RAILROAD TIME-TABLES.

Louisville and Nashville and Great Southern.

	LEAVE.	ARRIVE.
Express, daily	11:20 p.m.	5:10 a.m.
Mail, daily	6:40 a.m.	4:20 p.m.
Brownsville Accommodat'n daily (except Sundays)	4:20 p.m.	8:45 a.m.

On Saturday, Express runs only to M'Kenzie, connecting for Nashville.

Mississippi and Tennessee.

	LEAVE.	ARRIVE.
New Orleans Mail, daily	2:45 p.m.	10:45 a.m.
Sardis Accommod'n, daily (except Sundays)	4:40 p.m.	9:00 a.m.
Fleish' Train, daily (Sundays excepted)	6:45 a.m.	6:00 p.m.

Memphis and Charleston.

(City time)	LEAVE.	ARRIVE.
Mail & Express Train, daily	11:15 p.m.	1:00 p.m.
Somerville 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.)	8:00 a.m.	5:05 p.m.

Paducah and Memphis.

	LEAVE.	ARRIVE.
Mail & passenger train, daily	4:00 p.m.	9:20 a.m.
Accommodation train	6:30 a.m.	5:45 p.m.

FINANCIAL.

Routine and quietness were all that was to be heard of yesterday at the banks. Exchange was in moderate demand, with a fair supply. Money was in steady demand at short dates; rate 8 per cent. The inquiry for Charleston railroad stock has assumed the quiet phase, what is called "a still hunt;" 39 was bid, but we heard of no transactions. The St. Louis *Republican* says: "In St. Louis money is slightly easier, but so slightly that there is no tendency to permit funds to accumulate in New York." The Chicago *Tribune* says that some of the larger banks of that city report their discount lines so high that they have now no money below 7@8 per cent., and the market stringent. Others with very large deposits say that they must accept 6 per cent. for large and short or call loans or have a large surplus lying idle. The New York *Bulletin* reports: "The price of silver bullion in London is 52@52⅛d per ounce; and the bullion value here of the 412½ grain silver dollar is $0 8817. New York exchange was quoted to-day as follows at the places named: Savannah—buying, 3-16 premium; selling, 5-16. Charleston scarce; buying, ⅛@3-16; selling, ¼ premium. New Orleans—commercial, 150@175 premium; bank, 250 premium. St. Louis, 50 discount. Chicago, 60 discount. Boston, 35 discount. Exchange at our banks quoted at ⅛ discount on New York and other prominent eastern points; with three days' grace, ⅛ discount; selling at ¼ premium. On New Orleans, ¼ discount; selling at par. Shelby county scrip is quoted at 90 buying, and 93@94 selling. The last sale of Memphis gas stock was at 74¾; the last sale of Memphis compromise bonds was at 37½; Mississippi and Tennessee second mortgage bonds at 102. Little Rock first mortgage bonds—last sale at 90¼.

MEMPHIS BANK CLEARINGS:

	Clearings.	Balances.
April 2, 1880	$158,214 55	$ 52,427 60
Thus far this week	768,161 44	196,395 03
Same time last week	857,905 59	209,365 46
Same time w'k before	693,574 84	148,634 19

[BY TELEGRAPH.]

PARIS, April 2.—Rentes, 83f. 35c.

NEW ORLEANS, April 2.—Sight exchange on New York, $2 50 per 1000 premium. Sterling exchange—bankers' bills, 488½.

LONDON, April 2.—Consols—money, 99; account, 98⅞. New 5s, 105⅛; new 4½s, 111; 4s, 100; Illinois Central, 111; Pennsylvania Central, 54; Erie, 47¼; seconds, 9¼; Reading, 25½.

NEW YORK, April 2.—Money loaned up from 6 per cent. per annum to 6½ per cent. per diem. Prime mercantile paper, 5@6 per cent. Sterling exchange—bankers' bills steady, 484¾; demand, 487½. Government bonds strong and higher; United States coupons of 1881, 105⅝; new 5s, 103⅝; new 4½s, 109; new 4s, 106¾; Pacific 6s of 1895, 123. State bonds dull; Louisiana 7½ consols, 51; Missouri 6s, 108½; St. Joseph, 106; Tennessee 6s, old, 36½; Tennessee 6s, new, 30; Virginia 6s, old, 21; Virginia 6s, new, 21; Virginia consols, 78; Virginia consols, preferred, 78. Railroad bonds active but somewhat irregular. The stock market was buoyant in early dealings, and there was an advance in prices of ¼ to 8 per cent. The most marked was elevated railroad shares and Pacific Mail, Metropolitan elevated rising from 92 to 100, New York from 112 to 118, Manhattan from 34¾ to 39, Pacific Mail from 42¾ to 45. The advance in the last named was due to advices from Washington that the auditor and attorney general had decided that the contract between the company and the Pacific railroad was not disadvantageous to the interest of the government. During the afternoon sensational rumors were circulated, one of which was that Vanderbilt was ill, and that the suspension bridge was unsafe; and still another, that the Canadian government had decided to levy a tax on the cars of the Canada Southern passing through the Dominion. Canada Southern declined 6 per cent., and rounded at this, and advanced ½ to 1¼ per cent. Toward the close there were large purchases for long and short account, and prices recovered ¼@1½ per cent., the latter Pacific Mail. Transactions, 190,000 shares, of which 19,000 were Canada Southern, 5700 Cleveland, Columbus, Cincinnati and Indianapolis, 2400 Chesapeake and Ohio, 6700 Lackawanna, 2000 Delaware and Hudson, 75,000 Erie, 2000 St. Joseph, 1600 Iron Mountain, 12,000 Illinois Central, 4600 Kansas and Texas, 9500 Lake Shore, 1400 Louisville and Nashville, 2500 Little Pittsburg, 15,000 Michigan Central, 6600 Northwestern, 1200 Nashville and Chattanooga (closing at 80), 3000 New Jersey Central, 20,000 New York Central, 10,000 Northern Pacific, 6600 Onics, 52,000 Pacific Mail, 1700 Reading, 6000 St. Paul, 14,000 Union Pacific, 6600 Wabash and Pacific and 5000 Western Union. Closing quotations were: Rock Island, 136; Panama, 175; Fort Wayne, 118; Pittsburg, 111; Illinois Central, 106¾ offered; Chicago, Burlington and Quincy, 148; Chicago and Alton, 110; Chicago and Alton preferred, 125; New York Central, 131¾; Harlem, 170; Lake Shore, 103¾; Canada Southern, 62; Michigan Central, 91¼; Erie, 47¾; Erie preferred, 69¼; Northwestern, 36¾; Northwestern preferred, 108¾; St. Paul, 81¾; St. Paul preferred, 103¼; St. Paul and Minneapolis, 57½; St. Paul and Sioux City, 43¼; St. Paul and Sioux City preferred, 78¼; Delaware, Lackawanna and Western, 93¼; Morris and Essex, 108; Delaware and Hudson, 85; New Jersey Central, 34¾; Ohio and Mississippi, 38; Ohio and Mississippi preferred, 75½; Chesapeake and Ohio, 23¾; Mobile and Ohio, 23; Cleveland and Columbus, 78¼; Chicago, Columbus and Indiana Central, 16¼; Burlington, Cedar Rapids and Northern, 71½; Alton and Terre Haute, 23¾ offered; Alton and Terre Haute preferred, 70; Wabash, St. Louis and Pacific, 44; Wabash, St. Louis and Pacific preferred, 69; Hannibal and St. Joseph, 35¾; Hannibal and St. Joseph preferred, 70¼; Iron Mountain, 57¾; St. Louis and San Francisco, 39¾ offered; St. Louis and San Francisco pref'd, 55½; St. Louis and San Francisco, first preferred, 78; Chicago, St. Louis and New Orleans, 40; Kansas and Texas, 45¾; Union Pacific stock, 89¾ offered; Central Pacific, 79; Northern Pacific, 30; Northern Pacific preferred, 53¾; Louisville and Nashville, 161¼; Houston and Texas, 79; Western Union Telegraph, 106¼; Atlantic and Pacific Telegraph, 4¾; Pacific Mail, 43¾; Little Pittsburg, 109; Reading, 69; Adams Express, 112¾; Wells and Fargo's Express, 106; American Express, 58¾; United States Express, 48¾ offered; Quicksilver, 16; Quicksilver preferred, 67; Leadville, 3⅛; Central Pacific bonds, 112¼; Union Pacific first, 112; Union Pacific land grants, 109; Union Pacific sinking funds, 115; Lehigh and Wilkesbarre, 115; St. Paul and Sioux City first, 101¼; Chicago, Columbus and Indiana Central firsts, no sales; Chicago, Columbus and Indiana Central seconds, no sales; Erie seconds, 92¼; Lake Shore div. bonds, 114; Town and Cimaron, 60; Central Arizona, 7; Caribou, 2½; Excelsior, none; Home Stake, 34; Ontario, 35; Standard, 30; Lake Erie and Western, 34½.

COTTON.

It was with satisfaction that the attendants at the cotton exchange yesterday found some change in the wearisome monotony of the telegrams. There was less "easy" and more firm among their ingredients and the changed compound had a stimulating effect upon buyers, for they sprung upon the samples with the agility that follows a long rest, and a better day's sales was made than on any day since the first week in March. One house sold a lot amounting to 800 bales. The market closed firm at unchanged quotations. The New York *Bulletin*, of Wednesday, says: "During the afternoon the cable accounts were somewhat firmer, and indications leading to the belief that the bulk of the immediate supply had been disposed of, the demand took more positive form, and several large purchases were thought to have been made in the way of covering by operators who had previously been most active in forcing the break."

	Yesterday.	Day before.
Inferior	8⅝@8⅞	8⅝@8⅞
Dusky	8⅞@9	8⅞@9
Low ordinary	9⅛@9⅜	9⅛@9⅜
Ordinary	9⅞—10⅛	9⅞—10⅛
Good ordinary	10⅞—11⅛	10⅞—11⅛
Low middling	11⅞—12⅛	11⅞—12⅛
Middling	12⅞—12⅛	12⅞—12⅛
Good middling	12⅞—12⅛	12⅞—12⅛
Middling fair	12⅞—13⅛	12⅞—13⅛
Fair	Nominal.	Nominal.
Clean stains	10⅝@11⅝	10⅝@11⅝

Market steady. Sales 3000 bales, including 2700 to exporters and 300 to spinners. Week's sales, 6200 bales, including 3950 to exporters, 1850 to spinners and 400 to speculators.

COTTON STATEMENT.

Stock, September 1, 1879	386
Received to-day ... 935	
Received previously ... 385,509	386,444
Shipped to-day ... 297	386,839
Shipped previously ... 292,343	292,640
Stock, running account	94,199
IMPORTS.	
Thus far this week	5,354
Thus far last week	5,965
Since September 1st	386,444
Memphis and Charleston R. R.	163
Mississippi and Tennessee R. R.	32
Louisville, Nashville and St. Southern R. R.	107
Memphis and Little Rock R. R.	20
Paducah and Memphis R. R.	15
Steamers	448
Wagons and other sources	150
Total	935
EXPORTS.	
Thus far this week	8,789
Thus far last week	11,775
Since September 1st	292,640
Mississippi and Tennessee R. R.	50
Louisville, Nashville and St. Southern R. R.	247
Total	297

[BY TELEGRAPH.]

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

Local Telegrams.	State of Market.	Rec'pts.	Price Middling.
Galveston	Firm.	434	12½
New Orleans	Quiet.	2,597	12½
Mobile	Quiet.	432	12⅜
Savannah	Quiet.	301	12⅝
Charleston	Quiet.	424	12⅞
Wilmington	Quiet.	63	12¾
Norfolk	Steady.	836	12⅝
Baltimore	Quiet.	90	13—
New York	Quiet.	566	13—
Boston	Dull.	166	13⅛
Philadelphia	Quiet.	616	13¼
Augusta	Dull.	158	12⅞

The following are the New York spot quotations for yesterday: Ordinary, 11¼; good ordinary, 12 1-16; low middling, 12⅝; middling, 13; good middling, 13⅛; middling fair, 14¼. At 10:30, quiet; 1:20, quiet and steady; 2:15, quiet and steady; 3:10, quiet and steady. Stock, 284,065 bales. Sales, 534 bales. Contracts, 400 bales.

The tone of the future market was as follows: At 10:10, steady; 10:50, steady; 11:45, barely steady; 12:45, steady; 1:30, steady; 2:30, steady; 3:25, firm. Sales, 142 000 bales.

The following shows the closing quotations of futures in the New York market yesterday.

Months.	Yesterday.	Day before.
March	12.79@12.80	.....@12.72
April	12.94@12.95	.....@12.88
May	13.06@13.09	13.02@13.03
June	13.20@13.21	13.12@13.14
July	13.27@13.28	13.19@13.21
August	13.10@13.06	12.85@12.88
September	12.12@12.15	12.08@12.10
October	11.77@11.80	11.74@11.77
November	11.71@11.76	11.71@11.73

The following is the New York comparative cotton statement:

Net receipts at all United States ports	47,000
Same time last year	54,000
Total receipts at all U. S. ports to date	4,508,000
Same date last year	4,141,000
Exports from all U. S. ports for the week	81,000
Same week last year	50,000
Total exports from U. S. ports to date	2,916,000
Same date last year	2,926,000
Stock at all U. S. ports	700,000
Same time last year	580,000
Stock at all interior towns	48,000
Same time last year	72,000
Stock at Liverpool	626,000
Same time last year	678,000
Stock of American afloat for Gt. Britain	256,000
Same time last year	241,000

The New Orleans market closed firm at 12½c for middling. Sales, 4650 bales; receipts, 2597 bales. Stock, 464,784 bales.

The Liverpool telegrams yesterday reported cotton quiet and steady; middling uplands, 7¼d; Orleans, 7 3-16d. Sales, 8000 bales, of which 6450 bales were American. Receipts, 43 bales, of which 43 bales were American.

Liverpool futures opened steady; April, 7 3-16d; April-May, 7 3-16@7 3-32d; May-June, 7 3 16d; June-July, 7 7 32d; July-August, 7¼@7 7 32d; August-September, 7¼d; September-October, 7 3 16d. At 3:30 Manchester yarns and fabrics were quiet. At the close the market for yarns was firm; April, 7 7-32d; June-July, 7¼d; July-August, 7 9-32d; August September, 7 5-16@7 11-32d; September-October, 7¼@7 7-32d.

The following is the Liverpool cotton statement: Sales for the week, 51,000 bales; exporters took 3100; speculators, 1600; American, 25,009; forwarded from ships' side direct to spinners, 12,000; actual exports, 4400; amount afloat, 349 000—American, 256,000; total receipts, 95,000—American, 70,000; total stock, 626,000—American, 455 000.

The movements at the ports were reported as follows:

	This Week.	Last Week.	This Week Last Year.
Rec'ts since Friday	45,918	54,978	53,703
Exp'ts to G Britain	67,596	41,326	24,565
Exp'ts to Continent	29,573	36,485	48,481
Stock	770,131	804,201	533,714

Total receipts at all United States ports, 4,505,938, same date 1878, 4,159,128, same date 1877, 3,928,567. Increase of receipts at all United States ports this week, 46,810. Total stock at all ports, 770,121, against 533,714 same time the year before; in 1877, 563,735.

GENERAL TRADE.

The arrival of an up-river boat supplied some material for the market yesterday, but, as on the other days of the week, it was dull. Corn was unchanged and without animation. Some bran was sold, the first for a week or two; it brought a heavy advance, $18 against $15 50; in St. Louis the market is bare. Cornmeal received an increase of stock, one house had 1400 barrels, but there was no change in price; the last advance of 5c was based on the 5c advance in freight. Potatoes were inquired after and some peachblows taken; russets received no attention and will have to submit to low prices. Eggs were steady and firm. Butter is in an anomalous position; the large amount of oleomargarine selling here has caused the butter dealers to reduce their stock of good quality butter which is now so low that the price is rising for creamery, although in St. Louis it is falling. The present mild weather will soon bring new grass, then butter will be able to hold its own against oleomargarine. The St. Louis *Republican*, of Tuesday, reports butter weaker and drooping, with creamery plentiful, dull and lower; other descriptions in light supply, with only a fair demand and that for good medium and choice dairy packed. There is a feeling in peachblow potatoes; new potatoes dull at $4 50@5 a barrel; the market was bare of bran; car-loads at mill and warehouse at 72c; on order from boat at 75c. The same paper quotes Memphis river freights as follows: Cotton, 5-16c a barrel; pork, 37½c; meats, etc., 12½c; hay, 17½c; grain, 12½c. Way points below Memphis are 15 per cent. below Memphis rates.

Quotations below are for round lots at the landing and the railroad depots, and include neither drayage, storage, nor other expenses outside of the bare freight and charges up to the time of arrival. Jobbing and store sales are at higher rates, as they include drayage, storage and profit of the dealer.

FRED.—*Corn*—sales of 225 sacks of mixed at 49c, and 50 of white at 50c; in store, 53@54c. *Oats*—last sale at 41c; in store, 45@47c. *Bran*—sale of 100 sacks at $18; in store, 85@89c. *Hay*—sales of two car-loads of prairie at $9; in store, $1@1 15. *Straw*—last sale at $12 50.

FLOUR AND MEAL.—*Flour*—superfine, $5; extra, $5@5 25; double extra, $5 50@5 75; treble extra, $5 75@6 50; family, $6@6 50; choice, $6 75@7; fancy, $7@7 50. *Cornmeal*, $2 20; inferior, $2 15; in store, $2 35@2 40.

POTATOES—Sale of 100 barrels peachblows at $1 40; in store, $1 60. *Seed potatoes*, in store—early russets, $2; late russets, $1 75; early western, $2; New York peerless, $2 25; western early rose, $2 25; New York early rose, $2 75; early snowflake, $2; London ladies, $2; pinkeyes, $2 25. *Sweet potatoes*, $2@2 50. *New potatoes*—Louisiana, $1 50 per box, $6 50 per barrel.

VEGETABLES.—*Onions*—in store, choice, $5 50@6 a barrel. *Turnips*, $1@1 25 a barrel. *White beans*—medium, $1 50@1 65; navy, $1 75@1 85. *Cabbage*, $5 a crate. *Green peas*, $1 25@1 30 a ¾ bushel box, and new potatoes the same. *Louisiana vegetable*—Green peas, $1 50 per ½ bushel box; new potatoes scarce; beets, 50c a dozen.

FRUITS AND BERRIES.—*Apples*, $3 50@4 a barrel; New York Baldwins, fancy, $4 50. *Oranges*, $3 50 for Palermo; Messina, $4 a box; Sperons, $3 50; Florida Tangerines, $12 50 per case. *Lemons*, $6@6 50 per box. *Dried apples*, 8@9c per pound. *Dried peaches*, 9c per pound.

NUTS.—*Peanuts*—Red, 4½@6c; Virginia, 7@7½c per pound. *Almonds*, 22c per pound, *Pecans*, 10@15c, according to size. *Brazil nuts*, 12c per pound. *Filberts*, 14c per pound. *Walnuts*, 16c per pound. *Cocoanuts*, $5.

EGGS AND BUTTER.—*Eggs* firm at 9c; round lots, ½c lower. *Butter*—common, 12@20c; medium, 22@24c; choice, 26@30c; creamery, 32@36c.

POULTRY.—*Chickens*, $3@3 25; $3 50 for extra all hens. *Ducks*, $3. *Geese*, $4 50@4 75 per dozen. *Turkeys*, $12@15 per dozen.

HOG PRODUCE.—*Pork*—clear sides, loose, 6 85c; clear rib, loose, 6.70c; shoulders, loose, 4½c. *Sugar-cured hams*, packed, 9½@10c. *Mess pork*, $19 25. *Bacon*—clear side, packed, 7½c; clear rib, 7.30c; shoulders, 5½c. *Lard*—tierce, 7¾c; pails, 8½c.

MISCELLANEOUS.—*Hominy*, $3 50 a barrel. *Grits*, $3 50 a barrel. *Cider*—Missouri, half-barrel, $4 75@5; $8 50@9 a barrel. *Kraut*, $5@7 a barrel, according to quality. *Pigs feet*—kegs, $1 50@1 60; half-barrels, $3 50@3 75; barrels, $6 75.

GROCERIES.—*Coffee*, 14½@15c for ordinary; 16c for fair, 17@17½c for good fair, 18½@19c for choice. *Tea*—imperial, 55@90c. *Rice*—Louisiana, 7¾c; Carolina, 8½@9c. *Salt*—per dray load, from store, $1 95 per barrel; coarse, per sack, $1 40@1 50; fine, $1 75. *Sugars*—Louisiana open kettle, 7¾ 8¾c; yellow clarified, 9¾@9¾c; white clarified, 9¾@10c; cut loaf, 11¼@11½c; granulated, 11@11½c; powdered, 11@11½c. *Molasses*—Louisiana sugarhouse scarce; 52@55c

RIVER AND RAIL.

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, April 2, 1880.

STATIONS.	Above low water. Feet.	Inches	Changes. Rise Inches	Fall Inches
Cairo	36	8	.....	12
Cincinnati	26	10	.....	6
Davenport	4	5	3	.....
Dubuque	6	6	8	.....
Helena	43	8	.....	.....
Keokuk	5	9	1	.....
Leavenworth	5	5	1	1
Little Rock	3	1	2	.....
Louisville	10	6	.....	.....
Memphis	**34**	**6**	.....	**5**
Nashville	12	7	3	.....
*New Orleans	1	4	3	.....
Pittsburg	6	6	.....	9
†Shreveport	22	8	.....	.....
St. Louis	14	2	7	.....
Vicksburg	43		1	.....

* Below high water of 1874.
† Low water, bench mark of 1879.

METEOROLOGICAL REPORT.

Time.	Bar.	Ther	Wind.	Rain Fall.	Weather.
7:00 a.m.	29.91	61	S E.	—	Cloudy.
2:00 p.m.	29.84	67	S.E.	—	Cloud.
9:00 p.m.	29.74	63	N E.	—	Cloudy.

Maximum thermometer, 69, deg.
Minimum thermometer, 57 deg.
Rainfall, .52 inches.

WAR DEP'T, SIGNAL SERVICE, U. S. ARMY, FRIDAY, April 2, 1880 (9:38 p.m.)

Place of Observation.	Bar.	Ther.	Wind. Dir.	Wind. Force.	Weather.
Chattanooga	30.00	57	E	Light.	L't rain
Galveston	29.85	71	S W.	Brisk.	Fogg'y.
Indianola	29.87	72	S W.	Brisk.	Fair.
Leavenworth	29.84	61	S.	Fresh.	Cloudy.
Memphis	29.73	63	E.	Fresh.	Cloudy.
Nashville	29.89	64	S.	Fresh.	Thr'ng
New Orleans	29.97	72	S.	Fresh.	Cloudy.
Shreveport	29.74	67	S.	Gentle.	Cloudy.
Vicksburg	29.84	70	S.	Fresh.	Fair.
Little Rock	29.71	62	S.	Gentle.	Cloudy.

DABNEY, Private Signal Corps, U. S. A.

BY TELEGRAPH.

NASHVILLE, April 2.—River falling, with 12 feet on the shoals.

WHEELING, April 2.—River 10 feet, and falling. Weather warm and cloudy.

ST. LOUIS, April 2.—*Noon*—River rising rapidly. Weather cloudy and warm. Rain this morning. Arrived: City of Greenville, Vicksburg.

CINCINNATI, April 2.—*Noon*—River 26 feet 6 inches, and falling. Weather cloudy and windy. Arrived: Springer and Golden City, New Orleans.

SHREVEPORT, April 2.—The river rose 1 inch during last 24 hours, and now stands 22 feet 8 inches on the gauge. Heavy rain last night and still cloudy.

PITTSBURG, April 2—*Noon*—River 6 feet 6 inches, and falling. Weather clear and pleasant. *Night*—River 6 feet 3 inches, and falling. Weather cloudy and mild.

NEW ORLEANS, April 2.—Weather cloudy, warm and rainy. No arrivals or departures. James Howard, St. Louis, and U. P. Schenck, Cincinnati, receiving to leave to-morrow.

EVANSVILLE, April 2.—*Noon.*—Up: Eldorado, 7:30 p.m.; Chas. Morgan, 11:45 p.m.; Idlewild, 9:30 a.m. Down. Joe B. Williams and tow, 11:30 a.m. The Kyle leaves at 11 p.m. Weather cloudy with a light sprinkle of rain. River stationary with 26 feet on the gauge. Business dull. *Night*—Weather cloudy; thermometer 65 deg. Light rain.

LOUISVILLE, April 2—*Noon.*—River 10 feet 10 inches in the canal and 8 feet 10 inches in the chute on the falls, and stationary. Business good. Weather cloudy and pleasant. Dick Fulton and tow leave to-night. *Night.*—River 10 feet 10 inches in the canal and 8 feet 10 inches in the chute on the falls, and stationary. The Chas. Morgan arrived at New Albany at 7 o'clock and the Andy Baum will pass up to-night.

CAIRO, April 2.—*Noon.*—Raining and cool. Arrived: St. Genevieve, St. Louis, 5 p.m., sharp. Departed: Ironsides, St. Louis, 8 p.m; Ste. Genevieve, Memphis, 8 p.m., sharp; City of Alton, New Orleans, 2 a.m.; Mollie Moore, Onachita, 2 a.m.; Dacotah, St. Louis, 4 a.m. *Night*—Arrived: Lilly, New Orleans, 3 p.m.; Storm, Ohio river, 4 p.m.; Commonwealth, New Orleans, 7 p.m. Departed: John Dippold, New Orleans, noon; Lilly, St. Louis, 5 p.m; Storm, St. Louis, 6 p.m.; Commonwealth, New Orleans, 7 p.m. River 3 feet 8 inches, and falling. Thermometer 60 deg.

Movements at the Levee.

ARRIVALS.

Golden Rule, Cincinnati; City of Helena and E. O. Stannard, St. Louis; City of Vicksburg, Vicksburg; James Lee, Friars Point; Shields and Silverthorn, Commerce; Coahoma, Osceola.

DEPARTURES.

City of Helena, Vicksburg; Golden Rule and E. O. Stannard, New Orleans; City of Vicksburg, St. Louis; Vint Shinkle, Cincinnati; Coahoma, Osceola; Batesville, St. Francis river; Shields and Silverthorn, Commerce; James Lee, Friars Point.

IN PORT.

Josie Harry, Mud Town, Katie Hooper.

BOATS DUE.

Down—Ste. Genevieve, City of Alton.

Up—New Mary Houston, Shields, Silverthorn.

BOATS LEAVING THIS DAY.

HELENA—Shields, Wm. J. Ashford master, 5 p.m.

WHITE RIVER—Josie Harry, Mill R. Harry master, 5 p.m.

COMMERCE—Silverthorn, S. H. Whitehead master, 5 p.m.

DYERSBURG—Mark Twain, W. P. Hall master, 5 p.m.

ST. LOUIS—Ste. Genevieve, D. A. Weist master, 5 p.m.

NEW ORLEANS—City of Alton, H. C. Bixby master, 5 p.m.

CINCINNATI—New Mary Houston, Charles Miller master, 5 p.m.

ARKANSAS RIVER—Katie Hooper, Ed Nowland master, 5 p.m.

RECEIPTS YESTERDAY.

Shields—8 bales cotton.

Golden Rule—25 tons merchandise.

City of Helena—800 pkgs of miscellaneous freights.

City of Vicksburg—1 bale cotton, lot of sundries.

E. O. Stannard—350 brls meal, 18 pkgs of sundries.

Coahoma—23 bales cotton, 11 bags seed-cotton, 17 pkgs sundries.

James Lee—35 bales cotton, 101 sacks cotton-seed, 27 pkgs sundries.

Katie Hooper—132 bales cotton, 66 sacks cotton-seed, 27 pkgs sundries.

Local Port Notes.

The local packets departed on time yesterday evening.

Receipts by the river yesterday: 199 bales cotton, 11 bags seed-cotton, 167 sacks cotton-seed.

The E. O. Stannard passed down yesterday evening for New Orleans. She added here 88 bales cotton.

The river has declined ten inches from the top notch of the late rise, and stood at 33.6 last night at dark.

Business did not stick out like Bones Smith's bill yesterday, but still there was not much room for complaint.

The City of Vicksburg passed up yesterday evening for St. Louis. She added 520 bales eastern bound cotton here.

The City of Helena passed down yesterday at noon for Vicksburg with a good trip. She added 25 tons of freight here.

The St. Genevieve, Captain D. A. West, is the Anchor line packet this evening at five o'clock for Cairo and St. Louis.

The Vint Shinkle departed last evening for Cincinnati with 500 bales cotton, 400 barrels oil, 40 tons scrap iron and a fair trip of people.

The City of Alton, Captain H. C. Bixby, is the Anchor-line packet this morning at ten o'clock for New Orleans. Wm. Mosson is her clerk.

The Silverthorn, Captain S. H. Whitehead, is the packet this evening at five o'clock for Helena and all way landings. Ed Crowell is her clerk.

The Golden Rule passed down yesterday evening for New Orleans loaded flat. She discharged here 25 tons freight and added 1120 sacks oil cake.

The Katie Hooper, Captain Ed Nowland, is the packet this evening at five o'clock for all points on Arkansas river. Jimmy Thompson is her clerk.

The new Mary Houston, Captain Charles Miller, will pass up this evening at five o'clock for all points on the Ohio river as far as Cincinnati. Elliott Miller is her clerk.

The Mark Twain, Captain W. P. Hall, is the packet this evening at five o'clock for Dyersburg and all way landings. Harry Terry and Charlie Stevens are her clerks.

The Josie Harry, Captain Milt R. Harry on deck, is the packet this evening at five o'clock for all points on White river, going through to Jacksonport. Walker Outlaw presides in her office.

As the Baptists say, when they have half-drowned a score or so of people to fit them for paradise, "we had a most refreshing season" last night. The rain came down with a will from about dark until nine o'clock, putting a clean face on the levee and washing away the sediment left by the receding waters of the river.

The steam launch Cinderella, ordered by Taylor & Arnold, of this city, for the use of Captain T. S. Anderson, chief-engineer of the Mississippi levee board, arrived by rail from New York, and was safely launched yesterday afternoon. To-day the engineer will overhaul her to see that her machinery is all right, verifying the examination by a trial trip, and she will probably leave for Greenville to-morrow morning.

The Old Veteran caught 'em again. This time the extension is until Tuesday next. He explained to the legislative council, yesterday afternoon, that he thought he had his wharfboat sold all right, but the purchaser, somehow or other, didn't come to time, and now he thinks of going over to Hopefield, and hopes to never see the back of his head if he don't clear out for Arkansas as soon as the water falls sufficient to allow him to make a secure landing. Meantime he is not to do any business with his boat.

Personal.

Captain Billy Smither, of the Coahoma, left by rail last night for Evansville, called thither by the serious illness of his wife.

Dr. John M'Dowell, of St. Louis, well known to many steamboatmen here, died at Hot Springs, on the twenty-seventh ultimo.

Captain James O'Neall is now superintendent of the New Orleans Anchor line, *vice* Captain John P. Kaiser, who takes charge of the business of the Memphis and Vicksburg Anchor line.

It is said that Commodore Scudder, of the Anchor line, contemplates an early visit to Europe, seeking relaxation from the arduous duties which have kept him so close for the past two years.

There was more fun and excitement over the balloting for the silver water set to be presented to the most popular steamboat captain in the port at the fair of the ladies of St. Bridget's church, at Cochran hall last night, than ever had at any similar entertainment ever given in this city. The friends of the gallant captains come nobly to the support of their favorites, and one would have thought from their ardor that the Presidency of the United States was the prize being contended for. The contest finally narrowed down to Captain Milt R. Harry, of the Josie Harry, and Captain Stack Lee, of the James Lee, and after several "heavy breaks" had been made, the returns were made up and stood: For Captain Harry, 849 votes; for Captain Lee, 660, bringing Captain Harry out winner by a handsome majority. The late hour at which we write prevents a more extended report, but fuller details will be found in the local columns.

Picked Up Adrift.

The underwriters are wrecking the James D. Parker.

The Mary Boyd, formerly owned by the Memphis and Arkansas river packet company, but now running in Alabama river, came very near being burned at the wharf in Mobile the other night, fire having been discovered in the texas. No material damage was done.

Rosedale *Leader*, 27th: "Last night being windy and boisterous, was very bad on the levee. Several places in front of Rosedale suffered considerably from the waves, and had it not been for the well-timed efforts of Colonel Yerger, Charles Scott, Esq., and Colonel Montgomery we would in all probability have been inundated. We would not be surprised to hear of a break somewhere within Bolivar county."

Bolivar *Bulletin*, yesterday: "The steamer Pottevent arrived early yesterday morning, bringing from Memphis four hundred tons and expects to return with about six hundred bales of cotton. Good trip. Captain Montgomery in command. The officers report that a very light draft boat will be run next season as far as Pocohontas. Bridges, then, should have draws in them. The river is falling so rapidly that the boat left on yesterday."

A crevasse occurred last Wednesday, four miles above Gretna, opposite Carrollton, caused by a defective rice flume, on Sharpe's plantation, which by night was entirely submerged. During the night the break enlarged to sixteen feet, the water rushing through at a great rate. Pandely, of the Morgan railroad, has one hundred men at work on the break, and hopes to close it in a few days. Material has been sent from New Orleans. Colonel Hardee, State engineer, has gone to take charge of the repairs.

Jacob Frick has filed a suit in the court of common pleas at Louisville against the Louisville and Evansville mail-line company for fifteen thousand dollars damages. He states that on the sixth of October, 1879, as the steamer M. S. Rhea, belonging to the company, was backing out from Newport one of the ropes, through the carelessness and neglect of the officers of the boat, parted, striking him on the leg and breaking it in such a manner that amputation was necessary, and he now wants the sum named as damages.

St. Louis *Post:* "Captain M'Munn, the energetic manager of one of our new river transportation lines, has sent the Raven out with two barges to be loaded at Hayes, on the Illinois, for New Orleans direct. The shipment is to be thirty-five thousand bushels bulk yellow corn. Mr. Husman is in the pilot house. The Raven will leave this port on Sunday morning for New Orleans with four or five barges bulk grain, about thirty-five hundred tons. The Illinois has been much neglected. It is a splendid field for enterprise, in barges, freight boats, and rapid passenger boats, and we hope to see it utilized at least as much as it was twenty-five years ago."

Towboats and Barges.

The Iron Mountain passed up with a tow for St. Louis last evening.

The Oakland, with a quarter section of coal-boats, passed down yesterday afternoon.

The Lass came in yesterday afternoon last evening with two barges of stone for Mr. Meath, the street contractor, to be used in paving Adams street.

BATTLE OF THE RAIL.

Traffic over Morgan's New Orleans and Texas road is temporarily interrupted by a washout occasioned by a crevasse in the levee four miles above Gretna.

Vice-President Newcomb and General Manager DeFuniak, of the Louisville and Nashville, who have been in Atlanta consulting Wadleigh, of the Georgia Central, left Thursday night for Savannah. It is understood that the difference between the two companies have been settled, and that the Louisville and Nashville railroad company will abandon building the Georgia Western.

Some of the bondholders in the Chicago and Pacific railroad, not included in the syndicate, which proposes to lease that road to the Chicago, Milwaukee and St. Paul company, applied in the United States court at Chicago, yesterday morning, to Judge Blodgett, for an injunction to restrain the syndicate from voting for the lease and transfer. Judge Blodgett refused to grant an injunction, but said that he would hear arguments after the lease shall have been consummated as to what disposition should be made of the money to be paid by the lessee. The lease will doubtless be confirmed.

MOVEMENTS OF OCEAN STEAMERS

LONDON, April 2.—Arrived Out: Victoria and Wyoming, from New York.

NEW ORLEANS, April 2.—Arrived: Steamships Chalmette, from New York; Haytien, from Liverpool.

THE PUBLIC WILL TAKE NOTICE That the order of the Postmaster-General against the Matte of the Louisiana State Lottery Company is RESCINDED.

**Registered Letters and Money