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 9:30 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 11:00 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.; 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 a.m.; Sarlis 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.; Sarlis 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 11:15 p.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.

Arrivals and Departures of Mails.

OPEN.	RAILROADS.	CLOSE.
4:45 p.m.	Cin., Louis. & Mem. R.R., local and through mails.	6:40 a.m.
8:45 p.m.	Cin., Louis. & Mem. R.R. through mails.	10:00 p.m.
30 p.m.	Cinti. & Mem. R.R., local and through mails.	6:00 p.m.
11:45 a.m.	Cinti. & Mem. R.R., thro' mails.	10:00 p.m.
10:00 a.m.	Mem. & Grenada & N. O. R.R.	11:30 a.m.
11:30 p.m.	Mem. & L. R. R.R.	3:30 p.m.
9:30 a.m.	Covington & Mem. R.R.	3:30 p.m.
20 a.m.	Somerville accommodat'n.	4:45 p.m.

River & Other Mails.

7:00 a.m.*	Memphis & Friars Point, agent.	4:30 p.m.*
7:00 a.m.†	Helena & Friars Point, postoffice.	4:30 p.m.†
7:00 a.m.‡	Helena & Clarendon, railroad.	4:30 p.m.‡
7:00 a.m.‖	Memphis & Greenville, agent.	4:30 p.m.‖
10:00 p.m.†	Memphis & Vicksburg, agent.	9:30 a.m.†
7:00 a.m.‖	Memphis & Memphis, agent	4:30 p.m.‖
7:00 a.m.‖	Osceola & Memphis, agent	4:30 p.m.‖
7:00 a.m.‖	St. Francis river, agent	4:30 p.m.‖
7:00 a.m.‖	Arkansas river, agent	4:30 p.m.‖
7:00 a.m.‖	White river, agent	4:30 p.m.‖
8:00 p.m.*	Memphis to Pittsburg Landing, stage route.	6:00 a.m.*

*Monday, Wednesday and Friday.
†Monday, Thursday and Saturday.
‡Sunday, Tuesday and Friday.
‖Tuesday and Friday.
*Wednesday and Saturday.
†Tuesday, Thursday and Saturday.

PERSONAL AND GENERAL.

The Memphis and Charleston company will shortly erect seven iron bridges on their road.

The six per cent. bonds of the Louisville and Nashville, recently marketed at 102, now command 104.

Knoxville and Chattanooga stock, at the close of the New York market yesterday, was 6¾ higher than on Saturday.

Colonel T. S. Duvant left last night to attend the annual meeting of the general passenger and ticket agents at New York.

The first 14 miles of the Baltimore and Ohio railroad was opened to the public on Monday, May 24, 1830. It was operated by horse-power for a short time.

Owing to sickness among the men employed, work on the elevator at Arkansas City is not progressing as rapidly as the company could wish, though they hope to have it ready for business by the first of November.

Mr. H. A. Towne, the superintendent of the Northern Pacific railroad, has been awarded a patent for a locomotive boiler of his invention. He also intends having patented an improved freight car door fastener, which he invented recently.

An employe of the Little Rock, Mississippi River and Texas road, John Dougherty by name, was killed at Arkansas City, Friday night, by a man named William Manson. The result of a preliminary examination held Saturday has not yet reached here.

A company of Virginia capitalists, or speculators, propose to build a railroad from Washington to Mt. Vernon. They have already obtained a Virginia State charter. A railroad between the two places is needed, and it is said it would pay under the right management.

Messrs. Drexel, Morgan & Co. and Messrs. August Belmont & Co., representing the syndicate announce that the entire $6,500,000 Louisville and Nashville general mortgage 6 per cent gold bonds offered by them to the public on Friday last at 102 and accrued interest has been sold.

The last rail was laid on the Toledo, Burlington and Belhoe road, connecting Dayton and Versailles, a distance of 26 miles. This portion of the road will be ballasted and ready for use in a few weeks. The work is proceeding rapidly on the remainder of the road, and by November it will be completed to Toledo.

The New York *World* says: "The financiers of railroad property whose offices are at Boston are men little known to the average New York investor, and yet they are master spirits and men of enormous wealth and great integrity. The Hunnewells, Thayers, Merriams, Coolidges, Dickensons, Forbeses, Jardines, Wilkes and others are solid workers in the cause of American enterprise, and no Shylock could be found that they do not attempt to practice the sharp tricks and devices of other railroad leaders."

At a recent meeting of the New England ticket and passenger agents association, held in Boston a short time ago, a resolution was passed that the secretary of the association publish monthly a black list to contain the names of individuals or firms who obtain passes or free transportation over any road represented by the lines belonging to the association, and offer them for sale or transfer them to any other person. One copy of the list is to be sent each month to the superintendent and general passenger or freight agent of each line represented.

Jim Curry, at one time engineer on the Rio Grande, and afterwards in a similar position on the Texas Pacific road, is now at Vincennes, Indiana, working in the machine shops of his brother. This individual, who married Fred Porter, the actor, at Marshall, Texas, and badly wounded Manager Sweeney, of the Texas Pacific, superintendent of the Texas Pacific, says Curry was not the drunken desperado reported, and that he never knew him to be drunk prior to the time of the killing. He formerly lived here, and was a soldier in the Confederate army. The presence of Curry at Vincennes is largely owing to chance.

Paducah (Ky.) News, Friday: Messrs. "Ill. W. Smithers and W. F. Norton, of Louisville; R. W. Oswell, J. L. Lomax and J. C. Lomax, of Amherstburg; Holland R. Peck and R. F. Blue, of Elizabethtown, came to the city last evening. These gentlemen are stockholders and representative of the owners of the two railroads which terminate here, and are out on a tour of inspection of the property, and will report, also, with the view to the consolidation of the Nashville and Paducah and Memphis, and Paducah and Northern roads, and the completion of the latter to Memphis. They went down the Memphis road on a special train at twelve o'clock to-day."

Serious Strike on the North Pacific.

WINNEPEG, September 20.—The strike of the firemen and firemen on the Pacific railroad threatens seriously to interfere with traffic. The lives of the men who replaced the strikers are threatened, and they are afraid to run trains, a detachment of police was detailed to protect the arrival and departure of trains. Public sympathy is with the men, whose demand is considered reasonable.

Progress of the Texas Pacific.

ST. LOUIS, September 20.—A special to the Republican from Dallas says: "The five big bridges of the Texas and Pacific railroad, at the end of the track, 155 miles west of here, were finished tonight and trains ran beyond Palo Pinto canyon. Immense quantities of construction material are now passing to the front and track-laying will be resumed to-morrow, and by Wednesday next iron will be rail down at the rate of two miles per day."

A Freight Train Wrecked.

CINCINNATI, September 20.—A special to the Times-Star, from Nashville, Tennessee, says that a serious accident occurred on the Nashville and Chattanooga railroad between Estill Springs and Tullahoma. The second section of the southbound freight ran into the rear of the first section, destroying the engine of the second section, and the caboose and three cars of the first section. Thomas Haley, brakeman on the first section, was seriously injured.

The First Sleeping-Car.

A writer in the Davenport (Iowa) Democrat tells the story of the first sleeping-car and its first public appearance: "Speaking of railroads and their constant improvement in traveling facilities, brings up the recollection of the first sleeping car. I very, very, rather the date of the first appearance, September 10, 1845. I was on my way west, intending to grow up with the country, etc., and had arrived at Toledo early in the evening, behind time, and had two hours to pass before the departure of the train from Chicago. Sitting in the waiting-room, watching the usual crowd of passengers, I had noticed a rather queer-looking countryman, and somewhat to my surprise he accosted me with the inquiry: 'Wouldn't you like to see something new?' Of course I would, and thinking only to beguile the time, I accompanied him out through the depot, among innumerable cars, one of which he opened, and after lighting several lamps, invited me to enter. Well, it was something new—a large car filled with a double tier of beds, berths some properly upholstered. The man was Woodruff, the now well-known sleeping-car patentee, and this was the first sleeping-car and its first appearance in public. Mr. Woodruff had, during several years past, been obliged to accompany his wife, a hopeless invalid, from Ohio to Fallsburgh, for medical treatment, and her sufferings on the journey had constantly suggested the possibility of a more comfortable conveyance, that at last he had conceived the idea—undoubtedly borrowed largely from recollections of the sleeping accommodations on stage coaches before the advent of railroads—of portable and adjustable berths, and having an old car, he had worked out his idea, and had, only an hour previous, brought it in for a trial trip which was to be made that same night. Unfortunately, his car was to be attached to the eastward train, and as I was bound in the opposite direction I could not share in the first trip. I was considerably amused in discovering that Mr. Woodruff, though very enthusiastic over his invention, did not for all this to realize that he had practically revolutionized the entire system of travel, and had dealt a blow a death blow to the passenger business of the road, while were then engaged in a heavy competition with the railroads. However, he had secured patents on the different features of the invention, and, like most inventors, had a prospect of a long and expensive series of litigations. And, like all inventors, his ones had proved more profitable to others than to himself. But all these annoyances are happily past. The sleeping-car is a permanent institution, and Mr. Woodruff still lives, and has reaped a rich reward."

MONUMENTS.

MONUMENTS

IF YOU WISH TO PURCHASE A FINE **Monument, Tablet or Headstone,** or any kind of **Tombstone Work,** you can get them at the old established MARBLE WORKS of

TOM MAYDWELL,

38 Union St., Memphis.

I will sell as low as can be bought in any market; or I will agree to sell at fifteen per cent less than can be bought from agents either from St. Louis, Louisville or Memphis, or any agent that is paid for traveling. Designs sent, free of charge, on application.

FINANCE AND TRADE.

FINANCE.

In making a review of the week, there are very few points of difference to be presented on comparison with the week previous. Business has not attained the activity that might have been expected at this period of the season, but the demand for money has shown a steady increase, and rates of discount have become so much firmer that 8 per cent. is now the ruling rate at the banks, and the instances in which it is obtained at lower figures on commercial paper are so few that they are not considered in quotations. Memphis and Charleston stock has weakened, although there is still a good demand. Mississippi and Tennessee second mortgages bonds are also quoted lower. 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 8 per cent. Shelby county scrip is quoted at 90 buying, 96 selling. Shelby county bonds selling at par @101; Memphis gas stock, 80; Bank of Commerce stock, par; State bank stock, par; Union and Planters' stock, 110; Memphis and Charleston railroad stock, 37½ buying, and 40 selling; Memphis Fire and City insurance stock, 75; Bluff City insurance stock, no bid; Mississippi and Tennessee first mortgage bonds, 125; Mississippi and Tennessee second mortgage, last sale at 108; Memphis and Little Rock first mortgage bonds, 96.

MEMPHIS BANK CLEARINGS.

	Clearings.	Balances.
September 20	$ 72,030 60	$ 15,859 71
Same time last week	45,030 42	9,092 10
Same time week before	52,941 64	9,119 72

[BY TELEGRAPH.]

PARIS, September 20.—Rentes, 80f. 40c.

NEW ORLEANS, September 20.—New York sight, par; sterling exchange—bankers' bills, 481½.

LONDON, September 20.—Consols, 97 13-16; account, 97 15-16; new 5s, 109⅞; 4½s, 114; 4s, 113; Illinois Central, 117½; Pennsylvania Central, 43⅞; New York Central, 135; Erie, 40½; Erie seconds, 91¾; Reading, 16.

NEW YORK, September 20.—Money easy at 2@3 per cent. Prime mercantile paper, 4½@5½ per cent. Sterling exchange—bankers' bills, steady, 481½; demand, 483½. Government bonds quiet but generally firm; United States coupons of 1881, 104⅝; new 5s, 102¾; new 4½s, 110⅝; new 4s, 116½; Pacific 6s of 1895, 125 offered. State bonds dull and nominal; Louisiana 7s, 92 asked, consols, 99½; Missouri, 108; 8s, Joseph, 106; Tennessee 6s, old, 40½; Tennessee 6s, new, 31¼; Virginia 6s, old, 24; Virginia 6s, new, 25; Virginia consols, 90; Virginia consols, preferred, 107¼. Railroad bonds fairly active but irregular. The stock market was quiet at the opening, and in most cases a fraction lower. Speculation soon became strong, and prices advanced from ¼ to 1½ per cent. About noon there was a reaction of 1@1½ per cent., but during the afternoon a recovery of ½ to ¾ per cent. took place, which was followed by a reaction of ½ to ¾ per cent. In the late dealings the decline was recovered, and the market closed strong. Western Union was quite active, and rapidly bounced from 102½ regular and between 103 and 104½ cash. Louisville and Nashville rose 5¼ per cent. on the day's transactions. The earnings of the Louisville and Nashville road increased $79,000 the second week in September compared with last year. The transactions aggregated 139,000 shares, of which 5000 were Lackawanna, 1300 Delaware and Hudson, 96,000 Hannibal and St. Joe, 5200 Iron Mountain, 1900 Kansas and Texas, 4000 Lake Shore, 4700 Lake Erie and Western, 5300 Northwestern, 2700 Nashville and Chattanooga, 3300 New Jersey Central, 14,000 Ohio and Mississippi, 3000 Pacific Mail, 31,000 St. Paul, 1400 Union Pacific, 16,000 Wabash Pacific, 3600 Western Union and 19,000 Erie. Closing quotations: Central Pacific bonds, 111½; Union Pacific firsts, 112¾ offered; Union Pacific land grants, 117; Union Pacific sinking funds, 104¼ offered; Lehigh and Wilkesbarre, 123; St. Paul and Sioux City firsts, 104; Chicago, Columbus and Indiana Central firsts, 94; Chicago, Columbus and Indiana Central seconds, none; Erie seconds, 90; Rock Island, 121; Panama, 185; Fort Wayne, 123¼ offered; Pittsburg, 124; Illinois Central, 113¾; Chicago, Burlington and Quincy, 119½; Chicago and Alton, 115; Chicago and Alton preferred, 125; New York Central, 129¾ offered; Harlem, 330; Lake Shore, 108¾; Canada Southern, 60; Michigan Central, 96¾; Erie, 39½; Erie preferred, 108¾; Northwestern, 109¾; Northwestern preferred, 137¾; St. Paul, 92¾; St. Paul preferred 112; St. Paul and Omaha, 42¾; St. Paul and Omaha preferred, 85½; Delaware, Lackawanna and Western, 131; Mortis and Essex, 110; Delaware and Hudson, 84¾; New Jersey Central, 26¾; Pacific Mail, 33½; Hannibal and St. Joe, 15¾; Ohio and Mississippi preferred, 32; Cincinnati and Ohio, 19½; Mobile and Ohio, 22¼; Central Ohio, 22½; Chicago, Columbus and Indiana Central, 19¾; Ohio Central, 21; Lake Erie and Western, 34½; Ontario and Western, 19½; Burlington, Cedar Rapids and Northern, 91; Alton and Terre Haute, 21; Alton and Terre Haute preferred, 54½; Wabash, St. Louis and Pacific, 27½; Wabash, St. Louis and Pacific preferred, 47; Hannibal and St. Joseph, 40½; Hannibal and St. Joseph preferred, 86½; Iron Mountain, 54¾; St. Louis and San Francisco, 30½; St. Louis and San Francisco preferred, 45; St. Louis and San Francisco first preferred, 75; Chicago, St. Louis and New Orleans, 39¼; Kansas and Texas, 33½; Union Pacific, 59¾; ex-div; Central Pacific, 37½; Northern Pacific, 30½; Northern Pacific preferred, 54½; Louisville and Nashville, 140½; Nashville and Chattanooga, 60; Louisville, New Albany and Chicago, 10 offered; Houston and Texas, 60; Denver and Rio Grande, 72¾; Western Union Telegraph, 103; ex-div; Atlantic and Pacific Telegraph, 40¼; Pacific Mail, 34½; Adams Express, 135¼; Wells, Fargo & Co., 110; United States Express, 50½; United States Express, 41½; Quicksilver, 12; Quicksilver preferred, 30; Carthage, 15½; Colorado, 4 offered; Home Stake, 55; Standard, 3¾; Leadville, 5 offered; Little Pittsburg, 8; Ontario, 32.

COTTON.

At the opening of the week cotton took a firmer tone, which was continued until about the middle of the week, when the tone became somewhat lost a portion of their strength and caused a corresponding lowering of quotations in our local market, which closed quite materially lower, as shown below. The net fluctuations during the week are: An advance of ⅛c in ordinary, low middling and middling, 5c in good ordinary, and ⅛c in good middling. During the same period there was an advance of 1-16c in the cost of futures, and a decline of 386 points in futures. Liverpool declined ⅛c in spots, and closed weaker but quotably unchanged in futures.

Receipts in Memphis during the special week aggregated 781 bales, against 651 bales the previous week, and 1587 bales the corresponding week last season, and 125 bales in 1878. The total receipts since September 1 now are 2518 bales, against 22 bales at the corresponding date last season, an increase of 2485 bales.

Receipts at ports during the official week aggregated 214 bales, against 607 bales the previous week, and — bales the corresponding week last season, and 1 bale in 1878. The total receipts since September 1 are 1565 bales, against — bales the same time last year, an increase of 1565 bales.

The total stock on hand was 7349 bales, against 6470 bales last week, and 419 bales at this time last year.

Sales during the week were 1350 bales, against 552 bales the previous week. Of the 1350 bales sold there were taken by exporters 450 bales; spinners, 900 bales; speculators, — bales.

Memphis Cotton Movement.

The following shows the course of the Memphis market and the price of middling cotton from the opening of the season:

	Receipts	Sales	Spinning	Stock	Middling Price
September 2	521	42	1065	6436	10@11
September 10	651	4	607	6470	10@11
September 17	1581	27	714	7357	10@10½
			Yesterday	Yesterday	Saturday
Ordinary			9 7-8	9 7-8	9 7-8
Good ordinary			9 7-8	9 7-8	9 7-8
Low middling			10 1-16	10 1-16	10 1-16
Middling			10 1-16	10 1-16	10 1-16
Good middling			10 1-16	10 1-16	10 1-16
Middling fair			nominal	nominal	nominal

Market quiet. Sales, 225 bales, all to exporters. Stock, September 1, 1880 | 6,384

Received to this date	1,000
Received previously	6,065
	7,065
Shipped to-day	749
Shipped previously	2,006
	2,755
Stock, running account	7,086

IMPORTS.

Thus far this week	1,359
Thus far last week	439
Since September 1st	1,357
Memphis and Charleston R. R.	147
Mississippi and Tennessee railroad	97
Louisville & Nashville Great Southern R. R.	56
Memphis and Little Rock R. R.	1,000
Paducah and Memphis railroad	46
Steamers	468
Wagons and other sources	130
Total	1,274

EXPORTS.

Thus far this week	1,190
Thus far last week	323
Since September 1st	1,755
Mississippi and Tennessee R. R.	461
Louisville Great Southern R. R.	264
Steamers south	24
Total	749

[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'ts.	Price Middling.
Galveston	Steady.	6,584	11⅛
New Orleans	Weak.	6,936	11⅛
Mobile	Quiet.	1,617	11⅛
Savannah	Quiet.	6,156	11⅛
Charleston	Quiet.	4,342	11½
Wilmington	Firm.	117	11½
Norfolk	Qt.&Sty.	3,143	11⅛@11⅜
Baltimore	Quiet.	28	11⅝@11⅞
New York	Steady.	450	11⅞
Boston	Quiet.	64	12—
Philadelphia	Firm.	—	12⅛
St. Louis	Quiet.	—	11⅝

The following are the New York spot quotations for yesterday: Uplands, 12c; good ordinary, 10⅛c; low middling, 11⅝c; middling, 11⅞c; good middling, 12⅛c; middling fair, 12⅝. At 12:49, steady 2 points; sales, 700 bales. Contracts, 600 bales. Stock, 49,242 bales.

The tone of the future market was as follows: At 10:35, barely steady; 1-32, firm; 12:25, steady; 1-16, quiet and steady; 2:25, steady; 3:22, weak; 5:05, steady.

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

Months.	Yesterday.	Saturday.
January	11.09@11.01	11.06@11.07
February	11.13@11.12	11.20@11.21
March	11.26@11.30	11.37@11.38
April	11.45@11.46	11.52@11.53
September	11.62@11.63	11.67@11.68
October	11.07	11.14
November	10.99@10.91	10.95@10.94
December	10.90@10.91	10.96@10.96

The New Orleans market closed weak at 11⅛c for middling. Sales, 450 bales; receipts, 6926 bales. Stock, 187 bales.

The Liverpool telegrams yesterday reported cotton quieter; middling uplands, 7⅞d. Orleans, 7 5-16d. Sales, 8000 bales, of which 500 were American. Receipts, none.

The Liverpool market for futures opened quiet; September, 7 1-32@7 1-16d; September-October, 6 31-64d; October-November, 6 31-64d; November-December, December-January, 6 29-64d; February-March, 6 3-64, 1:30 p.m. Futures in buyers favor 4:30 p.m. April-May, 6 19-64. 5:30 p.m. September, 7 1-32@7 1-16d. October, 6 31-64d. Futures closed flat.

The movements at the ports are reported as follows:

	This Week	Last Week	This w. Last Yr.
Stock on hand	215,782	199,224	139,056
Receipts for 3 days	48,776	36,188	48,562
Exp's to Great Britain	19,661	15,276	6,725
Exp's to Continent	10,115	900	142

Total receipts at all United States ports, 232,845; same date 1879, 164,601; same date 1878, 175,814. Total exports of receipts at United States ports this year, 68,814.

Total foreign exports, 125,934; last year, 42,776; year before, 49,984.

GENERAL TRADE.

Trade during the week has flowed in certain channels. Grocery, provision and produce dealers have had no cause of complaint, but wholesalers are not satisfied with the extent to which the fall trade has opened up to this time. The reasons for this state of affairs are found chiefly in the falling off in the cotton crop produced by various unfavorable causes, which deters country buyers from purchasing with their usual liberality. In prices there are no changes of importance. Feed is generally higher, and meal has also taken a decided advance. Provisions are weaker and a shade lower. Chickens and eggs have been in better supply, and are now quoted lower. The market yesterday was quiet and without any noticeable change.

Quotations below are for round lots at the landing and at the railroad depots, and include neither drayage, storage, nor other expenses, inside 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—sales on landing at 50½c and 51c; in store, 54c. Oats—sales of 100 sacks at 45c; in store, 47c. Hay—last sales of choice timothy at $18, and mixed at $16; in store, 90c@$1 10. Bran—last sale of 100 sacks at $1 50; retail, 80@85c a hundred.

FLOUR AND MEAL.—Flour—superfine, $4@4 25; extra, $4 50@4 75; double extra, $4 75@5 25; treble extra, $5 25@5 50; family, $5 75; fancy, $6@6 25. Cornmeal—no sales in round lots; jobbing from store at $2 40 for standard.

VEGETABLES—Potatoes, in store, $1 75@2; northern, $2@2 25. Sweet potatoes, $1 50@2 a barrel. Onions—in store, $1 25@1 50 a barrel.

EGGS AND BUTTER—Eggs lower, 18@19c. Butter—medium, 18@25c; choice, 27c; creamery, 32@35c. Oleomargarine, 20c.

POULTRY—Chickens abundant; young, $1 50@2; hens, $2@2; roosters, $2@2.

FRUITS AND BERRIES.—Oranges, nominal. Lemons, $4 50@5. Peaches, 20@25c per box for fine. Apples—in store, northern, $1 50@2; fancy, $2 25@2 50. Cranberries—in barrels, $8 50@9 50, as to quality; half barrels, $5.

NUTS.—Peanuts—red, 3¾@4c; Virginia, 7@7½c per pound. Pecans, 12@18c, according to size. Brazil nuts, 10@11c per pound. Filberts, 12c per pound. Walnuts, 16c per pound. Cocoanuts, $6.

MISCELLANEOUS.—Honey, $3@3 25 a barrel; grits, $3@3 25 a barrel. Cider—Missouri, $9 25@9 75 a barrel. White beans—medium, $1 50@1 65; navy, $1 75@1 85. Dried apples, 3½c per pound. Dried peaches, 4c per pound. Nails, $3 25 rates.

HOG PRODUCTS—Mess pork, $16 50. Bacon—clear side, packed, 10c; clear rib, 9½c; shoulders, 6¾c. Hams—sugar-cured, 12@12½c. Breakfast bacon, 11½@12c. Lard, tierces, 8¾@9c; pails, 9¼@9½c; kegs, 9¼@9½c. Jobbing rates, 10@15 per cent. above these quotations, which are for large quantities.

GROCERIES.—Coffee, 13@14½c for ordinary, 15¼@16c for fair, 16@17c for good fair, 18@18½c for choice. Tea—imperial, 55@60c. Rice—Louisiana, 6¼@7c; Carolina, 6¾@7¾c. Salt—per car-load, $1 40; from store, $1 50 per barrel; coarse, per sack, $1 25@1 40; fine, $1 65. Sugars—Louisiana—open kettle very scarce, 9¼@9½c; yellow clarified, 10@10½c; white clarified, 10½@11c; cut loaf, 11½c; granulated, 11½c; powdered, 11½c. Molasses—Louisiana sugarhouse—reboiled choice, 53@55c; prime, 45c; fair, 42@44c; syrups, 35@40c.

BAGGING AND TIES.—Bagging—dax, 10¼@11c; jute, 1¾ to 2 lbs, 11½@12c; mixed, 11@11½c. Ties—standard makes, $2 15; pieced and outside brands, $1 75. Twine, 17c per lb.

LIME AND CEMENT.—Lime, 90c@$1 a barrel; Louisville cement, $1 75 a barrel; Rosedale cement, $2 25 a barrel; Portland, $5 50.

HIDES AND LEATHER, ETC.—Oak sole, 37@40c; Hemlock, 27@30c per lb; harness, 36@40c; skirting, 38@42c; French calf, $90@95 per dozen; domestic calf, $30@45 per dozen. Hides—dry flint, No. 1, 18c; No. 2, 16c; dry salt, 14c; green, 7c; green salt, 8c. Sheepskins, 50c@$1 50. Tallow, 4½@5c. Beeswax, 20c.

WOOL.—Tubwashed, 38@40c; unwashed, 22@26c; burry, 15@20c.

Memphis Cattle Market.

Frey & Schilling, of the Southern stockyard, North Second street, report the cattle supply light; trade active for good qualities, inferior and common slow. Hogs—brisk demand, supply light; prices firm, with a tendency to go higher. Sheep and lambs—supply light, demand limited; prices steady. Quotations:

CATTLE.—Choice to extra butchers qualities, $3 50@3 75; medium to good butcher qualities, $2 75@3 25; common to fair, $2@2 50; thin, light and inferior, $1 25@1 75.

HOGS.—Best selections, 140 to 150 pounds, $5 25@5 50; fair to good, 100 to 150 pounds, $4@5 25; rough and common, all weights, $4 25@4 90.

SHEEP—Choice mutton grades, per cwt, gross, $3@3½; fair to good, per cwt, $2 25@2 75; common, per head, $2@2 50; stockers, per head, $1 50@2 25.

LAMBS.—Best qualities, 60 to 75 pounds, per cwt, gross, $4 50@5; medium to good, per head, $2@2 50; common, per head, $1 25@1 50.

COWS AND CALVES—Good to choice, per head, $25@35; common to medium, per head, $15@20.

[BY TELEGRAPH.]

NEW YORK, September 20.—Flour dull; superfine western and state, $3 25@4. Wheat—moderate trade; ungraded red, 96@98c; No. 2 Chicago, 90c. Corn—Ungraded, 73@76c; steady. Oats—Dull; Rio, cargoes, quoted, 13½@17c; lots, 15@18c. Sugar weak; fair to good refining, 7½@7¾c. Molasses dull. Rice steady, with a fair demand. Pork steady; new mess quoted, $15.50. Lard firm; prime steam, 8.65@8.70c.

CINCINNATI, September 20.—Flour steady; family, $4 00@4 85; fancy, $5 2@5 85. Wheat easier; No. 2 amber, 96@98c. No. 2 red winter, 98c. Corn steady; No. 2 mixed, 44½c. Oats in good demand; No. 2 mixed, 33@33½c. Rye in good demand; No. 2, 81c. Pork firm and steady with a fair demand; No. 2 fall, 95c. Pork dull, $16. Lard dull, 7½c. Bulk meats dull, 5½@5¾c. Bacon steady with a fair demand, 6¾, 9¾c. Whisky quiet, $1 12.

LOUISVILLE, September 20.—Flour easier; ex. tra, $3@3 75; extra family, $3 50@4; No. 1, $4@4 75; choice fancy, $5 50@6. Wheat steady, 88@90c. Corn firm; No. 2 white, 42@43c. No. 2 mixed, 41½c. Oats fairly active and a shade higher; No. 2 white, 36c; No. 2 mixed, 33c. Rye active and a shade higher; No. 2 fall, 80½c. Hay steady, $11@14 50. Pork quiet, $16. Lard dull; prime steam, 8½c. Bulk meats quiet, 5¾@5¾@10c. Bacon quiet but steady, 6¾, 6.80@6¾c. Sugar-cured hams, 12½@12½c. Whisky active and firm, $1 12.

CHICAGO, September 20.—Flour quiet. Wheat unsettled and lower; No. 2 red winter, 92@92½c. No. 2 spring Chicago, 92½@92¾c cash, 92¾c October, 93½@93¾c November; No. 3 spring, 83c; No. 3 red, 86@86½c. Corn active but lower; cash, 32½@32¾c September, 30½c October, 31½c November, Oats dull, weak and lower; cash, 26c September, 28c bid for October and November. Rye easier, 80c. Barley easier, 74@75c. Pork underlying active and higher; $15 75@15 87½ cash, $15 87½ September, $17 70@17 75 October. $12 95 bid November. Lard fairly active and a shade higher; $8 42½ cash, $8 42½@8 45 October, $8 60 November. Bulk meats firmer; shoulders, 5 45c short rib, 8.55c; short clear, 8.70c. Whisky steady, $1 12.

ST. LOUIS, September 20.—Flour steady. Wheat a shade better; cash options unsettled and closing lower; No. 2 red, 92½@92¾c cash, 92½@92¾c October, 93c November, 93½@93¾c December, 95¼@95½c year; No. 3 red, 87@88c; No. 4 red, 84@85c. Corn better; cash options easy; 32½@32¾c cash, 32½@32¾c September, 32¾@33c November, 35@35½c year. Oats steady; 28½c cash and September, 29½c October, 29c December, 28½@28¾c year. Rye firm, 85@86½c. Barley steady; medium to prime, 80@95c; choice to fancy, 97c@$1. Kansas barley, 75@85c. Whisky steady, $1 12. Pork—none offering. Dry salt meats firmer, 5 40@5 45c. Bacon firmer, 5¾@6¼c. Lard firm, 7½c asked.

NEW ORLEANS, September 20.—Flour quiet but firm, buyers and sellers apart; quoted, superfine, $2 75@3; double extra, $3@3 25; treble extra, $3 50@4; high grades, $4@5 75. Corn quiet and firmer; mixed, 43@44c; white, 45@46c. Oats dull, 27@28c. Rye steady with a good demand; prime, $1@1 02. Barley dull, 60@65c. Hay steady; choice, $20@21. Pork quiet, $16. Lard steady; tierces, 8¾@8¾c; keg, 9½c. Bulk meats steady with a good demand; shoulders, 5½c. Bacon quiet; shoulders, 6¾c; clear rib, 9½c; clear, 9¾c. Sugar—Louisiana, fair to prime, 9@9½c; choice, 12½c. Whisky steady; eastern rectified, $1@1 10. Coffee steady and firm; Rio, cargoes ordinary to prime, quoted at 13@14½c. Molasses steady; prime, quoted at 35@40c; choice, 45c. Rice steady; ordinary to fair, 6@6¾c; fair to prime, 7@7½c; choice, 8@8½c. Cotton—Sales, 450 bales; receipts, 6926 bales; stock, 187 bales. Middling, 11⅛c; low middling, 11c; good ordinary, 9⅞c; good middling, 11⅝c; middling fair, 12c. At 12:49, steady 2 points; sales, 700 bales. Contracts, 600 bales. Stock, 49,242 bales.

The tone of the future market was as follows: At 10:35, barely steady; 1-32, firm; 12:25, steady; 1-16, quiet and steady; 2:25, steady; 3:22, weak; 5:05, steady.

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

Months.	Yesterday.	Saturday.
January	11.09@11.01	11.06@11.07
February	11.13@11.12	11.20@11.21
March	11.26@11.30	11.37@11.38
April	11.45@11.46	11.52@11.53
September	11.62@11.63	11.67@11.68
October	11.07	11.14
November	10.99@10.91	10.95@10.94
December	10.90@10.91	10.96@10.96

The New Orleans market closed weak at 11⅛c for middling. Sales, 450 bales; receipts, 6926 bales. Stock, 187 bales.

The Liverpool telegrams yesterday reported cotton quieter; middling uplands, 7⅞d. Orleans, 7 5-16d. Sales, 8000 bales, of which 500 were American. Receipts, none.

The Liverpool market for futures opened quiet; September, 7 1-32@7 1-16d; September-October, 6 31-64d; October-November, 6 31-64d; November-December, December-January, 6 29-64d; February-March, 6 3-64, 1:30 p.m. Futures in buyers favor 4:30 p.m. April-May, 6 19-64. 5:30 p.m. September, 7 1-32@7 1-16d. October, 6 31-64d. Futures closed flat.

The movements at the ports are reported as follows:

	This Week	Last Week	This w. Last Yr.
Stock on hand	215,782	199,224	139,056
Receipts for 3 days	48,776	36,188	48,562
Exp's to Great Britain	19,661	15,276	6,725
Exp's to Continent	10,115	900	142

Total receipts at all United States ports, 232,845; same date 1879, 164,601; same date 1878, 175,814. Total exports of receipts at United States ports this year, 68,814.

Total foreign exports, 125,934; last year, 42,776; year before, 49,984.

RIVER REPORT.

RIVERS AND WEATHER.

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

OFFICIAL SIGNAL SERVICE U. S. A.,
MEMPHIS, September 20, 1880.

STATIONS.	Above low water. Feet.	Inches.	Changes. Rise Inches.	Fall Inches.
Cairo	9	8	.....	3
Cincinnati	7	6	.....	.....
Davenport	4	2	18	.....
Dubuque	3	2	.....	3
Helena	12	10	.....	19
Keokuk	3	9	4	.....
Leavenworth	6	11	.....	1
Little Rock	3