

A. VACCARO, B. VACCARO, A. B. VACCARO.
A. VACCARO & CO.
 IMPORTERS AND DEALERS IN
 WINES, LIQUORS AND CIGARS,
 NO. 324 FRONT STREET, MEMPHIS.

J. R. GODWIN, L. B. MULLINS, Jr., S. M. McALLUM
J. R. GODWIN & CO.
 Cotton Factors, Commission Merchants
 AGENTS FOR THE STAR COTTON GIN,
 336 Front street, cor. Union, Memphis, Tenn.

CARRINGTON MASON,
 General Insurance Agent,
 16 MADISON ST.

Home Insurance Company of New York, \$ 8,390,233
 Germania, Hanover, (Incorporated N. Y. Underwriters Agency), 3,978,592
 Springfield of Massachusetts, 1,855,426
 Connecticut of Hartford, 1,500,000
 Imperial and Northern of London, England, 23,000,000
TOTAL ASSETS, \$ 36,754,251
 FIRE, INSURANCE, MARINE, RISK, REVENUE, etc., on the most favorable terms.
 All classes of Farm Property placed in full and complete protection.

D. C. Trader & Co
 Cotton Factors,
 No. 13 UNION STREET (LEE BLOCK), MEMPHIS, TENNESSEE.
 ALL ORDERS BY TELEGRAPH OR LETTER PROMPTLY FILLED.

FERGUSON & HAMPSON,
 Cotton Factors,
 260 Front street, - Memphis, Tenn.
 Bagging, Ties and Plans for Supplies furnished at lowest rates.

CHICKASAW IRON WORKS!
 Randle & Livermore, Proprietors,
 No. 98 Second Street, Opposite Market Square, Memphis, Tenn.
 Manufacturing and Repairing, all kinds of Iron and Brass Castings, and Everything in Line of
 FOUNDRIES and MACHINERY WORK.

PRATT GIN CO.
 No. 314 Front street,
 MANUFACTURERS' DEPOT
Dan Pratt Cotton Gins
 Revolving-Head & Eclipse Huller,
 Feeders, Condensers,
 Presses, Corn-Mills, Gum Belting, Etc., Etc.
 Our Eclipse Huller is the best gin for river planters. It will separate the hulls from the cotton before reaching the saw. It has 18 inch wide saws, revolving head, regulating rollers, extra heavy shafts, and runs very fast. Our Revolving Head Gin has no superior in clean cotton. Our Feeders and Condensers will clean out all dirt and dust. Our rollers clean perfectly, and are made of the best material. Our rollers clean perfectly, and are made of the best material.

TUCKER, TURNAGE & CO.,
 Grocers, Cotton Factors, Comm'n Merchants
 204 FRONT STREET, MEMPHIS, TENN.

W. M. FARRINGTON, President. H. T. LEHMAN, Vice-President. CARRINGTON MASON, Secretary.
PEOPLES' Insurance Company,
 OFFICE, 16 MADISON ST., MEMPHIS.
 All Classes of Fire and Inland Risks effected upon most favorable terms. Dwellings and Household Property Insured at Lowest Rates Practicable.

L. S. LAKE, MEMPHIS. D. W. LAKE, NEW YORK.
L. S. LAKE & BRO.
 COTTON FACTORS

COMMISSION MERCHANTS,
 NO. 268 FRONT ST., Up-Stairs, MEMPHIS, TENN.
 Liberal Advances Made on Cotton Consignments. Orders for Plantation Supplies and General Merchandise Filled at Lowest Net Cash Prices.

RALPH WORMELEY, WALTER A. GODMAN
Wormeley & Goodman,
 Cotton Factors and Commission Merchants
 OFFICE REMOVED TO
 No. 268 Front street, corner Court, Memphis.

W. A. GAGE & BRO.
 COTTON FACTORS,
 300 FRONT ST., MEMPHIS, TENN.

George Mitchell
 Furniture, Carpets, Curtains and Oil-Cloths
 IN THE SOUTH, AT LOW PRICES.
 NO. 308 MAIN STREET, - MEMPHIS, TENNESSEE
 SPECIAL AND DEARNESS BEFORE PURCHASING.

ESTABLISHED 1850.
SPECHT & WALTER,
 Wholesale Candies & Confectioners' Supplies.

Widdings and Parties a Specialty.
M. GAVIN & CO.
 Wholesale Grocers, Cotton Factors,
 And Commission Merchants.
 232 and 234 Front St., Memphis, Tenn.

Our L. S. LAKE'S Agency is a branch of the Widdings and Specht & Walter, and all Cotton introduced to our charge. We have our own Cotton Warehouse, corner Washington and Second streets.



MEMPHIS AND THE SOUTHERN RAILROAD ROUTES.
 FROM MEMPHIS TO JEFFERSON, TEXAS.
 day to make the town of Birmingham, Alabama, the rival of Birmingham, England. And thus we are taken in front and in rear, and there is no present help for us. Thank God, the blame is not ours. With a persistence that has known no cessation, we have from day to day, within the past four years, directed the public attention to what was being done by St. Louis and Louisville, and we anxiously urged some action on the part of our people that would second the efforts of our railroad men. We warned and pointed out the losses that would be ours if we fell; but all was of no avail. Now the road is at our doors, and yet the State is to drag its feet along the road. The Shreveport road is still a dream. What must we do to save it?
 FROM MEMPHIS TO JEFFERSON, TEXAS.
 We answer the question which heads the above article from the Appeal, of October 7, 1872, by saying that we must complete the railroad to Selma, Alabama; we must make direct connections with Kansas City; but, above all, we must build the road so plainly marked on the above map from Memphis to Jefferson, Texas. Memphis to-day dates a new departure. She takes a fresh start in the race with the giant communities that are above and below and all around her and stretching their hands for the great and growing trade of the west. The predictions made on the seventh of October, 1872, have been more than realized for St. Louis. She is now one of the great inland cotton marts, her receipts figuring up over 500,000 bales. This is the result of the completion of the Iron Mountain railroad and its connections. This road is owned, managed and controlled by, and in the interest of, St. Louis. It reaches into the very heart of Texas, and takes every center of commerce in that great empire. St. Louis controls three roads that connect with Memphis and Little Rock, and the St. Louis and Texas narrow-gauge, extending from Texarkana to Waco. New Orleans has one road finished to Texas, via Houston, and has another under way, which will be finished next year, terminating at Marshall. By building one road—their experience since they last parted, and naturally enough, there is a good deal of badinage between them as to the comparative merits of the two steamers, and as to which first in the morning they will start on their "grind" to the Gulf, and which of them "grind" will be the best. The "Pascagoula" story.
 The Carnatic was the first to be ready, and left early in the evening, some ten or twelve miles from the Gulf. The night was a beautiful one, and the wind was a fair breeze, and the sea was smooth. The Carnatic was a fine vessel, and the crew was well behaved. The passengers were all well, and the voyage was a pleasant one. The Carnatic was a fine vessel, and the crew was well behaved. The passengers were all well, and the voyage was a pleasant one. The Carnatic was a fine vessel, and the crew was well behaved. The passengers were all well, and the voyage was a pleasant one.

and next year will probably construct 4000 more. Two lines of railroad are now in rapid course of construction to the Pacific which will be completed by January, 1882. Texas to-day is not what it was ten years ago; and Texas now, to which iron arms are reaching to grasp its trade, presents but an outline of what it will be ten years hence. When the roads now in progress are finished there will be a tide of immigration and capital to this favored land only equaled by the early settlement of California. It is not merely to the present, but the future, to which Memphis and the country above it, and east and west of it, must look forward to enjoy. There are only about 250 miles of road to build to secure all the advantages of this immigration and the profits that accrue in the settlement of a great empire. The jubilee of to-day, rich in promise as it is, would be utterly barren of effect did we fail to retrospect, did we fail to look back along the road of years, reflect on what we have lost, and think of what we may gain by putting forth some of the energy that characterized us from 1856 to 1880. We ask our readers to study the map we print to-day. We ask them to note the lines that are marked so plainly upon it, especially those that run black lines that cross it at right angles from Memphis to San Antonio. Midway of that line Jefferson stands a future city, the people of which look to us, appeal to us to build this road, which to us, as a necessity, they prefer Memphis as a market to any other, and the people who trade with them prefer Memphis. They urge, they entreat, that we help in the construction of this road, which will be the most important road in the trans-Mississippi country. This road built and connecting at Jefferson with the International road—which will be seen from the map runs to San Antonio, and will eventually into Mexico and to the Gulf of California—would in time have a continuous highway into the mining country of northern Mexico, which exports double the richest in the world. This would, too, make independent of the Iron Mountain and Texas Pacific roads for an outlet to the Pacific. Texas has constructed, and in course of construction this year, 3000 miles of railroad, and it is the most important road in the trans-Mississippi country. This road built and connecting at Jefferson with the International road—which will be seen from the map runs to San Antonio, and will eventually into Mexico and to the Gulf of California—would in time have a continuous highway into the mining country of northern Mexico, which exports double the richest in the world. This would, too, make independent of the Iron Mountain and Texas Pacific roads for an outlet to the Pacific. Texas has constructed, and in course of construction this year, 3000 miles of railroad, and it is the most important road in the trans-Mississippi country.

BETTER THAN EVER BEFORE!
 The declining prices of all classes staple goods for the last four months having now reached their lowest limits, we have supplied ourselves within the last few days with a stock never before equaled by us in point of attractiveness. We therefore confidently offer them to all those buyers throughout the country with assurance of our ability to supply them those who bought their stock in June and July. Wholesale Dry Goods, Notions, Hosiery, Gen's Furnishings, Ladies' Trimmings, Hats, etc. For sure pay we give bottom figures.

WM. R. MOORE & CO., MEMPHIS, TENN
 Established 1848—Sales 1200 Barrels. 1880—Sales, 100,000 Barrels.
JOS. SCHLITZ BREWING Co., Milwaukee.
 MANUFACTURERS OF THE RENOWNED
MILWAUKEE EXPORT LAGER BEER,
 THE FINEST MALT BEVERAGE PRODUCED IN THE COUNTRY.
 Depot and Warehouse, corner Main and Anneton streets. Office, 25 Monroe street
 MEMPHIS, TENNESSEE.
SIGMUND ROESCHER, AGENT

A. M. BOYD & SONS
 COTTON FACTORS,
 264 FRONT ST., COR. COURT, MEMPHIS.
 Weights of Cotton reported on receipt.

Day & Proudfit,
 COTTON FACTORS
 AND COMMISSION MERCHANTS,
 396 AND 298 FRONT ST. (Up-Stairs), MEMPHIS, TENN.

DILLARD & COFFIN
 COTTON FACTORS
 And General Commission Merchants,
 NOS. 302 AND 304 FRONT STREET, MEMPHIS.

LEMMON & GALE,
 WHOLESALE
Dry Goods, Notions, Clothing,
 AND GENTS' FURNISHING GOODS.
 TENNESSEE BLOCK—Nos. 326 AND 328 MAIN STREET—MEMPHIS.
 DELIVERING the health of our city must continue good, and that we would have a largely increased stock of general merchandise and our trade brought for Cash, and we are determined to offer every facility in Terms and Prices that can be had in other parts of Memphis, Tenn., September 1, 1880.
LEMMON & GALE

C. R. Ryan & Co.
GROCERS,
 No. 342 Main Street,
 MEMPHIS, - - - TENNESSEE

STATE NATIONAL BANK
 OF MEMPHIS, TENN.
 CAPITAL: : : : \$250,000
 A. WOODRUFF, Pres't. A. D. GIFFNEY, Vice-Pres't. J. A. HAYES, Jr., Cash'r.
 Accounts of Banks, Merchants and others collected. Prompt attention given to Collections.
 DIRECTORS:
 Amos Woodruff, A. D. Giffney, of Stewart Gwynne & Co., J. H. Miller, Pres't. Parke Oil and Fertilizer Co.,
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C. B. BRYAN & CO.
 COAL DEALERS,
 No. 20 Madison Street, Memphis
 WHOLESALE AND RETAIL DEALERS
 IN ALL KINDS OF COAL.

REMOVAL
 WE HAVE REMOVED OUR GENERAL OFFICE AND STOREROOM TO THE
 Third Street, where we have made a large and well appointed stock of
 all kinds of goods, and we are now in a position to fill all orders
 promptly. We have also a large stock of choice
 R. L. COCHRAN, C. A. COCHRAN.

R. L. COCHRAN & CO.
 MANUFACTURERS OF
Lumber, Lath and Shingles,
 Doors, Sash and Blinds, and all kinds of Packing Boxes.
 Office and Yard, cor. Union and Third / Saw and Planing Mills, North End Navy Yd.
 Memphis, Tennessee.

ORGLL BROTHERS & CO.
Hardware,
 COTTON GINS, COTTON PRESSES, DEERING HORSE ENGINES,
 STEAM ENGINES AND BOILERS,
 Sorghum Mills, Grist Mills, Belting, Packing, Hoes,
 JAMES & GRAHAM WAGONS,
 BRASS AND IRON STEAM FITTING AND PIPE, ETC.,
 Front Street, cor. Monroe, Memphis, Tenn

Fulmer, Burton & Co
 WHOLESALE
GROCERS AND COTTON FACTORS
 Nos. 371 and 373 Main St., Memphis.

M. L. MEACHAM & CO
 WHOLESALE
Grocers, Cotton Factors
 AND SALT AGENTS,
 No. 9 Union street, - - Memphis, Tennessee.