RAILWAY RECORD.

Arrival and Departure of Trains.

Trains on the Paducah 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 6:00 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 6:50 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.; Sardis 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.; Sardis 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 1:15a.m.; Mail leaves daily at 7:40 a.m.; St. Louis express leaves daily at 1:25 p.m.; Brownsville accommodation leaves daily, except Sunday, at 4:40 p.m.; St. Louis express arrives daily at 1:10 p.m.; mail arrives daily at 4:20 p.m.; Brownsville accommodation arrives daily, except Sunday, at 8:15 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.

Through and local travel is picking up—a sign that the business boom is gathering.

Three bales of new-crop cotton were received by the Memphis and Little Rock yesterday from Brinkley.

Local railroads are putting their shoulders to the wheel of the cheap excursion wagon, and will push their share of the load.

Yardmaster Trowbridge, of the Memphis and Little Rock, has been transferred from the yard here to that at Argenta, opposite Little Rock.

The Duck River Valley railroad will be extended from Petersburg to Fayetteville, and that portion of the road put in operation by December 1st.

It is pretty definitely understood that Mr. E. S. Stahlman has resigned the position of general traffic manager of the Louisville, Nashville and Great Southern railroad.

The Boston Post says when an up country conductor stuck in the smoking car a boy puffing a big cigar, and the lad tendered him a half-fare ticket, it rather took the railroad man's breath away.

Material for the Little Rock, Mississippi River and Texas road continues to pour into Arkansas City. The steamer Commonwealth brought here yesterday 1180 kegs of spikes for that point.

The parliamentary committee has thrown out the bill for the reconstruction of the Tay bridge. This does not mean that the rebuilding of the bridge is disapproved, but that the plans proposed are not sanctioned.

Conductor T. F. Greer, of the Louisville and Nashville, who has been at Hot Springs for some weeks past, has returned and will report for duty in a few days. He derived great benefit from his stay at the Bathers of America.

Track has now been laid over the whole length of the Charlottesville and Rapidan road, and it will soon be in full operation. The road is 20 miles long, from Charlottesville, Virginia, south by east to a point on the Virginia Midland, near Orange Courthouse.

A Nashville American reporter was told recently, by a person in a position to know, that if the Clarksville merchants would better themselves, and build a railroad from Nashville to the Cincinnati Southern, via Springfield, St. Bethlehem and Clarksville, they would build a road from Jackson to Nashville, to connect with it.

St. Louis may well be proud of her big bridge. With its double track it has a capacity for traffic as great as ever floated upon the Mississippi river. During the year 1875 the tonnage to and from the east was 1,000,000 lbs; by rail amounted to 2,400,855 tons, while the tonnage to and from the south, by river, amounted to only 602,520 tons.

Nashville American, yesterday: "President E. W. Cole, of the East Tennessee, Virginia and Georgia and Memphis and Charleston railroads, arrived here yesterday, and will remain in the city several days. He says the Memphis and Charleston railroad is bound to become a great through road, because no other rival parallel with it for one hundred miles on either side. He speaks quite confidently of its future prospects, and seems well satisfied with the increase of business during the past three months."

Chattanooga Times: The Nashville and Chattanooga railroad company have commenced the erection of an iron truss railroad bridge across Chattanooga creek at the point where the wooden bridge was burned down some time ago, and temporarily supplied by a trestle. Sisterson & Bragg, of this city, have the contract for the masonry work. They have the work now under way. The contract for building the bridge has not yet been awarded. The bridge will be two hundred and fifty feet long, manufactured by the Louisville bridge company. The entire work will involve an outlay of from $15,000 to $20,000.

Macon (Miss.) Beacon: "Work on the Mobile and Ohio railroad extension from Columbus to Cairo is being prosecuted with energy. Several miles, we understand, have already been graded, and the rails are put down as fast as the road-bed is ready for them. The contractors have about five hundred hands employed in the various details of work, and hope to have the new road ready for trains to Cairo by the first of December. This is a good move in the right direction, and proof that the managers of the Mobile and Ohio railroad are alive to its interest, and determined to make it the first railroad in the south. Go ahead, Colonel Rives, Messrs Hensing and Horsford, in your good work; we wish you success. When the Noxubee is made ready for steamboats, Macon will feel proud of her position, having the advantage of a first-class railroad, and deep water at her very doors."

Must Not Disturb the Tracks.

NEW YORK, August 27.—The authorities of Jersey City have been enjoined from disturbing the tracks of the Pennsylvania Central railroad. The city wants the rails lowered to the street level.

Forged Passenger Tickets.

NEW YORK, August 27.—It is reported here that a large number of forged passenger tickets over the railroad lines west have been issued, and that the police are watching the movements of parties suspected of being concerned in the fraudulent issues.

The Strikers Shut Out.

MILWAUKEE, August 27.—Assistant General Manager Van Horne, of the Chicago, Milwaukee and St. Paul railway company, says the company will not take back the two hundred and odd strikers on any terms, and the company is arranging to supply their places with other men, a number of whom will arrive to-morrow.

Ready for Traffic To-Day.

New Orleans States: "In an interview with Mr. George Pandelly, superintendent of Morgan's Louisiana and Texas railroad, he informed the reporter that Colonel Adams, of the Louisiana western division of the above road, had informed him officially that the six-mile gap had been finished; the entire road to Houston is now finished, and that he (Mr. Adams) would be ready to receive freight trains from this end of the road at Vermilionville, on the twenty-eighth instant, and passenger trains on the twelfth instant. Arrangements for Pullman palace coaches have been made by the managers of Morgan's road, and if they arrive, passenger trains will be dispatched from this city at the above date."

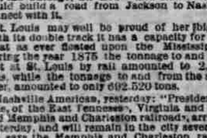
A CARD.

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.*

Celluloid Eye-Glasses,

Representing the choicest selected Tortoise-shell and Amber. The lightest, handsomest and strongest lenses. For sale in Memphis by C. L. Byrd & Co., 275 Main street.

PUBLICATIONS.



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