## RAILWAY RECORD.

**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. | Chatt. & Mem. R.R., local and through mails. | 6:00 p.m. |
| 11:45 a.m. | Chatt. & Mem. R.R., through mails. | 10:00 p.m. |
| 10:00 a.m. | Mem. & Granada & N. O. R.R. | 12:30 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. |
| 30 a.m. | Somerville accommodat'n. | 4:45 p.m. |
| | **River & Other Mails.** | |
| 7:00 a.m.* | Memphis & Friars Point, agent. | 4:00 p.m.* |
| 7:00 a.m.† | Memphis & Friars Point, postoffice. | 4:30 p.m.† |
| 7:00 a.m.‡ | Hickens & Clarendon, railroad. | 4:30 p.m.‡ |
| 7:00 a.m.§ | Memphis & Greenville, agent. | 4:30 p.m.§ |
| 7:00 a.m. | Memphis & Vicksburg, agent. | 9:30 a.m. |
| 10:00 p.m. | St. Louis & Memphis, agent. | 9:30 a.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. | Miss., state route. | 6:00 a.m.0 |

*Monday, Wednesday and Friday.
†Daily.
‡Monday, Thursday and Saturday.
§Sunday, Tuesday and Friday.
‖Tuesday and Friday.
¶Wednesday and Saturday.
0Tuesday, Thursday and Saturday.

**Arrival and Departure of Trains.**

Trains on the Paducah and Memphis road move as follows: Mail leaves daily at 4:00 p.m.; freight leaves daily at 7:00 a.m. Mail arrives daily at 9:30 a.m.; freight arrives daily at 5:40 p.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 6:30 a.m. Mail arrives daily at 11:00 a.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 11:30 p.m.; fast mail and express leaves daily at 6:50 a.m.; arrives daily at 8:10 p.m. Somerville accommodation leaves daily, except Sunday, at 5:45 p.m.; Mail arrives daily at 11:00 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 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 11:15 p.m.; mail leaves daily at 7:40 a.m.; Brownsville accommodation leaves daily, except Sunday, at 4:40 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.**

The railway conductors on an excursion through Texas were at Dallas Monday.

H. H. Marmaduke, general agent of the Memphis and Charleston, was in the city yesterday.

The electric light is to be tested as a lighting medium for freight yards in making up trains at night.

The Atlantic and Pacific company has completed with rail and telegraph 52 miles of road west of Albuquerque.

More improvements have been made to road-beds this season on the Cincinnati roads than ever before in their history.

The Lake Shore have 5000 of their freight-cars—to one single road, each—now considerable difficulty in having them returned.

Six car-loads of iron for the Texas Trunk railroad arrived at Dallas last week. Another portion will be shipped with Kaufman by the 1st of January.

The Baltimore and Ohio company have ordered their shops to work 10 hours' time instead of 8, as heretofore. In all their shops they are working full-handed.

About 1000 shares of Georgia railroad stock have been sold in Augusta at from $110 to $112 per share, principally to New York purchasers. Trade of every description is flourishing in Georgia.

Mr. R. M. Hughes, formerly railroad reporter of the Cincinnati *Gazette*, known at one time as "Stiff" Hughes, has been appointed private secretary to the general superintendent of the southern division of the Louisville and Nashville road at Montgomery, Alabama.

Fayetteville (Ark.) *Democrat*: "Cars on the St. Louis, Arkansas and Texas railroad are expected to run to Sulligman next Monday, for the first time. We have the assurance from those in authority that the cars will run into Fayetteville by the 1st of March. Work on the road is being pushed as rapidly as circumstances will admit of."

"Anything new or fresh this morning?" a reporter called into a railroad office. "Well," replied the lone occupant of the apartment. "What is it?" queried the reporter, whipping out his note book. Said the railroad man, edging his way toward the door: "That paint you are leaning against!" The railroad man is now in the hospital, and the reporter is in jail.

As the Louisville and Nashville railroad controls the important connecting roads at Chattanooga, which lessens the value of the Cincinnati Southern road to southern merchants, the matter of building a new road from Chattanooga to Clayton, Georgia, has now been discussed. Were such a road built it would give a direct route to the sanitarium. The Iron, Coal and Manufacturers' association of Chattanooga has reported favorably upon the subject and referred it to the board of trade and transportation of Cincinnati.

Cincinnati *Enquirer*: "There was filed yesterday in the superior court of Cincinnati a suit for $10,000 damages against the Wabash, St. Louis and Pacific railroad by Mr. Frank, the well-known ticket broker on Fourth street, for failure of delivery of tickets. Mr. Frank alleges he contracted in writing with J. W. Foster, ticket agent of the Chicago, Ottawa and Ft. Wayne, Chicago to Kansas City *via* St. Louis at 8 each, and 4 for a child, and paid the same point of the road. Like at 8 each, and paid him in the presence of H. C. Townsend and J. J. Tiebens, $1000 to bind the contract, and for which he holds a receipt. He afterward tendered the balance of the money and demanded the tickets, which were refused. Hence the suit."

It is said on the authority of the executive officers of the Vanderbilt roads, including the New York Central, Lake Shore, Michigan Central and Canada Southern lines, that they are all making more traffic beyond their control than the New York Central Company, even with its four tracks, has been able to handle, and that the pressed as the double track roads. How to accommodate the pressure which will soon be brought to bear upon their transportation facilities by the movement of grain which has just begun is the question that superintendents are trying to solve. Extra engines, extra trains, and a great many additional employes have been put on within a week past, and still freight accumulates at the stations faster than it can be moved.

Little Rock *Democrat*: "Mr. D. C. Roberts has been appointed general passenger and freight agent of the Memphis and Little Rock railroad, *vice* M. A. Jay, resigned. Mr. Roberts, for six or eight months past, has filled the position of chief clerk of the department of which he is now the head. His appointment was eminently deserved, and is a source of gratification to all his friends. He was for years connected with the railway interests of Memphis, and his appointment will be universally approved in that city. He is one of the young, active and efficient railroad men of our city—one of the men who make the rates and do the hard work and difficult engineering. We shall yet see Robert at the top of the ladder which he is now so rapidly mounting.

Fayetteville (Ark.) *Democrat*: "The reported new railroad project of J. Gould's—building a road through southwest Missouri, Arkansas and into Texas—seems to have been well founded. The road is actually being constructed and the route surveyed as far as Pineville, and perhaps into Arkansas, in the direction of Bentonville. Major Bendel, of the engineering corps, was in the city last Saturday, viewing the country this far. Pineville, we learn, will be one of the points on the road. Mr. Ed. Brown, the chief projector, is to be here soon. This road would be of vast benefit and importance to our section, and may its building be certain and speedy."

**Southern Passenger Rates.**

Louisville *Courier-Journal*: "Passenger rates in the south, and especially in Kentucky, are much too high and the roads and managers must make up their minds to a reduction, and a very radical one. Lower rates will bring increased business, and by increasing the passenger business a road invariably increases its freight traffic. The Kentucky roads have held too long to the war rates as far as passenger rates are concerned, and the time has come for a reduction. The two cent rate of the Cincinnati Southern, and now its three cent rate, touch the travelling public the benefits of cheap travelling, and the other roads must conform to it. Wise policy as well as a strong public sentiment demands the change, and it cannot be made too soon. The rate on the Cincinnati Southern is high enough, and if the other roads do not meet it, business will be diverted somewhat from its accustomed channels. The railroad managers should consider the matter seriously."

**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 receipt 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.

**TRUSTEE SALES.**

**Trustee's Sale.**

UNDER and by virtue of a trust deed made to me on the 20th of October, 1877, by A. J. Keller, and recorded in chattel mortgage book No. 72, page 533, of Register's office for Shelby county, Tennessee, I will, at the request of the beneficiaries, on

**Saturday, November 13, 1880,**

between the hours of 11 a.m. and 3 p.m., on the south west corner of Main and Madison streets, sell what is known as Memphis, Tennessee, offer for sale, for cash, to the highest bidder, an undivided interest of nine thirty-two (9-32) in the good will, type, presses, machinery, cases, engines, rollers, and, in fact, in all the assets of the Memphis Avalanche, a paper published in Memphis, Tennessee. W. D. BEARD, Trustee.

**Trustee's Sale.**

BEING the trustee named in the deed executed by John A. Rosin on the 17th day of June, 1876, recorded in the Register's office of Shelby county, Tennessee, in book No. 112, page 529, and the debt secured by said deed being unpaid and the liability having attached to and been paid by the sureties named in the deed, I will, at the request of Wm. S. and Joseph Bruce, beneficiaries in said deed, proceed, at 11 o'clock a.m., on

**Saturday, November 6, 1880,**

in front of the courthouse door, on Main street, in Memphis, Tennessee, proceed to sell, at public auction, to the highest bidder, for cash, the land conveyed in said deed, lying a certain lot of land in Memphis, Shelby county, Tennessee, bounded as follows: Beginning at a point one hundred and fifty feet south side of Linden street on Linden and fifty feet east from the intersection of Linden and Martin streets; running thence at right angles with Linden street southwardly one hundred and twenty-five feet, more or less, to the lot of the heirs of Thomas; thence eastwardly parallel to Linden street sixty feet; thence northwardly one hundred and twenty-five feet to Linden street; thence west on Linden street to the beginning. Said sale will be made free from all right of redemption. The title to the property is believed to be good, but I shall sell and convey only as trustee.

WM. W. GOODWIN, Trustee.

**Trustee's Sale.**

BY virtue of a trust deed made to us by W. Holder Berry and Cotil J. Berry, his wife, dated June 26, 1876, and recorded in record book No. 124, page 613, in the Register's office of Shelby county, Tennessee, to secure three promissory notes, dated June 29, 1876, due respectively at one, two and three years after date, each for the sum of seven hundred and fifty ($750) dollars, with interest from date, we, or either of us, will sell for cash, at public outcry, in front of our office, No. 36 Madison street, Memphis, Tennessee, between the hours of 12 o'clock meridian and 4 o'clock p.m., on **November 8, 1880,** the property described in said deed, as follows, to-wit: The following lot or parcel of land situated, lying and being in the city aforesaid, and bounded and described as follows: Beginning at the intersection of the south line of Vance street with the west line of Ruth street; thence south with said Ruth street one hundred and fifty (150) feet; thence west on a line parallel with Vance street forty-seven feet and six inches (47 feet and 6 inches); thence north on a line parallel with Ruth street one hundred and fifty (150) feet to Vance street; thence east with the same forty-seven (47) feet six (6) inches to the beginning, being 50 feet by 150 feet deep (50x150) and being the same premises conveyed by said Holder Berry and wife to said Berry, by deed of trust of record in said book and page, and described as the property of said Berry, beneficiary herein.

W. F. C. HEMES,
DAVID H. BOSTON.

October 8, 1880.

**Administrator's Notice.**

HAVING this 15th day of October, 1880, qualified as administrator of estate of Mrs. Mary Ann Maguire, deceased, I hereby notify all persons indebted to said estate to come forward and settle, and to notify all persons having claims against the same to file them with me, properly proven, as is required by law. ISO M. F. MAGUIRE, Adm'r.

**Executor's Notice.**

Notice is hereby given that I have qualified as the Executor of George Robertson, deceased. Creditors of his will please present their claims properly proofed with my attorney, Mr. Madison Malone, in Memphis, and will pay their indebtedness to me. JOHN W. ROBERTSON, Ex'r.

October 29, 1880.

## FINANCE AND TRADE.

**FINANCE.**

There was only a quiet business doing at the banks yesterday. Money was in steady demand and exchange was coming in plentifully at the established rate which, however, appears to get more and more out of favor with the banks. Charleston is reported to be held firm, asking 41. The New York Bank return reports as follows: The imports of gold during last week were less than a third of what arrived at the same time last year. Money lent at 2@3, but was bid up to 5 at the stock exchange and closed at 5. The United States treasury holds $250,748,359 of United States bonds to secure bank circulation. The week's receipts of national bank notes for redemption were $797,000, against $1,002,000 at the same time last year. The week's imports of specie $5,404,093, against $4,254,273 at the same time last year. The excess of bank reserve beyond requirements was $2,565,450 against $3,743,175 at the same time the year before, a decrease of $172,125. Exchange at our banks is buying at ¼ discount on New York and other prominent eastern points; with three days' grace, ⅛ discount, selling at par. On New Orleans, ⅛ discount, selling at par. Money is loaned at 8 per cent. Shelby county bonds are quoted at 50 bid. Memphis stock, 110; Memphis and Charleston railroad stock, last sale at 40; Mississippi and Tennessee first mortgage bonds, ex-coupon, 126@128; Mississippi and Tennessee second mortgage, 108. Last sale of People's insurance at 90; and of State National at 102.

MEMPHIS BANK CLEARINGS.

| | Clearings. | Balances. |
|---|---|---|
| November 3 | $232,915 04 | $17,495 55 |
| Thus far this week | 951,049 68 | 75,797 61 |
| Same time last week | 992,657 33 | 74,762 76 |
| Same time week before | 655,943 24 | 99,223 50 |

[BY TELEGRAPH.]

PARIS, November 3.—Rentes, 86f.

NEW ORLEANS, November 3.—Sight exchange on New York par; sterling exchange—bankers' bills, 481¾.

LONDON, November 3.—Consols, 100 1-16; new 5s, 104¼; 4½s, 115¼; 4s, 105¼; Illinois Central, 122; Pennsylvania Central, 69¼; New York Central, 142¾; Erie, 47¾; seconds 100¼; Reading, 37¼.

NEW YORK, November 3.—Money easy at 2@3 per cent. Prime mercantile paper, 4½@5½ per cent. Sterling exchange—bankers' bills steady; 481¾; demand, 482¾. Government bonds weak and ¼@¾ per cent lower for 5s and 6s, and strong and ¼@¾ per cent higher for others. Other United States coupons, 1881, 104¾; new 5s, 101¾; new 4½s, 111¾; new 4s, 109¼. Pacific 6s of 1881, 120. State bonds dull and nominal; Louisiana 7½s, consols, 90½; Missouri, 109; St. Joseph, 108; Tennessee 6s, old, 40; Tennessee 6s, new, 37; Virginia 6s, old 27; Virginia 6s, new, 27; Virginia consols, 42. Virginia coupons, 15. Railroad bonds active and irregular; stock market opened strong and in early dealings rates advanced ¼ to 2½ per cent, but subsequently declined ¼ to 3½ per cent, the latter in Western Union, followed by a recovery of ¼ to 1½ per cent. In closing the afternoon a pressure to sell prevailed and the market closes very feverish and weak at ¼ per cent from highest point; the Western Union was notably weak and fell off five per cent. Six factions of St. Paul and Omaha increased $24,000 for the fourth week of October. Denver & Rio Grande fell $600 for the same period, and for the month $5,000. Transactions aggregated 410,000 shares, of which the most were Chicago, Burlington and Quincy, 19,000; Chicago and Alton, 2900; Canada Southern, 29,000; Lackawanna, 6700; Delaware and Hudson, 5,000; Erie, 8600; Hannibal and St. Joe, 5500; Iron Mountain, 5600; Kansas and Texas, 7,000; Lake Shore, 20; Lake Erie and Western, 7100; Michigan Central, 12,000; Northwestern, 1600; Nashville and Chattanooga, 10,000; New Jersey Central, 1400; New York Central, 6300; Ohio and Mississippi, 27,000; Pacific Mail, 19,000; Union Pacific, 16,000; St. Paul, Omaha, 22,000; Union Pacific, 40,000; Wabash pfd. Pacific, 32,000; Western Union, 8000; Fort Wayne, 1000; Ontario, 1000; Pacific Express, 100. The following were the closing quotations: Central Pacific bonds, 106¼; Union Pacific, 1st, 114; Union Pacific land grants, 113 offered; Union Pacific sinking funds, 119; Lehigh and Wilkesbarre, 117¾; 8s; Texas Pacific land grants, 5¾; Chicago, Columbus and Indiana Central, firsts, 105; Chicago, Columbus and Indiana Central, seconds, no sales; Erie seconds, 97; Rock Island, 111¼; Pittsburg, 127; Illinois Central, 138; Chicago, Burlington and Quincy, 148¾; Chicago and Alton, 117; Chicago and Alton preferred, 135; New York Central, 139¾; Harlem, 159; Lake Shore, 70¾; Canada Southern, 56¾; Michigan Central, 108¾; Erie, 44¾; Erie preferred, 75¾; Northwestern, 115; Northwestern preferred, 137; Hannibal and St. Paul preferred, 112; St. Paul and Omaha, 45¾; St. Paul and Omaha preferred, 85¾; Delaware, Lackawanna and Western, 138¾; Delaware and Hudson, 119¾; Delaware and Hudson, 87¾; New Jersey Central, 47¾; Illinois Central, 138; Pacific Express, 36¾; Ohio and Mississippi preferred, 29¾; Chesapeake and Ohio, 20¾; Mobile and Ohio, 23; Cleveland and Columbus, 131; Chicago, Cincinnati and Indiana Central, 18¾; Ohio Central, 26; Lake Erie and Western, 42¾; Ontario, 26; Western Union, 104¾; Burlington, Cedar Rapids and Northern, 67; Union Pacific land grants, 113 offered; Sinking funds, 119 offered.

**FINANCE AND TRADE.**

**COTTON.**

The telegrams yesterday were of the drooping character. New York was lower in spots, and Liverpool 1-16d lower, while New Orleans closed 1-16c higher. The receipts were heavy, and the prices drooping; middling lost another 1-16c and good middling ⅛c. Sales were tolerably free; spinners took more than usual. The New York *Bulletin* of Monday reports: "All brokers were complaining of the absence of orders, many had none at all, and the movement was simply kept alive by the efforts of a few local operators changing contracts about from one to another and getting turns of two or three points. The movement of supplies, the condition of the spot market and the state of affairs abroad, all remain much the same as for a few days past, and we could find no positively new features named as having developed since our last. The same undercurrent of strength is shown, which tends to sustain values in the absence of decided bear attack, and, on the contrary, a decided tendency to a standing with the selling interest, and there is a evident fear among buyers that even in view of this showing, though a few operators think favorably of some of the late options now on the list, especially the early spring months as offering the best chance for a sale." The New York Sun of Monday gives the following summary of last week's weather in the cotton belt: "Some rain has fallen in some districts of the south the past week, interfering more or less with the housheering of the crop. But otherwise the conditions have been fairly favorable, and the one damage from freshets has been reported anywhere." The Annie is expected to sail from Mobile on Wednesday, with 1,000 bales of cotton, and the Ocean Queen and Wanderer will follow on the 12th. The Ariadne will follow on the 20th. The Ariadne will follow on the 20th. The Ariadne will follow on the 20