OPENING & CLOSING OF MAILS.

Postoffice, Memphis, Tennessee.

RAILROADS.

Cincinnati, Louisville and Memphis local and through mails open at 4:45 p.m. and close at 6:40 a.m.

Cincinnati, Louisville and Memphis through mails open at 8:45 a.m. and close at 10 p.m.

Chattanooga and Memphis local and through mails open at 8:30 p.m. and 11:45 a.m., and close at 6 a.m. and 10 p.m.

Memphis to Grenada and New Orleans open at 10 a.m. and close at 11:30 a.m.

Memphis and Little Rock open at 11:30 p.m. and close at 8:30 p.m.

Covington and Memphis open at 9:30 a.m. and close at 3 p.m.

Somerville accommodation open at 8:20 a.m. and close at 4:45 p.m.

RIVER AND OTHER MAILS.

Memphis to Friars Point (agent) open Mondays, Wednesdays and Fridays, at 7 a.m. and close same days at 4:30 p.m.

Helena and Clarendon Railroad, daily, open at 7 a.m. and close at 4:30 p.m.

Helena and Friars Point (postoffices), daily, open at 7 a.m. and close at 4:30 p.m.

Memphis to Greenville (agent) open Mondays, Thursdays and Saturdays, at 7 a.m. and close same days at 4:30 p.m.

Memphis to Vicksburg (agent) open Mondays, Thursdays and Saturdays, at 10 p.m. and close Sundays, Tuesdays and Fridays, at 9:30 a.m.

St. Louis to Memphis (agent) open Sundays, Tuesdays and Fridays, at 7 a.m. and close same days at 9:30 a.m.

Osceola to Memphis (agent) open Mondays, Wednesdays and Fridays, at 7 a.m. and close same days at 4:30 p.m.

St. Francis river (agent) open Tuesdays and Fridays at 7 a.m. and close same days at 4:30 p.m.

Arkansas river (agent) open Wednesdays and Saturdays at 7 a.m. and close same days at 4:30 p.m.

White river (agent) open Wednesdays and Saturdays at 7 a.m. and close same days at 4:30 p.m.

Memphis to Holly Springs (stage route) open Mondays, Wednesdays and Fridays, at 8 p.m. and close Tuesdays, Thursdays and Saturdays, at 6 a.m.

RAILWAY RECORD.

Arrival and Departure of Trains.

Trains on the Padusah and Memphis road move as follows: Mail leaves daily at 4:00 p.m. Mail arrives daily at 9:20 a.m.

Trains on the Memphis and Little Rock road move as follows: Mail leaves daily at 4:30 p.m.; freight leaves daily, except Sunday, at 8:30 a.m. Mail arrives daily at 11:05 p.m.; freight arrives daily, except Sunday, at 6:15 p.m.

Trains on the Memphis and Charleston road move as follows: Mail leaves daily at 11:35 p.m.; fast mail and express leaves daily at 3:50 a.m.; Somerville accommodation leaves daily, except Sunday, at 5:45 p.m. Mail arrives daily at 11:20 a.m.; fast mail and express arrives daily at 8 p.m.; Somerville accommodation arrives daily, except Sunday, at 7:50 a.m.

Trains on the Mississippi and Tennessee road move as follows: Mail leaves daily at 12:30 p.m.; Seattle accommodation leaves daily, except Sunday, at 4:45 p.m.; freight leaves daily, except Sunday, at 6:00 a.m. Mail arrives daily at 9:30 a.m.; Seattle accommodation arrives daily, except Sunday, at 8:00 a.m.; freight arrives daily, except Sunday, at 4:00 p.m.

Trains on the Louisville and Nashville road move as follows: Express leaves daily at 11:30 p.m.; mail leaves daily at 7:40 a.m.; Brownsville accommodation leaves daily, except Sunday, at 4:30 p.m. Express arrives daily at 5:10 a.m.; mail arrives daily at 4:20 p.m.; Brownsville accommodation arrives daily, except Sunday, at 8:45 a.m. Saturday the express runs only to M'Kenzie, connecting for Nashville.

Superintendents are requested to notify this office promptly of changes of time.

Personal and General.

The exodus northward has not abated.

Seven new railroads are projected in northern Indiana.

A union depot will be built at Nashville to cost $40,000.

The war continues, and the Jackson is reaping a harvest.

Mr. A. E. Lippencott, of the Cincinnati Southern, left New Orleans Tuesday.

Frank Chamberlain, of Memphis, agent for the great Jackson, is in New Orleans.

The Baltimore and Ohio railroad has just completed a dry dock at Baltimore which is 470 feet long, 113 feet wide and 26 feet deep.

The *Railtreader* has a column in which births, marriages and deaths are reported. It speaks of them as arrivals, couplings and departures.

In 1877 the preferred stock of the Hannibal and St. Joseph railroad company was selling at seventeen cents, and now it is earning a good dividend.

Excursionists on the Pennsylvania road, in the mountainous regions, are treated to observation cars. These cars are open on all sides, and furnished with reclining-chairs.

It is said that the locomotives used on the railroads of the United States are doing the work of over 29,000,000 horses, while the census of 1870 aggregates horses of all ages as less than 9,000,000.

The Illinois Central road has furnished its train baggagemen and brakemen with blue caps and silver bands. The first ones are a present from the road, after which the boys will have to buy them.

General-Superintendent E. B. M'Clure, of the Indianapolis and St. Louis road, has kindly consented to grant a leave of absence for a month to his passenger conductors without deducting their pay.

C. P. Craig has been appointed general eastern passenger agent of the Baltimore and Ohio road, and will be in charge of the business east of Baltimore, including New York city and the New England States.

Among the most gratifying features of the railroad business at the present time is that roads in all parts of the country are making favorable earning exhibits and are paying employes fair wages, and, best of all, promptly.

A strong effort will be made before the time arrives, for requests to be sent out for exchange of annual passes between roads to strike from the list auditors, treasurers, paymasters, purchasing agents, and every other official whose duties as such do not require him to travel over lines other than his own.

Mr. Matt Kennedy, general baggage agent of the Mobile division of the Louisville and Nashville railroad, has tendered his resignation and has accepted a similar position on the Great Jackson route, to take effect the first of August. Mr. Kennedy has been connected with the Mobile line for ten years.

The Sahara railroad commission lately held a meeting in Paris to hear their agents' report on their explorations. These gentlemen advocate a telegraph line as the first step, and M. de Lesseps supports this move. The parliamentary grant of last year is exhausted, and $120,000 more will be asked for.

The directors of the Cincinnati, Indianapolis, St. Louis and Chicago road have asked for bids for five hundred grain-cars, the seven hundred now on hand being entirely inadequate to the demand. The equipment will then consist of 1950 freight, 12 baggage, 43 passenger, 6 parlor and 4 chair cars and 60 engines.

The Southern express company are not disposed to quietly submit to the restrictions placed on them by the Iron Mountain company, and as a matter of relief they have contracted with the St. Louis and San Francisco company to have all their express matter intended for Texas to go over that road to Vinita, thence to Texas, via the Missouri, Kansas and Texas road. The St. Louis and San Francisco road last night put on an extra express car for the accomodation of the Southern express company's Texas business.

The completion of the Denver and Rio Grande railway to Leadville is an event of importance, as it places this mining region in direct railway communication with the railway system of the United States. The Denver and Rio Grande is earning at the rate of $11,000 per day, or $4,000,000 per annum. Allowing 45 per cent. for operating expenses, the net earnings would be at the rate of $22,000,000 per annum. The fixed charges on the present mileage are $950,000, and deducting this from the net earnings there would remain $1,250,000 for the stock, equal to 12 per cent. on the present amount outstanding.

Wabash, St. Louis and Pacific.

ST. LOUIS, July 14.—At a meeting of the stockholders of the Wabash, St. Louis and Pacific railroad, held here to-day, the action of the directors in leasing the Champlain, Havana and Western railroad, in leasing and constructing the Detroit, Butler and St. Louis railroad from Butler, Indiana, to Detroit, Michigan, in leasing the Missouri, Iowa and Nebraska road, and in leasing 61 miles of the Pan-Handle road from Logansport to the Indiana State line was ratified by a three-fourths vote of the shareholders, and therefore the contracts are all approved.

Accident on the Long Island Road.

NEW YORK, July 14.—An accident occurred on the Long Island railroad, between Pearsall station and East Rockaway, this morning. The gravel train going east, with thirty-five Italian laborers on board, ran under a heavy wire rope, by which a derrick near the track was sustained, sweeping the cars and knocking off the laborers. Many were maimed in a shocking manner. Many had their skulls fractured and otherwise broken limbs. Three were fatally injured. The train from which they were swept was going at the rate of ten miles an hour. The derrick in question had been used for the purpose of digging a huge well for the Long Beach hotel, and the men were making arrangements to take it down. Unfortunately the guy-rope was lowered as the train was approaching, knocking the whistle off the engine and sweeping the cars. The unfortunate men were thrown violently to the ground, and their screams of pain and terror were heard for half a mile.

The accident occurred on a recently-constructed branch of the Long Island road, built to reach a new hotel at Long Beach. Twenty-six laborers were seriously injured, and, it is believed, six fatally.

FINANCE AND COMMERCE.

COTTON.

The telegrams yesterday were little other than a repetition of those of the day before. The general tone of the markets was unchanged, and prices remained at previous rates. In our market there was only apathy; the inquiry was light and sales small and without spirit. The New York *Bulletin*, of Monday, reports: "On the market for futures there has been a very fair movement for Saturday, with some little irregularity, but the general tone pretty firm and the tendency to push values up continued. This month still received some attention, but the demand appeared to extend rather more into August and September, with evidences that the timid 'shorts' feel some alarm over the firmness of the past few days. A portion of the 'bull' element also is talking with much confidence, and there is a revival of the predictions of a heavy advance to come before new cotton can become plenty enough to have any material influence. A quicker and larger consumption, and consequent more rapid shrinkage of visible supply, with an assumption that the 'short' interest is much greater than generally supposed, appear to be the main basis upon which operators for a rise base their confidence. The business was mainly on local account, though a few outside orders to cover were received. The accounts from the crop at hand, from official and other sources, were universally favorable, and the foreign position without much tone, with a fractional decline in silver at the close looked upon, an influence likely to have an unfavorable effect upon Manchester." In another place we give extracts from Smith, Edwards & Co.'s Liverpool cotton circular that are of considerable interest.

	Yesterday.	Day before.
Ordinary	@ 8	@ 8
Good ordinary	@ 9½	@ 9½
Low middling	@10½	@10½
Middling	@11⅛	@11⅛
Good middling	@11¾	@11¾
Middling fair	@12	@12

Market firm. Sales, 150 bales, of which exporters took 100 and spinners 50.

COTTON STATEMENT.

Stock, September 1, 1879		388
Received to-day	37	
Received previously	406,627	406,664
Shipped to-day	463	407,050
Shipped previously	388,941	389 401
Stock, running account		17,649
IMPORTS.		
Thus far this week		285
Thus far last week		465
Since September 1st		406,664
Memphis and Charleston R. R.		21
Louisville, Nashville and St. Southern R. R.		10
Wagons and other sources		5
Total		37
EXPORTS.		
Thus far this week		1,284
Thus far last week		827
Since September 1st		389,401
Memphis and Charleston R. R.		60
Mississippi and Tennessee railroad		400
Total		460

[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.	Price Middling.
Galveston	Quiet.	509	11⅛
New Orleans	Quiet.	851	11⅝
Mobile	Dull.	25	11⅛
Savannah	Steady.	62	11⅛
Charleston	Nominal	44	11 9 16
Wilmington	Steady.		11
Norfolk	Steady.	110	11⅛
Baltimore	Dull.	375	11⅜
New York	Steady.	124	11⅝
Boston	Steady.	112	12
Philadelphia	Firm.		12⅛
St. Louis	Quiet.		11¼

The following are the New York spot quotations for yesterday: Ordinary, 8½c; good ordinary, 10c; low middling, 11⅜c; middling, 11⅞c; good middling, 12⅜c; middling fair, 13½c. At 12:10, quiet and steady; 2:10, steady; 3:10, steady. Sales, 1245 bales. Stock, 116,169 bales.

The tone of the future market was as follows: At 10:20, steady; 10:45, steady; 11:30, quiet; 12:35, barely steady; 1:20, steady; 2:30, steady; 3:10, barely steady. Sales, 31,000 bales.

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

Months.	Yesterday.	Day Before.
January	10 62@10 64	10.65@10 67
February	10.72@10 76	10.74@10.78
March	10.86@10 92	10.86@10.89
April	10.95@11.08	.....
July	11.67@	11.69@11.70
August	11.65@11.66	11.67@11.70
September	11.14@11.15	11.15@11.16
October	10.68@10 69	10 71@10 72
November	10.55@10 53	10.58@10.59
December	10.56@10.57	10 59@10.60

The New Orleans market closed quiet at 11⅝c for middling. Sales, 1700 bales; receipts, 851 bales. Stock, 64,855 bales.

The Liverpool telegrams yesterday reported the market quieter; middling uplands, 6⅞d; Orleans, 7d. Sales, 8000 bales, of which ..... bales were American. Receipts, 3300 bales, of which 2300 bales were American.

The market in Liverpool for futures was quiet; July, 6 27 32d; July-August, 6 25 32d; August-September, 6 23-32d; September-October, 6 17 32d; October-November, 6 5-16d; November-December, 6 3-16d. At 1:30, December-January, 6 3-16d. At 5:10, futures closed flat.

The movements at the ports were reported as follows:

	This Week.	Last Week.	This Week Last Year.
Receipts for 6 days	7,276	7,439	1,969
Exp'ts to G. Britain	1,148	8,968	9,814
Exp'ts to Contin't.	3,116	2,167	558
Stock on hand	247,822	269,448	156,157

Total receipts at all United States ports, 4,871,818; same date 1878, 4,417,602; same date 1877, 4,215,043. Increase of receipts at United States ports this year, 454,216.

FINANCE.

It was impossible to find anything changed among the banks yesterday. Even in its dullness Madison was the same thing over again. Little exchange was received, but applications for money were good at some of the banks. Exchange at our banks quoted at par on New York and other prominent eastern points with three days' grace, ¼ discount; selling at ¼ premium. On New Orleans, ¼ discount; selling at par. Money is loaned on short date at 6 to 8 per cent. Shelby county scrip is quoted at 90 buying, 95 selling. Shelby county bonds selling at par; Memphis gas stock, 80 bid; Bank of Commerce stock, par; State bank stock at 95; Union and Planters stock, 110; Memphis and Charleston railroad stock, 25@30; Memphis Fire and City insurance stock, 75; Bluff City insurance stock, 80 bid; Mississippi and Tennessee first mortgage bonds at 126; do. second mortgage, 108 bid.

MEMPHIS BANK CLEARINGS

	Clearings.	Balances.
July 14	$ 93,419 54	$6,855 24
Thus far this week	212,305 28	66 501 26
Same time last week	254,400 59	74,348 21
Same time week before	216,841 64	78,513 43

[BY TELEGRAPH.]

PARIS, July 14.—Rentes, 84f. 55c.

NEW ORLEANS, July 14.—Sight exchange on New York, $2 50 per 1000 premium. Sterling exchange—bankers' bills, 4834½.

LONDON, July 14.—Consols—money, 98 7 16; on account, 98 9-16; new 5s, 105¾; ex-coupon, 4½s, 112¾; 4s, 111¼; Illinois Central, 109; Pennsylvania Central, 56¼; Erie, 43⅜; Erie, seconds, 92½; Reading, 8¾.

NEW YORK, July 14.—Money easy at 2@3 per cent. Prime mercantile paper, 3½@4½ per cent. Sterling exchange—bankers' bills steady, 483¼; demand, 485¼. Government bonds strong; United States coupons of 1881, 103¾; new 5s, 103¼; new 4½s, 110; new 4s, 108¼; Pacific 6s of 1895, 126½. State bonds dull; Louisiana 7¼ consols, 46¾; Missouri, 107; St. Joseph, 104½; Tennessee 6s, old, 36; Tennessee 6s, new, 27½; Virginia 6s, old, 20; Virginia 6s, new, 20; Virginia consols, 85; Virginia consols, preferred, 106½. Railroad bonds were irregular. The stock market was strong at the opening and prices advanced ¼ to 1¼ per cent.; about noon the market became depressed and continued irregular during the afternoon, the final dealings showing a decline of ¼ to 1½ per cent. in the general list and 2 per cent. in Nashville and Chattanooga, Erie, and Western Union. The grangers and coal shares were prominent in the downward movement. The railway traffic returns for the month of June, first six months of the year and first week in July, continue to pour in, and in every instance show handsome gains over corresponding periods last year. The secretary of the treasury did not purchase any bonds for the sinking fund to-day. The stock market fluctuated in proportion as the news concerning western crops was favorable or otherwise. The officials of the Grand Trunk, of Canada, report good progress in works for the independent line to Chicago. Transactions aggregated 190,000 shares, of which 12,000 were Lackawanna, 43 000 Erie, 2000 St. Joe, 1100 Iron Mountain, 6400 Kansas and Texas, 9000 Lake Shore, 11,000 Northwestern, 9000 New Jersey Central, 3400 Ohio and Mississippi, 4000 Pacific Mail, 38,000 St. Paul, 4000 Wabash Pacific, 21,000 Western Union and 2500 New York Central. The following were the closing quotations: Central Pacific bonds, 111⅞; Union Pacific firsts, 112; Union Pacific land grants, 113; Union Pacific sinking funds, 118¼; Lehigh and Wilkesbarre, 100; St. Paul and Sioux City firsts, no sales; Chicago, Columbus and Indiana Central firsts, no sales; Chicago Columbus and Indiana Central seconds, no sales; Erie seconds, 89½; Rock Island, 105¾; Panama, 180; Fort Wayne, 120; Pittsburg, 120; Illinois Central, 105¼; Chicago, Burlington and Quincy, 121; Chicago and Alton, 109½; Chicago and Alton preferred, 125; New York Central, 129¼; Harlem, 175; Lake Shore, 103¾; Canada Southern, 57¾; Michigan Central, 88; Erie, 41⅜; Erie preferred, 69½; Northwestern, 90¼; Northwestern preferred, 106½; St. Paul, 76⅝; St. Paul preferred, 103½; St. Paul and Omaha, 36¼; St. Paul and Omaha pref'd, 70½; Delaware, Lackawanna and Western, 78⅞; Morris and Essex, 104¼; Delaware and Hudson, 76½; New Jersey Central, 68⅜; Reading, 16¼; Ohio and Mississippi, 32⅜; Ohio and Mississippi preferred, 72½; Chesapeake and Ohio, 11⅞; Mobile and Ohio, 19⅝; Cleveland and Columbus, 6¼; Chicago, Columbus and Indiana Central, 16¼; Ohio Central, 20; Lake Erie and Western, 29¼; Ontario and Western, 26¼; Burlington, Cedar Rapids and Northern, 61; Alton and Terre Haute, 18 offered; Alton and Terre Haute preferred, 60; Wabash, St. Louis and Pacific, 36¼; Wabash, St. Louis and Pacific preferred, 65; Hannibal and St. Joseph, 33; Hannibal and St. Joseph preferred, 69; Iron Mountain, 45½; St. Louis and San Francisco, 35; St. Louis and San Francisco preferred, 46⅜; St. Louis and San Francisco, first preferred, 69; Chicago, St. Louis and New Orleans, 27½; Kansas and Texas, 35¾; Union Pacific stock, 88; Central Pacific, 71; Northern Pacific, 26½; Northern Pacific preferred, 48¼; Louisville and Nashville, 123; Nashville and Chattanooga, 60; Louisville, New Albany and Chicago, 102 offered; Houston and Texas, 65; Denver and Rio Grande, 61¼; Western Union Telegraph, 105⅝; Atlantic and Pacific Telegraph, 40⅛; Pacific Mail, 40⅛; Adams Express, 113; Wells and Fargo's Express, 106; American Express, 57⅝; United States Express, 48¼; Quicksilver, 10¼; Quicksilver preferred, 60 offered; Cariboo, 24¼; Louisville, 11¼; General Arizona, 5; Home Stake, 34¼; Standard, 27; Excelsior, 16½; Little Pittsburg, 103¾; Ontario, 34.

GENERAL TRADE.

Yesterday was especially dull on the landing, which came nearer being cleared of merchandise than it has for a long time past. There was scarcely a thing offering in the feed market, except some bran, which nobody seemed to want. Potatoes were shipping in a moderate way; most of the old shippers "let them alone severely." Eggs were no better. Chickens were firm, and young were higher. There was only a slight change in the quotation of bacon sides, which were not quite as firm. Nothing was offering in cornmeal, except "to arrive." In New Orleans it is quoted lower. Flour continues firm in the upper grades, with a fair demand at unchanged prices. Russian advices raise an expectation of some advance in the future.

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.

FEED.—*Corn*—nothing offering; last sales at 47½@48c; in store, 52@54c. *Oats*—last sales at 35@36c; in store, 35c. *Bran*—offering at $12 25; in store, 75c per cwt. *Hay*—last sales of timothy at $17; in store, 90c @$1 10.

FLOUR AND MEAL.—*Flour*—superfine, $4@4 25; extra, $4 50@4 75; double extra, $4 75@4 85; treble extra, $5 25@5 50; family, $5 75; fancy, $6@6 25. *Cornmeal*—nominally at $2 25, nothing offering, jobbing from store at $2 30@2 35.

VEGETABLES—*New potatoes*, to wagons for shipment, 75@85c, barrel measure; only choice brought over 75c; in store, $1 25. *Onions*—in store, $3 50@3 75 a barrel. *Cabbages*, $2 50 a crate for sound fresh.

EGGS AND BUTTER.—*Eggs* offered freely at 7c. *Butter*—common, 10@12c; medium, 14@16c; choice, 18@19c. *Oleomargarine*, 14@16c.

POULTRY.—*Chickens*, $3; spring chickens firm at $1 50@2 75.

FRUITS AND BERRIES.—*Oranges*—Palermo, $5@6; imperial, $7. *Lemons*, $4 50@5. *Peaches*, 25c per ½-bushel box. *Apples*—50c@$1 a barrel measure for shipping; in store, $1 25@1 75 a barrel.

NUTS.—*Peanuts*—Red, 3¾@5c; Virginia, 7@7½c per pound. *Almonds*, 21@22c per pound. *Pecans*, 12@18c, according to size. *Brazil nuts*, 10@11c per pound. *Filberts*, 12c per pound. *Walnuts*, 16c per pound. *Cocoanuts*, $5.

MISCELLANEOUS.—*Hominy*, $3@3 25 a barrel. *Grits*, $3@3 25 a barrel. *Cider*—Missouri, $9@10 a barrel. *White beans*—medium, $1 50@1 65; navy, $1 75@1 85. *Dried Apples*, 8@8¾c per pound. *Dried Peaches*, 7@8c per pound.

HOG PRODUCE.—*Mess pork*, $14 50. *Bacon*—clear side, packed, 8¼@8⅜c; clear rib, 8¼c; shoulders, 5¾@6c. *Hams*—sugar-cured 11@11½c. *Lard*—tierce, 7¾c; pails, 8¼@8½c; kegs, 8c.

GROCERIES.—*Coffee*, 13@14½c for ordinary; 15½@16c for fair, 16¾@17½c for good fair, 18@18½c for choice. *Tea*—imperial, 55@80c. *Rice*—Louisiana, 7¼c; Carolina, 7¾@9c. *Salt*—per dray-load, from store, $1 50 per barrel; coarse, per sack, $1 55@1 40; fine, $1 70@1 75. *Sugars*—Louisiana, open kettle very scarce, 9¼@9¾c; yellow clarified, 10¼@10¾c; white clarified, 10¾@11c, cut loaf, 11½c; granulated, 11½c; powdered, 11¼@11½c. *Molasses*—Louisiana sugar-house—reboiled choice, 54@55c; prime, 46@48c; fair, 42@45c; syrups, 45@55c.

BAGGING AND TIES—*Bagging*—flax, 10¾@11¼c; jute, 2 pounds, 11½@12½c; mixed, 11½@12c. *Ties*—standard makes, $2 50; pieced and outside brands nominal. *Twine*, 18@20c per pound.

LIME AND CEMENT.—*Lime*, $1 a barrel; Louisville *cement*, $1 75 a barrel; Rosedale *cement*, $2 25 a barrel; Portland, $5 50.

HIDES, LEATHER, ETC.—Oak sole, 38@40c; hemlock, 27@30c per lb; harness, 36@39c; skirting, 38@40c; French calf, $40@60 per dozen; domestic calf, $30@45 per dozen. *Hides*—dry flint, No. 1, 18c; No. 2, 15c; dry salt, 14c; green, 6@7c; green salt, 9c. *Sheepskins*, 50c@$1 50. *Tallow*, 4½@5c. *Beeswax*, 20c.

WOOL.—Tub-washed, 36@40c; unwashed, 25@28c; burry, 10@15c.

[BY TELEGRAPH.]

NEW YORK, July 14.—Flour firm; superfine western and State, $3 50@4 15. Wheat active; ungraded red, $1 09@1 19. Coffee steady, with a fair demand; Rio, cargoes quoted at 13@16c; job lots, 13@17c. Sugar quiet but steady; fair to good refining, 7 11-16@7 13 16c. Molasses nominal; Cuba refining, 34c. Rice steady, with a fair demand. Pork active and firmer; new mess, $13 25@13 50. Lard firm; prime steam, 7.10@7.25c. Whisky nominal.

CINCINNATI, July 14.—Flour easier but not quotably lower; family, $5 10@5 30; new easier, $4 80@4 90. Wheat active, but a shade lower; No. 2 amber, 95@96c; No. 2 red winter, 96@98c. Corn easier; No. 2 mixed, 40c. Oats firmer; No. 2 mixed, 30@31c. Rye in good demand and prices a shade higher; No. 2 fall, 82@85c. Barley dull and nominal; No. 2 fall, 85@90c. Pork dull, $13. Lard dull and drooping, 6.80c. Bulk meats quiet, 4.75@7@7.05c. Bacon dull, 5¾@7.80@8c. Whisky steady, $1 06. Butter in fair demand; choice Western Reserve, 15@16c; choice central Ohio, 14c.

LOUISVILLE, July 14.—Flour dull; extra, $3 25@3 75; extra family, $3 75@4 25; A No. 1, $4 75@5 25; choice fancy, $6@6 50. Wheat steady, 90c. Corn quiet but steady; No. 2 white, 42½c; No. 2 mixed, 39½c. Oats active and a shade higher; No. 2 white, 30@31c; No. 2 mixed, 29@30c. Rye steady; No. 2 fall, 77c. Hay in good demand and prices a shade higher. $10@16. Pork dull and drooping, $13 50. Lard strong; prime steam, 7¼c. Bulk meats dull and lower, 4¾, 7.10, 7 45c. Bacon dull and prices a shade lower, 5 30, 7.90, 8.50c. Sugar-cured hams, 10½@11c. Whisky steady, $1 06.

CHICAGO, July 14.—Flour quiet but firm. Wheat strong and higher; No. 2 red winter, 95½c; No. 2 spring Chicago, 95@96c cash, 96c July, 90¾c August, 88¾c September; No. 3 spring Chicago, 82c; rejected, 60@66c. Corn active, firm and higher; 36½@36¾c cash, 36¼c July, 35¾c August, 35¾@35⅞c September; rejected, 34¾c. Oats fairly active and a shade higher; 25½c cash and July, 22¾c August and September. Rye steady. Barley steady. Pork unsettled, but generally lower; $13 50@13 75 cash, $13 80@13 82½ August, $13 70@13 72½ September. Lard dull, weak and lower; 6.67½@6.70c cash, 6.70c bid August, 6¾c September. Bulk meats dull, weak and lower; shoulders, 4¾c; short rib, 7c; short clear, 7½c. Whisky steady, $1 09.

NEW ORLEANS, July 14.—Flour quiet; superfine, $3@3 25; double extra, $4@4 25; treble extra, $4 50@4 75; high grades, $5@6. Corn scarce and firm, 52@55c. Oats active and firm, 34@35c. Cornmeal firmer, $2 35@2 40. Hay quiet; prime, $16@17; choice, $20. Pork easier, cash firm, $13 75. Lard steady; tierce, 7¾c; keg, 8¼c. Bulk meats scarce and firm; shoulders, loose, 4¾c; packed, 5@5¼c. Bacon scarce and firm; shoulders, 5¾c; clear rib, 8¼c; clear, 8¾c. Sugar-cured hams in good demand at full prices; canvased, 11½c. Whisky steady; western rectified, $1@1 10. Coffee in good demand; Rio, cargoes, ordinary to prime, 13@15¾c. Sugar scarce and firm; common to good common, 6¾@7½c; fair to fully fair, 7½@8¼c; prime to choice, 8⅜@8¾c; yellow clarified, 8⅞@9c. Molasses dull and nominal. Rice scarce and firm; Louisiana, ordinary to choice, 5¼@7c.

ST. LOUIS, July 14.—Flour—double extra, $3 60@3 75, treble extra, $4 50@4 65; family, $4 90@5; choice to fancy, $5 10@5 60. Wheat—No. 2 higher, No. 3 lower; No. 2 red, $1 00¼@1 01¼ cash, 90, 93¼@93c July, 87½@89⅞c August, 88½@89⅝c September, 87@88⅝ sweat; No. 3 red, 89⅝@87c; No. 4 red, 81½@80c. Corn higher; 35c cash, 35@35⅛c July, 34½@34⅝c August, 34½c September. Oats firmer; 24½c cash, 23¼@23½c July. Rye firmer, 70c bid. Barley—nothing doing. Butter steady; dairy, 14@19. Eggs lower, 6@7c. Whisky steady, $1 08. Pork lower, $13 65@13 60. Dry salt meats lower, 4 60, 7@7 20; for summer. Bacon easier, 5¼, 8.10@8 25c. Lard lower, 6⅝c bid.

DRY GOODS.

[BY TELEGRAPH.]

NEW YORK, July 14.—Business continues moderate with the packing houses and the jobbing trade is quiet. Cotton goods in irregular demand. Prints quiet. Kentucky jeans in better request, but men's-wear woolens remain sluggish, and flannels are in light demand. The *Bulletin* says that New York mills wide sheetings will be reduced to-morrow.

A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, etc., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. JOSEPH T. INMAN, *Station D., New York City.*

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LEGAL.

Executor's Notice.

WE have qualified as Executors of the will of George L. Williams, deceased; this is therefore to notify all persons indebted to said estate to come forward and settle. Any person having a claim against same will present it to Sarah F. Williams, at No. 181 Fifth street, Memphis, June 23, 1880.

R. B. THARP,
SARAH F. WILLIAMS, Executors.

Bankrupt Sale.

IN the matters of the following named bankrupts, I will, as assignee of the said estates, sell at public auction, for cash, on

Thursday, July 29, 1880,

at 10 o'clock of said day, at the auctionhouse of A. E. Frankland, No. 195 Main street, Memphis, Tennessee, the effects as follows, to-wit:

W. F. Beauer—All notes, judgments, accounts and claims; also, all interest in lands.

O. F. Prescott—All notes, accounts, judgments, etc.; also, all interest in lands.

C. H. Ford—All notes, accounts, judgments, etc.

J. M. Williams—All notes, accounts, judgments, etc., and also all interest in lands.

The schedules and other evidences of property to be seen at my office, No. 89 Madison street.

O. WOOLDRIDGE, Assignee.

EDUCATIONAL.

VIRGINIA FEMALE INSTITUTE,

STAUNTON, VA.

MRS. GEN. J. E. B. STUART, Principal. Full corps of efficient teachers. The session begins Sept 16th and continues nine months. The expense of board, etc., including the Academic Course, $250: the same with Ancient Languages and Recitation, $300. Location in the healthful Valley of Virginia. For particulars apply to the Principal.

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CIVIL, Mechanical and Mining Engineering at the RENSSELAER POLYTECHNIC INSTITUTE, Troy, New York. The oldest engineering school in America. Next term begins September 16th. The Register for 1880 contains a list of the graduates for the past fifty-four years, with their positions; also courses for study, requirements, expenses, etc. Address DAVID H. GREENE, Director

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LEXINGTON, KY.

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I. D. GROGER,
Covington, Tennessee.

RIVER REPORT.

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, July 13, 1880.

STATIONS.	Above low water. Feet.	Above low water. Inches	Changes. Rise Inches	Changes. Fall Inches
Cairo	30	5	.....	11
Cincinnati	11	2	.....	3
Davenport	8	7	.....	3
Dubuque	10	7	.....	3
Helena	34	8	.....	.....
Keokuk	11	5	.....	9
Leavenworth	15	7	.....	1
Little Rock	4	6	7