RAILWAY AND TRADE.

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., 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.	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, specials.	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.	St. Louis & Memphis, agent	6:30 a.m.‖
7:00 a.m.	Memphis & 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 Holly Springs	6:00 a.m.‖
	Miss. state route.	

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

Arrival and Departure of Trains.

Trains on the Memphis and Little Rock road move as follows: Mail leaves daily at 4:00 p.m.; freight leaves daily at 8:00 a.m. Mail arrives daily at 9:20 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 4:45 p.m.; freight leaves daily, except Sunday, at 6 a.m. Mail arrives daily at 10:35 a.m.; freight arrives daily, except Sunday, at 2:30 p.m.

Trains on the Memphis and Charleston road move as follows, city time: Mail leaves daily at 11:30 p.m.; fast mail and express leaves daily at 7:00 a.m. Mail arrives daily at 11:45 a.m.; fast mail and express arrives daily at 3:52 p.m. Somerville accommodation leaves daily, except Sunday, at 4:40 p.m.; somerville accommodation arrives daily, except Sunday, at 8:00 a.m.

Trains on the Louisville and Nashville road move as follows: Express leaves daily at 10:50 p.m.; mail leaves daily at 7:05 a.m.; Brownsville accommodation leaves daily, except Sunday, at 4:00 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.

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 7:00 a.m. Mail arrives daily at 10:10 a.m.; Sardis accommodation arrives daily, except Sunday, at 9:15 a.m.; freight arrives daily, except Sunday, at 2:25 p.m.

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

PERSONAL AND GENERAL.

Of the 33 roads reported by the *Commercial Bulletin*, the earnings have increased since January 1st $35,157, or 30 per cent.

Within the last ten days Pennsylvania rolling mills have received orders for 25,000 tons of steel rails for future delivery, prices varying between $41 and $42 per ton.

The Louisville and Nashville freight blockade at Louisville, is being raised provokingly slow. It has a tendency thought by some, to good deal of through business over the Southern.

Cincinnati is now agitated over a proposed belt and elevated railroad, and a company with the Inter-communication between the various railroad and business localities, union depots, etc.

Six hundred convicts are at work on the Western North Carolina railroad, the road from Morristown, on the East Tennessee, Virginia and Georgia railroad to Asheville, North Carolina.

The Cincinnati Southern railroad earned in October $186,673. At this rate its net earnings for the year ending May 1, 1881, will be about $900,000, which will pay a little more than half the interest incurred by the city of Cincinnati in constructing it.

E. H. Green, president; E. B. Alexander, vice president, and F. De Russey, master mechanic of the Louisville and Nashville, who have been on a tour of examination over the lines of the company, in a special hotel and palace car train, expressed themselves gratified with the traffic to and from Memphis on their line.

St. Louis capitalists are preparing to secure a charter for an elevated road, a river front or about fourteen miles, and an average width for the city of four miles; having made rapid transit important, the road will run from Memphis from Carondelet to the upper end of the city, passing along Seventh street in the central portion, with collateral branches extending to the Lake grounds and Forest park.

E. P. Black, southwestern traveling passenger agent of the Pan handle route, A. J. Lippincott, passenger agent of the Cincinnati Southern, J. F. Drake, southern passenger agent of the Pennsylvania Central, and Jeff. P. Kennedy, southern passenger agent of the Virginia route, who have been on a trip to our city, left last night. They are clever gentlemen, such as our local railroad men are always glad to meet.

The Pittsburg, Cincinnati and St. Louis company, among other extensive improvements which they are making, are, so far as practicable, wherever their line crosses a county road, cutting it down so as to pass under their track or bridging, so that the travel will pass over their tracks at an elevation which will preclude any accidents at railroad crossings. In many instances all roads are now building and reconstructing after this plan, and the number of accidents in that state of this character are few. It will be troublesome for western roads, where the country is level, to adopt this method, in the general construction, yet in all cases where it is possible it should be adopted.

The Chattanooga Times, speaking of the southern passenger agents, lately in session there, remarks: "E. P. Wilson, of the Cincinnati Southern, is the most eloquent man in the convention. A. Sharp, of the Macon and Brunswick, is the handsomest man there. C. A. Atmore, of the Louisville and Nashville, is the most modest man of the lot. T. J. Bryant, of the Memphis and Charleston railroad, is the most modest man and best fellow. W. D. Danley, of the Nashville, Chattanooga and St. Louis railroad, is from a newspaper standpoint, probably the most political. L. S. Morrison, of the A. and Great Southern railroad, guards with equal eye the interests of his territory. J. A. Semple, of the Louisville and Nashville railroad, is the oldest man in the association, but don't tell that on him. Mr. Morrison, Mr. Ogden, of the East Tennessee, Virginia and Georgia railroad, presides with dignity and impartiality. Colonel Danley, of the Nashville and Chattanooga, is very attentive to his duties as secretary.

In closing an article on railroad wars, after advocating the doctrine that this kind of degradation of property should be made a punishable offense, the Cincinnati Gazette says: "As a matter of history, the first director or the first officer of the board of directors is yet to be found who has grown poor while in office, and it is right that they should, prorata, share the stockholders' losses with them; otherwise not, for it is, after all, only a copartnership. It is a notorious fact that there is sometimes as much method in disorder rates as there is method in madness. It is the easiest, quickest and safest way to determine the value of a railroad. As the value depreciates the stock declines in price, and the 'bulls' somehow have the faculty of guessing when the bottom has been reached to load up, and they also seem to have an intuitive knowledge when the time has come to unload; and the rights of the people and the property interests of the country are not once taken into consideration. Verily, the railways of the nation are a power in the land, and are the big great and most difficult problem now before the people to be solved; and it will have to done soon, or it will be done without them.

A $250,000 Land Suit.

LOS ANGELES, Cal., November 12.—A suit was entered in the superior court yesterday by A. A. Cohen, attorney for the Atlantic and Pacific railroad company, against the Southern Pacific railroad company, for the recovery of lands in this county, alleged to be unlawfully held by the defendant, and for rents since August 1, 1876, amounting to a quarter of a million dollars.

Colonel Tom Scott and Party in Texas.

EASTLAND, November 13.—Colonel Thos. A. Scott, president of the Texas and Pacific railroad, accompanied by the board of directors, General Beauregard, Noble, and some twenty invited guests, arrived here, 870 miles west of St. Louis, at 5:30 o'clock this evening. The corporate capital represented by the party is over $1,500,000.

As soon as the train came to a halt the whole party proceeded to the east end of the track, and Colonel Scott drove the last spike in the last rail laid to this point, amid the applause of friends interested in the completion of railroad men living or dead. The excursionists return this evening surprised and delighted with the line of road and the productive fields traversed by it.

To Be Waged to the Bitter End.

LAFAYETTE, IND., November 13.—The war rates inaugurated by the Lake Erie and Western road some days since, continue. They are out with a new schedule for Omaha business, of fifteen dollars from Chicago, seven dollars from Toledo, Fremont, Lima, Fostoria and Muncie; nine dollars and fifty cents from Kokomo, and nine dollars from this point. They declare their intention to keep under Chicago rates right along to the bitter end.

Death of a Brave Engineer.

JERSEY CITY, November 11.—The usual New Jersey railroad accident occurred this morning a shortly after 5 o'clock, as a heavily-laden coal train was entering Hoboken on the Morris and Essex division of the Delaware, Lackawanna and Western railroad, the engine and several cars jumped from the track near the Henderson street crossing, John Hall, the fireman, jumped from the cab of the locomotive and was severely injured by a heavy fall. Peter Cavanaugh, the engineer, manfully stood by his post and promptly reversed the lever of the locomotive. He then jumped off on the side of the cab. Just as he jumped the foremost cars of the train telescoped and piled up on each other and fell to the ground with a loud crash, sending the coal in one with which they were loaded flying in all directions. Cavanaugh was crushed beneath the masses of coals and broken cars. Great excitement was caused by the accident, and it was rumored that many a dozen men had been killed. The railroad employes began removing the debris, but it was over two hours before the body of poor Cavanaugh was found beneath the pile. When it was many reached it presented a most horrible appearance. Every bone was broken, and the brains showed from the crushed skull. Several of the men engaged in removing the pieces of wrecked cars fainted at the sight of the crushed remains of the engineer. There is no doubt that the accident would have been a more serious one if the engineer had not stood by his post of duty until he had reversed the lever of the locomotive. He resided at Port Morris, the real depot of the road, near Dover, Morris county, New Jersey, and leaves a wife and three children to mourn his sudden death.

The Road Through the Indian Territory.

WASHINGTON, November 13.—Secretary Schurz to-day officially replied to a letter addressed to him by the representative of the new railroad project, in which he was requested to state whether, in a simple assent of the Cheetaw Nation approved by the secretary of the interior, would be sufficient for a grant of right of way through that tribe's section of the Indian Territory, and also whether congress can, and if so, how, and in what respects, if any action on the part of this tribe, or in assent of its council and condition precedent, to the secretary's action in reply that this whole subject was committed by section 2058 of the Revised Statutes, were embodied in the letter, which was approved by the President May 23, 1876. That the principles enunciated in that act of congress should be therefore department ever since, and that no legislation has since been enacted by congress to render any change therein necessary. Secretary Schurz says inconclusion: "You will perceive by this paper that both the legislation by congress and treaty stipulations are conditions precedent to any action by the interior department concerning the construction of railroads through the Indian Territory."

BITTERS
HOSTETTER'S
CELEBRATED
STOMACH
BITTERS

FINANCE AND TRADE.

FINANCE.

The banks were very quiet, almost dull, yesterday, owing partly to the bad weather, which made "all out of doors" uncomfortable. A possible stringency seems to be felt in every bed stirring the operations of investors, and the weekly New York bank returns are looked for with unwonted interest. 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. Money is loaned at 1 to 2 per cent, shaky county scrip, 92 buying, 95@98 selling; shaky county bonds selling at par. Union and Planters' stock, 110; Memphis and Charleston railroad stock, last sale at 40; Mississippi and Tennessee first mortgage bonds, exceptional, 126@128; Mississippi and Tennessee second mortgage, 68. Last sale of People's Insurance at 97, and of State National at 102.

MEMPHIS BANK CLEARINGS.

	Clearings.	Balances.
November 13	$ 798,761 66	$ 38,366 23
Total this week	1,121,421 89	192,110 47
Total last week	1,032,107 22	211,639 92
Total last year	1,366,355 84	218,512 41

NEW YORK, November 13.—Bank statement: Loans, increase, $509,000; specie, decrease, $1,726,900; legal tenders, increase, $195,300; deposits, decrease, $88,500; circulation, increase, $16,000; reserve, decrease, $1,229,875.

$505,750 in excess of legal requirements.

[BY TELEGRAPH.]

NEW ORLEANS, November 13.—New York sight exchange par; sterling exchange—bankers' bills, 481.

LONDON, November 13.—Consols—for money, 99 7-16; on account, 99 9-16; new 5s, 104¼; 4½s, 113; 4s, 114; Illinois Central, 125; Pennsylvania Central, 64¼; New York Central, 141½; Erie, 44¼; seconds 100; Reading, 27½.

NEW YORK, November 13.—Money active at 3@5 per cent., closing at 3 per cent. Prime mercantile paper, 4@5 per cent. Sterling exchange—bankers' bills nearly 480@481; demands, 482¾. Government bonds were strong and 5@¼ higher. United States coupons, 1881, 104½; new 5s, 101¼; new 4½s, 112; new 4s, 110½; Pacific 6s of 1880, 107. State bonds quiet. Tennessee bonds, 95¾; Missouri, 109½; St. Joseph, 10½; Tennessee 6s, old, 41; Tennessee 6s, new, 44; Virginia 6s, old, 39; Virginia 6s, new, 41; Virginia consols, 50; Virginia coupons, reopened, 112. Railroad bonds generally strong and higher. The stock market opened weak, and in the early dealings prices declined ½ to 2¼ per cent., the latter in Reading. This was followed by an advance of ½ to 3 per cent., in which Reading was again the most prominent. During the afternoon speculation was rather dull, but in the main strong, except for Alton and Terre Haute, which fell off 2 per cent. for common and 3 per cent. for preferred. In the final dealings a very strong tone prevailed, with a further improvement of ½ to 2¾ per cent., the latter in Chicago and Alton. Transactions aggregated 252,000 sh, of which 100 were Chicago, Burlington and Quincy, 3600 Chicago and Alton, 10,000 Lackawanna, 2700 Delaware and Hudson, 5000 Denver and Rio Grande, 18,000 Erie, 48,000 Hannibal and St. Joseph, 1600 Iron Mountain, 19,000 Kansas and Texas, 6600 Lake Shore, 2700 Michigan Central, 8400 Northwestern, 1100 Nashville and Chattanooga, 9000 New Jersey Central, 3000 New York Central, 1600 Northern Pacific, 3400 Ohio and Mississippi, 3000 Pacific Mail, 41,000 Reading, 10,000 St. Paul, 2000 St. Paul and Omaha, 15,000 United Pacific, 17,000 Wabash Pacific, 14,000 Western Union, and 14,000 Cleveland, Columbus, Cincinnati and Indianapolis.

The closing quotations were as follows: Central Pacific bonds, 112; Union Pacific first, 119; Land grants, 113; Sinking funds, 118¾; Leighs and Wakesharp, 101; St. Paul and Sioux City first, 109½; Chicago, Columbus and Indiana Central first, 90; Illinois Central, 126; Chicago and Alton, 117; Erie seconds, no sales; Erie seconds, 97; Rock Island, 119; Panama, 198; Fort Wayne, 123; Pittsburg, 141; Illinois Central, 117½; Chicago, Burlington and Quincy, 157¾; Chicago and Alton, 118¼; Chicago and Alton preferred, 125; New York Central, 139¾ offered; Harlem, 195; Lake Shore, 107¼; Canada Southern, 52; Michigan Central, 108¼; Erie, 42¾; Erie preferred, 72¾; Northwestern, 113½; Northwestern preferred, 137; St. Paul, 102¼ offered; St. Paul preferred, 127½; Illinois Central, 43½; St. Paul and Omaha preferred, 88½; Delaware, Lackawanna and Western, 141; Pacific Mail, 34¾; Erie, 116; Delaware and Hudson, 87¾; New Jersey Central, 72¼; Reading, 47¼; Ohio and Mississippi, 14; Central Pacific, 95¾; Hat trick, 30; Western Union, 104¾; Mobile and Ohio, 22; Cleveland, Columbus and Cincinnati, 130; Cleveland and Indiana Central, 91¾; Ohio Central, 25¾; Lake Erie and Western, 22¾; Ontario and Western, 20¾; Burlington, Cedar Rapids and Northern, 60; Alton and Terre Haute, 13; Alton and Terre Haute preferred, 42¾; Wabash, St. Louis and Pacific, 41¾; Wabash, St. Louis and Pacific preferred, 79¾; Hannibal and St. Joseph, 40¾; Hannibal and St. Joseph preferred, 85¾; Iron Mountain, 48; St. Louis and San Francisco, 20½; St. Louis and San Francisco preferred, 51½; St. Louis and San Francisco second preferred, 27½; Chicago, St. Louis and New Orleans, 20½; Kansas and Texas, 14¾; Union Pacific, 96½; Central Pacific, 42¾; Northern Pacific, 30¾; Northern Pacific preferred, 55; Louisville and Nashville, 171; Nashville and Chattanooga, 90; Houston and Texas, 34; Chicago, 100; Houston and Texas, 72; Denver and Rio Grande, 14¾; Mobile and Ohio, 21¾; Atlantic and Pacific telegraph, 49; Pacific Mail, 40½; Adams Express, 137; American Express, 91; Wells, Fargo and Company's Express, 51 offered; Quicksilver, 15¾ offered; Quicksilver preferred, 35¾; Mariposa, 7¾ offered; Central Arizona, 9¾; Home Stake, 20; Standard, 3¾; Excelsior, 1; Little Pittsburg, 2; Ontario, 31.

COTTON.

The telegrams yesterday had no different news of importance than those of the two days preceding; on the whole the tone was perhaps rather stronger, "weak and dull." Receipts at the close "firm" appeared in the accounts of the New York futures, which, however, were the receipt of cotton, 13,800 bales. In our market there was little doing, and the quotations remained the same day that made any judgment of cotton almost impossible and reduced sales to a low point. The quotations were unchanged. The following from the *York Bulletin*, of Thursday, reports: "Exporters were in the market for the better grades of cotton at lower prices, which sellers declined to accept. Europe is paying a premium for good ordinary, and buying at the gulf ports, while, at the same time, our eastern spinners are in the gulf section buying and shipping direct to their mills. In consequence of this, there is no profit in bringing gulf cotton to New York for export, and it is only in unusually low proportion—this is especially the case with the good qualities. Spinners continue to employ the hand-to-mouth policy, buying, and confine their operations to small lots for immediate wants, as if in anticipation of lower prices."

	Yesterday.	Day before.
Ordinary	8 8	8 8
Strict ordinary	9 9	9 9
Low middling	10 10	10 10
Middling	10½ 11	10½ 11
Good middling	11 11	11 11
Middling fair	Nominal.	Nominal.
Fair	Nominal.	Nominal.

Market steady. Sales 1400 bales, including 650 to exporters, 600 to spinners and 200 to speculators.

MEMPHIS COTTON STATEMENT.

Stock, September 1, 1880	54,839
Received to-day	3,976
Received previously	139,903
Shipped to-day	3,496
Shipped previously	92,723
Stock, running account	54,899

IMPORTS.

Thus far this week	3,976
Thus far last week	6,603
Since September 1st	139,429

EXPORTS.

Thus far this week	3,496
Thus far last week	6,603
Since September 1st	91,924
Memphis and Charleston R. R.	1,139
Mississippi and Tennessee R.R.	1,225
Memphis & Little Rock Southern R. R.	603
Paducah & Memphis R. R.	162
Steamers north	500
Wagons and other sources	200
Total	3,496

[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.	Middling.
Galveston	Weak.	1,909	10¾
New Orleans	Fair.	14,819	10¾
Mobile	Quiet.	3,173	10¼
Savannah	Quiet.	4,886	10¼
Charleston	Steady.	1,000	10 9-16
Wilmington	Quiet.	1,213	10¼
Norfolk	Quiet.	2,500	10½
Baltimore	Quiet.		10¾
New York	Steady.	300	10 13-16
Boston	Quiet.	74	11¼
Philadelphia	Dull.	200	11½

The following are the New York spot quotations for yesterday: Ordinary, 7 15-16; good ordinary, 9 3-16c; low middling, 10; strict middling, 10 15-16; good middling, 11; middling fair, 11 7-16; fair, 11 15-16. Sales, 1,000 bales. Futures opened steady, at 12-20, steady, at 2-25, steady at 3-30, unchanged. Sales, 100 bales. Options, 60 bales. Stock, 93,865 bales.

The tone of the future markets was follows: At 10 o'clock, quiet, 1@2 pts. At noon, steady; 12-15, dull but steady; 1-30, quiet and firm; 2-30, steady; 3-15 unchanged. Sales, 90,000 bales.

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

Months.	Yesterday.	Day before.
January	10.83@10.86	10.84@10.85
February	10.97@10.98	10.93@10.97
March	11.11@11.12	11@11.11
April	11.25@11.26	11.22@11.25
May	11.39@11.40	11.36@11.37
June	11.54@11.55	11.47@11.49
July	11.55 bid	11.58@11.59
August	11.80@11.90	11.80@11.82
September	11.80@11.85	11.80@11.85
October	11.80@11.85	11.80@11.85

The New Orleans market closed steady at 10¾c for middling. Sales, 2,000 bales; receipts, 2,818 bales; stock, 185,000 bales.

The Liverpool telegrams yesterday reported cotton easier; middling uplands, 6 7-16d; middling Orleans, 6 9-16d. Sales, 8,000 bales, of which 600 were American; receipts, 14,500, of which 14,200 were American.

The Liverpool market opened with futures weak: November, 6 9-32d; November-December, 6 9-32d; February-March, 6 9-16d; March-April, 6 11-32d; April-May, 6 7-16d; May-June, 6 7-16d. At 2:30 P.M. Futures closed quiet.

The movements at the ports were reported as follows:

	This Week.	Last Week.	This w. Last Yr
Receipts for 3 days	4,948	20,168	19,011
Exp'ts to Great Britain	27,811	1,874	15,203
Exp'ts to Continent	62,968	101,564	574,746
Stock on hand			

Total receipts at all United States ports, 1,886,551 bales; same date 1879, 1,719,168; same date 1878, 1,85,309. Increase at all ports, 167,383 bales.

Total foreign exports, 861,635 bales; last year, 914,591; year before, 645,446.

Total stock at all United States ports, 574,746 bales; last year, 1,036,968; year before, 821,066.

GENERAL TRADE.

Snow, mingled with rain, was falling yesterday morning after heavy torrents of downfall had had been delaying the arrival of trains and traffic or hauling was next to impossible. Consequently, our market had a stagnant aspect of movement and few changes of price. A boat from up the river brought in 300 bales of cotton, and it could be loaded in the heavy rain. Some cotton also arrived, but was most, if not all of it, to fill dealers' orders. There was a little cotton which was for a dealer. The latest cattle market quotations are given below, and it is quiet, but the quality is generally common. Eggs were less plentiful and were higher, with a strong advancing tendency.

Quotations below are for round lots at the landing and at the railroad depots, and include neither drayage, storage or profit. Quotations include the lowest freight and charges up to the time of sale. Jobbing prices are from one to two higher rates, as they include drayage, storage and profit of the dealer.

FEED—Corn—Last sales were of old shelled in bulk to arrive at 52c; in store, 55c. Oats—Offering at 40c, in store, 45@50c. Bran—Last sales at $15 75@16; in store, $16@16 per cwt. Hay—Last sales of red top at $19 50, and of choice timothy at $19@20, in bulk; bale, $1 bale.

FLOUR—Flour—treble extra, $5; family, $5 50; choice, $6; fancy, $6 50; extra fancy, $7.

CORNMEAL—St. Louis—none on landing; from store, $2.

VEGETABLES—Potatoes, in store, $1 90@2 25. Sweet potatoes, $1 50 a barrel. Onions—in store, $3 50@3 75 a barrel. Beets, $1 25 a bushel. Cabbages, $8@9 per hundred, and crates $2@3, according to quality. Celery, 40@50c per bunch.

EGGS AND BUTTER—Eggs higher, 30c@35c, asking 32c, with some sales at that figure. Butter—Common, 15@20c; medium, 25@30c; choice western, 35@40c; fancy dairy, 38@40c; creamery, 40c. Oleomargarine, 21@25c.

CHEESE—Factory at 12@13c per pound; cream, 16c; Young America, 16@18c.

POULTRY—Chickens dropping at $2 75@2 25; grouse, $1 50@2. Ducks, $2@2.25. Geese, $4@4 50. Turkeys, $2@2.50 a dozen.

FRUITS AND BERRIES—Oranges—Louisiana, $4@4 50 per box. Lemons, $6@7 per box. Apples—in store, $1 75@2 50. Cranberries—in barrels, $9@10 a barrel; half barrels, $5.

NUTS—Pecans—old, 8@9c; fresh, 6@7c per pound. Brazil nuts, 9@10c per pound. Filberts, 12c per pound. Walnuts, 12@14c per pound. Peanuts, $4@4 50 per 100. Chestnuts, $2 50 a bushel. Pecans, $2@3 for Arkansas; Texas, 14@16c.

MISCELLANEOUS—Molasses—$6 50@7 50 a barrel; grits, $2 60@3 60 a barrel. Cider—Missouri, $8 50@9 a barrel. Lemons—Sicilian, $4 50@5 25 per box. Apples, 45c per pound; evaporated, 9c. Dried peaches, 15@c per pound. Apple butter, 7@8c a pound. Pickles—medium, $4@5 per pound. Nails, $2 25 a keg.

HOG PRODUCTS—Bulk meats, packed—clear side, 8¾c; clear rib, 8½c; shoulders, 5½c. Mess pork, $16 50.

Bacon, packed—clear side, none; clear rib, 8½c; shoulders, 6c. Hams—sugar-cured, 10@10½c. Breakfast bacon, 10½c.

Lard—tierce, 6½@6½c; pails, 9@9½; 6½@6½c; 10 lb, 9½@9¾c. Hogs, St. Johns, 3@3½.

per cent above these quotations, which are for large quantities.

FRESH MEATS.—Fore-quarters beef, 2@3½c; hind-quarters, 4@5½c. Veal, 6@8c. Mutton, 6@7c per lb. Sheep, 4@6c.

OYSTERS—per dozen cans, $4 and $5.

GAME.—Venison—by the carcass, 4@5c a pound; saddles, 8@10c.

SUGARS—Sugars—Coffee, 12@13c for ordinary, 14@15c for fair, 16½@17c for choice.

Sugar—Louisiana open kettle, 7½@8½c; yellow clarified, 8@8½c; off white, 9@9½c; snow white, 10c; sugar—cut loaf, 11½c; granulated and powdered, 11½@c; Molasses, 45@c. Hogs'c; prime, 40@47c.

Tea—imperial, 50@80c Rice—Louisiana, 6@6½c; Carolina, 6½@7c. Salt—per car-load, $1 05; from store, $1 60 per barrel; coarse, per sack, $1 35@1 40; fine, $1 65.

BAGGING AND TIES.—Bagging—flax, 10½@11c; jute, 12c to 2 lbs. 11½@12c; kentucky, 14@15c. Ties—standard makes, $2 25; pieced and outside brands, $1 75. Twine, 17c per lb.

BRICKS—Hard, $10; soft, $9 a thousand; fire-brick, $75@80 a hundred.

LIME AND CEMENT.—Lime, 80c a barrel; Louisville cement, $1 65 a barrel; Rosedale cement, $1 75 a barrel; Portland, $5.

HIDES AND LEATHER, ETC.—Oak sole, 37@40c. Hemlock, 27@30c per lb.; harness, 30@40c; splitting, 30@35c; French calf, $60@80 per dozen; domestic calf, $30@45 per dozen. Hides—dry flint, No. 1, 18c; No. 2, 16c; dry salt, 14c; green, 6@7c. Deer—Green, 20@25c; dry salt, 14c; green, 16@17c. Beeswax, 20c.

WOOL.—Tubwashed, 35@40c; unwashed, 22@26c; burry, 10@15c.

Memphis Cattle Market.

Frey & Schilling, of the Southern stock yard, North second street report: Receipts since last report have been quite liberal, especially for common qualities. Prices for this class rule low, with no prospect of an early improvement. Good cattle are in moderate supply only, with fairly active demand, and prices generally unchanged. A few sales of exceptionally good cattle have been effected at ¼c to ½c above quotations, but the bulk of transactions have been at the prices quoted by us last Friday. To-day the general tone of the market is dull and slow for all but the best qualities. Hogs are less plentiful and a shade firmer, with no quotable advance. Sheep and lambs are plentiful and dull, with very little good demand for good mutton qualities. Cows and calves are fairly active at quotations.

CATTLE—Choice to extra butcher qualities, $4@5 25; medium to good butcher qualities, $3@3 75; common to fair, $2@2 50; thin, light and inferior, $1 25@1 50.

HOGS—Best butchers' selections, $4 75@4 85; fair to good, light and heavy, $4 30@4 60; rough and common, $4@4 25.

SHEEP.—Choice mutton grades, per cwt, gross, $4; fair to good, per cwt, gross, $3 25@3 75; common, per head $2@2 50; stockers, per head, $1 25@1 75.

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 50@2.

COWS AND CALVES.—Good to choice, per head, $26@40; common to medium, per head, $15@25.

[BY TELEGRAPH.]

NEW YORK, November 13.—Flour firm; superfine western and state, $3 80@4 15. Wheat opened heavy; closed firm; unsettled spring, $1 15. Corn—demand fair and market firm: Rio-cargoes quoted 71@74c; job lots, 10@c. Sugar—demand fair and market firm; fair to good refining, quoted 7¾@7¾c. Molasses—fairly active. New Orleans new crop, 48@52c. Rice quiet. Pork dull; mess spot quoted $15. Lard firmer; prime steam, 8.80c.

LOUISVILLE, November 13.—Flour steady; extra, $3 20@3 50; extra family, $4@4 50; higher grades, $4 75@5; choice fancy, $5 75@6 25. Wheat strong, 1@2c higher; No. 2 white, 46c; No. 2 mixed, 45c. Oats steady. No. 2 white, 36c; No. 2 mixed, 34c. Rye quiet; No. 2, 56c. Hay firm, $16@18. Pork dull, $14 50. Lard—prime steam, 8 10c. Bulk meats quiet; clear rib, 7½c; clear side, 8¼c. Bacon steady with a fair demand, 9¾@9 87½c; short clear, 7.30c. Whisky steady, $1 11.

NEW ORLEANS, November 13.—Flour active and firm; superfine, $3 25@3 75; double extra, $4 70@4 75; treble extra, $5@5 25; higher grades, $5 40@5.75. Corn easier. Oats easier. Corn—Corn, 49c. Hay; prime, $21; choice, $22½. Pork, $14 50. Lard prime steam, 8¾@9c; keg, 10c. Bulk meats—shoulders, 5¾c; short rib, 7½c; short clear, 7.30c. Whisky steady, $1 11.

NEW ORLEANS, November 13.—Sugar active and firm; superfine, $3 25@3 75; double extra, $4 70@4 75; treble extra, $5@5 25; higher grades, $5 40@5.75. Molasses: common, 30@32c; centrifugal, 34@35c; fair, 36@38c; prime to choice, 37@40c. Rice: Louisiana, ordinary to choice, 6@6½c.

METEOROLOGICAL REPORT.

Time.	Bar.	Ther.	Wind.	Weather.
7:00 a.m.	30.50	38	N.	Light Rain.
2:00 p.m.	30.42	37	N.	Cloudy.
9:00 p.m.	30.51	34	N.	Cloudy.

Maximum thermometer, 39.
Minimum thermometer, 34.

BY TELEGRAPH.

WAR DEPT., U.S. ARMY, SIGNAL SERVICE, U. S. SATURDAY, November 13, 1880, 10:08 p.m.

Place of Observation.	Bar.	Ther.	Wind. Dir.	Wind. Force.	Weather.
Chattanooga	30.36	42		Calm.	Cloudy
Galveston	30.34	49	N.E.	Brisk.	Cloudy
Indianola	30.36	49	N.	High.	Cloudy
Louisville	30.43	41	S.	Gentle.	Fair.
Memphis	30.49	37	N.	Gentle.	Fair.
Nashville	30.48	37	N.	Fresh.	Cloudy
New Orleans	30.27	53	N.	Fresh.	Lt.rain
Pensacola	30.47	44	N.	Fresh.	Cloudy
Vicksburg	30.42	43	N.	Fresh.	Lt.rain
Little Rock	30.48	40	N.	Light.	Cloudy

NASHVILLE, November 13.—River falling, with 10 feet on the shoals.

SHREVEPORT, November 13.—River falling. Weather cloudy and cool.

WHEELING, November 13.—River 7 feet, and falling. Weather cloudy and cold.

EVANSVILLE, November 13.—River 1 foot 6 inches, and falling. Weather clear and cool. Down: Cons Millar, noon.

VICKSBURG, November 13.—Weather cold and cloudy. Up: Belle of Shreveport, last night; Grand Tower, 5 p.m. No boats down.

PITTSBURG, November 13—Noon.—River 3 feet 6 inches, and falling. Weather snowing and cold. Night—River 3 feet 4 inches, and falling. Weather clear and cool.

NEW ORLEANS, November 13.—Weather cloudy and cool; thermometer 67. Arrived: City of Alton, St. Louis. Departed: Charles F. Chouteau, Memphis; Will Kyle, Cincinnati; City of Alton, St. Louis.

CINCINNATI, November 13—Noon—River 13 feet 7 inch, and rising. Weather cloudy and cooler. Night—River 13 feet, and stationary. Weather cloudy and cool. Departed: James D. Parker, Memphis; Mary Houston, New Orleans.

ST. LOUIS, November 13—Noon.—River about stationary. Weather clear and cold. Night—River stationary, with 8 feet 2 inches by the gauge. Weather clear and cold. Departed: Joe Kinney, Cairo; Gunning Star and John Dippold and barges, New Orleans.

LOUISVILLE, November 13—Noon—River falling, with 6 feet in the canal and 11 feet in the chute on the falls. Weather cloudy and chilly. Night—River falling, with 6 feet 3 inches in the canal and 4 feet 10 inches in the chute on the falls. Business good. Weather cloudy and chilly.

CAIRO, November 13—Noon.—Weather cloudy and cool. Arrived: Annie F. Silver, St. Louis, 9 a.m.; War Eagle, St. Louis, 11 a.m. Departed: Gold Dust, Mississippi, 10 p.m. Night—River 15 feet 5 inches, and rising. Weather fair; thermometer 40. Arrived: Grand Tower, St. Louis, 8 p.m.; War Eagle, St. Louis, 1 p.m.

MOVEMENTS ON THE LEVEE.

Arrivals—Marlin Speed, Arkansas river; Rene Macready, St. Francis river; W. J. Poitevent, Commerce; Silverthorn, Helena; Colorado, St. Louis; Mollie Moore, St. Louis; Belle Shreveport, New Orleans; Charles Morgan, Cincinnati.

Departures—Charles Morgan, New Orleans; W. J. Poitevent, Commerce; Silverthorn, Helena; John T. Moore, Helena; Colorado, St. Louis; Vint Shinkle, Cincinnati; Belle Shreveport, St. Louis.

In Port—Rene Macready, Marlin Speed, Coahoma, Mollie Moore.

Boats Due—Down—W. P. Halliday, Osceola Belle, Gold Dust, St. Genevieve, Annie F. Silver. *Up*—James Lee, Adams, Adams, City of Providence, Josie Harry, W. J. Poitevent.

BOATS LEAVING THIS DAY.

VICKSBURG — Gold Dust, J. T. McCord master, 10 a.m.

ST. LOUIS—City of Providence, George Lenox, master, 10 a.m.

BOATS LEAVING MONDAY.

FRIARS POINT—James Lee, Stack Lee master, 5 p.m.

ST. LOUIS—St. Genevieve, D. A. Wist master, 5 p.m.

OSCEOLA—Osceola Belle, Henry Cooper master, 5 p.m.

COMMERCE—W. J. Poitevent, Neil Booker master, 5 p.m.

WHITE RIVER—