butter, 25 boxes catsup, 490 grindstones, 111 bales hay, 1055 head cabbage, 120 pkgs sundries, 173 bales cotton.

Levee Paragraphs.

Good weather for ducks.

Business was a long way ahead of the weather.

The J. B. M. Kehlor passed down for New Orleans yesterday, after discharging a lot of freight here.

Receipts by river yesterday: 454 bales cotton, 74 dammijohnsons in the shape of bags of seed-cotton and 3386 sacks cotton-seed.

The Gold Dust arrived late last evening, having been detained below by foul weather. She discharged here a lot of cotton, etc., and passed on up for St. Louis.

The Annie P. Silver added 352 bales cotton, 300 barrels oil (at Hopefield) and ten tons sundries, and passed on down for New Orleans yesterday afternoon with a good load on.

Cincinnati *Times*, Monday: "Counterfeit labor tickets form the latest swindling dodge on the Mississippi. A colored roustabout was detected with one on the City of Augusta."

The James W. Gaff arrived from Cincinnati yesterday with 800 tons freight, the principal items of which are detailed elsewhere. She discharged her load into the Lee wharfboat.

The Hattie Nowland sailed for St. Francis river with a fair trip—would have been a rouser but for the miserable weather preventing shipments. She will come back with all she can swim under.

The power that presides over the course of events should have some compassion on the poor marines, and give them some dry weather in which to move the unprecedented business on the rivers.

Cincinnati *Gazette*, Monday: "We expect soon to see three packets to Memphis every week, instead of two. The trade demands it, not so much on account of the amount of business to be done as the necessity for promptness when freight is ready for shipment."

Pittsburg *Dispatch*: "Captain John B. Conway, of the Fannie Tatum, arrived from below by rail to secure a towboat to bring up the Tatum, she being in a disabled condition, having broken one of her 'followers.'"

The Fannie Lewis, from St. Louis, yesterday discharged 581 packages freight, and returned with 521 bales cotton. This lot of cotton was consigned for the Gold Dust, but not arriving on time it was turned over to the Lewis to be reshipped by rail east of Cairo.

The *Madison Journal*, published at Delta, Louisiana, says the mattresses recently sunk below the wharfboat have effectually checked the extensive caving there, and we can now look forward to the doing of much good by Captain Dabney before the winter floods come.

What would Memphis do without two such feeders as the Hard Cash and Jesse Harry, which bring everything they can lay hands on up White river direct to Memphis? They are truly home packets—to the people up White river as well as to Memphis. No steamboatmen have so rapidly and permanently won high places in the affections of the people as have Ed Postal and Mill Harry.

The fact that Captain Marsh Miller, the well-known steamboatman, has been awarded the contract of paving Adams street, is assurance that the work will be well done. It is a great pity the remainder of the street paving cannot be awarded Captain Miller, for then we would have no such expenses as the west side of Main street has been since those "pebbles" were laid.

The Muldraugh *Herald* says: "Pilot C. F. Woodward, of the towboat J. S. M'Donald, arrived here on Wednesday evening, after a very successful trip below. The M'Donald had timbers enough to make up-trip, and encountered some trouble on account of low water. Mr. Woodward will take a piece on the Carrier, running from Louisville to Nashville, on the fifteenth of the month."

The Hatchie River transportation company has been organized and chartered, and is now no longer a matter of doubt, as some were silly enough to predict. R. Wormley, F. C. Montgomery, John Dearing, C. F. Hunt, B. F. Herron, N. Hill and J. T. Fargason are the incorporators. It is understood that the company starts with a capital of twenty-five thousand dollars, and that Captain Montgomery left for New Orleans Sunday to bring the steamer Ed. Richardson up to this port with a view to practically opening up that trade.

St. Louis *Globe Democrat*, Monday: "The death of Captain Dan M. Brady is announced, but full particulars are not given, further than the sad event occurred at four o'clock yesterday morning. Captain Brady was a very genial gentleman, and had many personal friends. In the death of C. K. Peck, the highly-esteemed mountain steamboat owner, the river interest loses a valuable and true friend. He was ever ready to assist a young man, and it was a rare occurrence for him to put poor fellows to work when they really did not need their service. His liberality was only outshone by his fine social qualities."

The Shields, which went up as high as Tiptonville, arrived back again yesterday, having met with exceeding good encouragement for the first trip—so much so that Captain Ed Crowell feels like a boy in the upper bend trade already. The Shields is receiving handsomely for her next voyage to the same point, for which she departs at five o'clock this afternoon. Captain Crowell and Cerk Ralfe Hicks are both clever gentlemen, and have a packet, new, staunch and complete, and especially adapted to the wants of the upper benders. Prosperity must follow where all these accomplishments are so abundant.

New Orleans *Picayune*: "The General Barnard, of the United States snagboat service, under command of Captain W. Dunham, with Mrs. Dunham and lady in the office, reached here on Wednesday evening at eight o'clock. She had on board the river improvement commissioners. She loaded with coal at St. Louis at nine cents a bushel, equal to twenty cents a box. The difference in freight between that and eight-five cents a box. Her ordinary draft is a little less than three feet. Two hundred and fifty tons of coal, with stores, etc., only added eleven inches to her draft. Her officers report ten feet all the way between the Future and the Crescent Cities."

The eminent White river packet Hard Cash, having relieved herself of that immense load of cotton, and taken on her usual immense pile of return freight, takes her departure for all points on White river at the usual hour this afternoon. Captain Postal is usually very quiet and takes the world as the world comes, but being now ahead on the cotton business he is quite nervous lest the prodigious power of the White river country may not come fully up to the capacity of his champion cotton carrier, the Hard Cash; so Alexander sets for more worlds to conquer, but the more modest Ed Postal is living on the inspiration of the sole ambition to find as much cotton as his boat can carry.

One of our citizens, who was passenger down to Friars Point and back on the new steamer James Lee, thus speaks of that snug little craft: "She's a bird on wheels. We left Friars Point about seven o'clock in the afternoon, and soon after landed at Hooker's landing, or Delta, as it is commonly known. While lying at Delta we gathered a good head of steam and backed out for a ten-mile dash to Helena. The river was too low to run through the chute lying next to the Arkansas shore and which affords, in extreme high water, almost a straight-line run between Delta and Helena. We ran the low-water channel on the bend side of Montezuma towhead, and, notwithstanding the fact that our lines were slack, all a few rounds below one hundred and forty before we had traversed half the distance, we reached Helena in forty-three minutes after backing out from Delta, beating the famous lidewild's time exactly three minutes. It must be remembered that the lidewild ran in the chute while we ran around the bend, giving the advantage to that boat of over one mile. The Lee handles beautifully, and steers as easy as a prawl. She's a daisy for the trade for which she is designed, and everybody talking the trade of the Mississippi between here and Friars Point is delighted with her. She will make some of the fast boats look to their laurels before the season ends."

The Will Kyle, Captain Lew Kates's new boat, is filled to pass down at five o'clock this evening for New Orleans. We have read so much about that boat in up country papers, even to the extent that she has a round of "boilers" on her stern—an unusual attachment for a stern-wheeler—that we feel almost as if we had seen her already. But the experts among marine architecture historians tell us we must thoroughly inspect her before we can fully appreciate her. So we pass: While she lifts on two feet water in complete running order, she will carry over 1400 tons. The hull, by the Cincinnati marine ways, is 200½ feet long, 45 feet 2 inches beam, 43 feet 8 inches floor, and 6 feet 4 inches depth of hold, with enough clear to spare. The cabin accommodations are in keeping with the machinery consists of four new boilers, by Robt. Jones & Co., 42 inches in diameter, 30 feet long, containing two flues each, and two lever engines, 22 inches in diameter, with seven feet stroke. Warden, McLelland & Co. placed the machinery on board. The shaft is 40 feet long and 12 inches in the journal. The water wheel is 24 feet in diameter, with 34 feet length of bucket, and 28 inches wide. She is commanded by Captain Lew Kates, her owner, a marine with probably more—at least as much—reputation for successful navigation of the Ohio than any other man living. Captain Lew Kates is the Indian, and from the Yellowstone down to Mount The Ohio and lower Mississippi are his old playgrounds. He has a career that would fill a book plum full of good reading, and a character for honesty and integrity worthy to be emulated by present and coming generations. Her office is in charge of James Alexander assisted by Gus Young. Go down and see her.

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