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.	Chatt. & 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.
3:30 a.m.	Memphis & Little Rock 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.†	Hickman & Friars Point, packet.	4:30 p.m.†
7:00 a.m.‡	Helena & Clarendon, rail road.	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	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.*	Memphis to Holly Springs, Miss., stage route.	6:00 a.m.*

*Monday, Wednesday and Friday.
†Daily.
‡Monday, Thursday and Saturday.
‖Sunday, Tuesday and Friday.
¶Tuesday and Friday.
**Wednesday and Saturday.
††Tuesday, 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 6:30 a.m. Mail arrives daily at 9:30 a.m.; freight arrives daily at 5:30 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 8 a.m. Mail arrives daily at 10:45 p.m.; freight arrives daily, except Sunday, at 3:30 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 8:30 p.m. Somerville accommodation leaves daily, except Sunday, at 4:40 p.m.; Somerville accommodation arrives daily, except Sunday, at 9:00 a.m.

Trains on the Louisville and Nashville road move as follows: Express leaves daily at 10:50 p.m.; mail leaves daily at 7:35 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 8:35 a.m. Saturday the express runs only to Milemile, connecting for Nashville.

Trains on the Mississippi and Tennessee road move as follows: Mail leaves daily at 12:30 p.m.; Florida accommodation leaves daily, except Sunday, at 3:45 p.m.; freight leaves daily, except Sunday, at 7:00 a.m. Mail arrives daily at 10:10 a.m.; Florida accommodation arrives daily, except Sunday, at 9:15 a.m.; freight arrives daily, except Sunday, at 2:00 p.m.

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

PERSONAL AND GENERAL.

The first train on the International road, from Austin, Texas, to New Braunfels, departed Monday.

The railroad improvement to be made in Nashville during the winter and summer will cost $400,000.

New Orleans is perhaps the only city of its size in this country which has no union depot. One is very much needed in the Crescent City.

Passenger travel over the Sunset route, of Texas, during the past year has been 50 per cent greater than during any other year since its organization.

Notwithstanding the fact that manufacturers of railway rolling stock have long been pressed with orders, the demand seems to nearer being filled than it was a year ago.

The Missouri car-works are now building 250 cars for the Louisville and Nashville road. These works now give employment to 600 men, and are turning out twenty cars daily.

An idea of the immense traffic now moving over the New York Central road may be from the fact that one day last week 3810 cars passed through Rochester, New York, east and west, in the twenty-four hours.

To-day the annual meeting and election of the stockholders of the Denver and Rio Grande railroad will be held. It is very desirable that as there is an effort being made on the part of the Gould interest to gobble the road.

A dispatch from Chicago states that the Illinois Central railroad company has submitted to the mayor a draft of an ordinance for the purchase of the lake-front property. It is approved by the mayor, and will be laid before the council Monday night.

The frequency with which freight trains break in two is much commented on. It should be remembered that the former 20,000 pounds was the load for a car. Now a load weighs from 30,000 to 40,000 pounds, and the couplers, shackles, linkpins, etc., have not been increased in strength to meet the increased strain.

A scheme to save a day's ocean travel between New York and Liverpool is said, to underVanderbilt's consideration. It involves the construction of a tubular bridge from Manhattan Island to Hunter's Point, and the construction of a road to the extreme eastern end of Long Island, where a large shipping port will be established.

Cincinnati *Enquirer:* "While some of the railway cities in the northern sections are passing ordinances with the management of southern railways it would be well to notice the main point in the argument favoring their manner of business, viz., misdoubling rates adopted by the officers of lines interested. It is a fact that the lines south of Louisville to the Gulf of Mexico, whether truth is otherwise, keep and carry out agreements with that faith the transportation companies cannot boast of, and it has been this keeping of agreements which has made their management successful and their earnings by the standard. The shippers and passenger on the southern lines are good, while employes receive their compensation for their labor. These are important points for railway managers to note."

Cincinnati *Enquirer:* "Indirectly the city pays for keeping the Cincinnati Southern road up; in the general of the new issue it is wise in the trustees to sell. But the lessee should maintain a first-class road. Twelve miles run down, it would be hard to recommend its present condition. The road is well completed now—better than any in the south probably, except the Louisville and Nashville main line—and, in the course of twenty-five years, expenses of its maintenance and improvement will have to be borne by the city directly, anyway, and a call on the city for more money at the time of first mortgage maturity may be not thought of. The outcome of the Cincinnati Southern by its good show of earnings and business thus far promises to be a good many, and will surprise a good many more before long. The Southern is all right."

Globe-Democrat: "The Iron Mountain railroad express company has consummated traffic arrangements with the Ohio and Mississippi railroad express for through business from Texarkana to New York via the Baltimore and Ohio railroad and other connections. It is claimed that these independent express companies that they can and are doing the business in their territories twenty-five to fifty per cent cheaper than the rates formerly charged by the Adams company. The traffic arrangements work both ways, and the indications are that instead of Cincinnati, Chicago and Louisville intercepting Memphis and Texas points with goods ordered hurriedly, St. Louis will gain control of that business. The Iron Mountain officials state that the express company has taken a branch of the road, making the company pay local rates on all business for points on the Texas and Pacific road."

The Northern Pacific Syndicate.

MILWAUKEE, WIS., November 25.—Hon. Alex. Mitchell, who has returned from New York, confirms the statement that a syndicate of American and English bankers had been formed to furnish $40,000,000 to complete the Northern Pacific railroad.

Still at Sword's Point.

CHICAGO, November 25.—There now seems no hope of a temporary truce in the railway war until the Wabash depot shall be located at Twelfth street. President Humphrey of the Wabash, left the city today without making or receiving any overtures from the Alton or the Illinois Central.

Mexican Railways.

St. Louis *Times:* "It is reported that General Grant is to be the president of the International railroad. But this is no reason why the true state of affairs should be misrepresented by such fabulous stories as that of comparing Mexico with the western States of this country. There are four principal drawbacks to the success of any railway scheme in Mexico, viz.: the insecurity of property, the want of iron and coal, an unstable government, and the indifference of the masses of the people. Of the first it is almost needless to speak. The experience of the Mexican and Vera Cruz railroads is sufficient. Every band of robbers, styling themselves *pronunciados*, blow up the bridges, rob the trains, and compel the company according to their own sweet will. Although the road has to pay twelve per cent, yet it has never yet paid a dividend, and as it looks now never will. Coal is brought to Mexico from England and France by sea, and except in the *barrio* fuel, there is no wood. The Mexicans will pardon everything, but after the Spanish fashion oppressive taxation, interference with the rights of laborers, and unfair dealing will seek bader their appearance. As to the labor question, Gen. Grant makes one extraordinary mistake. He says that the population of Mexico is about two millions, whereas millions are of the ancient Aztec stock. It is impossible to compute the population, but not another more than two millions, for the Mestizos, or half-breeds, must number five millions. The Indians are undoubtedly a hard-working, thrifty race; but the Mestizos are the laziest, most drunken and thieving race on the face of the earth. Even the Indians regard them with contempt, and call them coyotes or jackals.

Minority Stockholders of N. and C. File Their Bill.

NASHVILLE, November 25.—The minority stockholders in the Nashville, Chattanooga and St. Louis railroad, representing about 50,000 shares, filed their bill today in the United States court, at Nashville. The bill is a long one, but in substance sets forth that Messrs. Stevenson, Evans Baldwin and Fogg, while acting as directors, and at a time when the property had been made immune and valuable by the completion of the Cole system, and without communicating with the other directors, sold out the property to the Louisville and Nashville by agreeing to get up and turn over the majority of the stock so as to give the Louisville and Nashville absolute control; that the Louisville and Nashville nominally created a board for the Nashville, Chattanooga and St. Louis and mainly of its own directors and officers and then put its own officers and agents in management, and that it is ruining the Nashville, Chattanooga and St. Louis in the interests of Louisville and Nashville, and not in the interests of the stockholders; that the two roads are or ought to be, in competition for business; that since the Louisville and Nashville took the management in its own interest it has abrogated important and valuable contracts which the Nashville, Chattanooga and St. Louis had; that, though the business has been larger than ever known, the road has been so managed as to declare no dividends, while the road had always declared dividends before. The point is made that the Louisville and Nashville, under its charter, cannot own stock in another railroad, and that neither it nor the bank which holds the stock in trust can vote it under the charter, and that the election of directors in September last was a void act, a majority of the stock not being represented; that in several cases the Louisville and Nashville vote more than 500 votes under the charter, and that this gives the management to what are known as the "minority stockholders." An injunction is asked against the Louisville and Nashville to enjoin it from running the Nashville, Chattanooga and St. Louis, or interfering with its management, and against making a lease, and a receiver is asked.

PRIVATE COUNSELOR.

DR. RICE,
37 Court Place, LOUISVILLE, KY.,
Cures all forms of PRIVATE, CHRONIC and SEXUAL DISEASES.
Spermatorrhœa and Impotency
Gonorrhœa, GLEET, SYPHILIS in all stages.
Cures Guaranteed in all Cases undertaken.
PRIVATE COUNSELOR

ARKANSAS LANDS FOR SALE!
LANDS in Arkansas for sale in quantity and quality to suit any and all. Terms, one-third cash, balance in one, two and three years, with six per cent. interest. Lands are selected and surveyed by parties who wish to buy or donate State locations made by actual survey. Terms and Specimens sent free on application. W. D. ROSS, Little Rock, Ark.
W. D. ROSS, 301 Main street.

FINANCE AND TRADE.

FINANCE.

The banks were closed yesterday, and nothing was to be heard of in the streets but discussion on Guardianships Calvaut millionaires.

[BY TELEGRAPH.]

PARIS, November 25.—Rentes, 85f. 72½c. for account. The metallic reserve in the Bank of France during the past week decreased 9,700,000f. in gold and 3,912,000f. in silver.

LONDON, November 25.—Consols—for money, 100 1-16; on account, 100⅝. Amount of bullion withdrawn from the Bank of England to-day, 550,000. The weekly statement of the bank shows an increase in specie of 662,000. The proportion of reserve to the liabilities in the bank which last week was 47¾ per cent., is now 51 1-16 per cent. United States bonds—5s, 105¼; 4½s, 115¾; 4s, 109¾. Atlantic and Great Western first mortgage trustees' certificates, 31¼; second mortgage, 35¾; Erie, 48¼; seconds, 105¼; New York Central, 139¼; Illinois Central, 126¾; Pennsylvania Central, 165; Reading, 25¾.

[BY TELEGRAPH.]

LIVERPOOL, November 25.—Cotton active and firmer; middling uplands, 6 11-16d.; Orleans, 6 15-16d.; low middling uplands, 6 7-16d.; good ordinary uplands, 6d.; ordinary uplands, 5¾d. Sales, 14,000 bales, including 3000 for speculation and export. Receipts, 154,000 bales, of which 14,300 bales were American. The sales included 10,000 bales of American. Futures firm.

COTTON.

There were no cotton telegrams received yesterday, it being Thanksgiving, and the cotton exchange was closed. We give the cotton statement which we received by the kindness of Mr. Hotter, the assistant secretary. The New York *Bulletin* of Tuesday reported: "To call the market for futures excited on to-day's operations would be a mild way of putting it. The feeling at times was in fact simply wild, the operations having been remarkably heavy and will stand among the largest of any single day's business, taken with a course of protectorial fluctuation which can best be understood by a reference to the list of transactions as given below. The general tendency, however, has been upward, and, while the top figures are some what modified, recent operators for a rise could at any time during the day sell out at a snug margin for profit, and many have unquestionably done so. The causes leading to this result appear to be simply a fuller development of the influences noted in our reports since last Friday. The 'shorts,' both of old and recent date, appear to have become thoroughly alarmed, especially as the recent sellers have withdrawn, and when the call for contracts set in this morning the supply was entirely inadequate to the wants of the market, and prices set off with an upward boom. In addition to this was to be found the constantly increasing orders from the south and from the local outside public, who, with the breaking of the recent apathy, again came forward to take a flyer in cotton. Not all of the last element, however, was to be found on the bull side of the market, and during the afternoon offerings were sufficient to break about ½c. in some cases from the top rate, with buyers, in view of the liberal advance made, inclin d to procrastination, especially as the natural influences doing so are to be much, if any, more stimulating than ever the upward turn set in."

MEMPHIS COTTON STATEMENT.

Stock, September 1, 1880	6,384
Received to-day	3,456
Received previously	170,227
Shipped to-day	1,831
Shipped previously	113,931
Stock, running account	64,305
FLOWERS.	
Thus far this week	15,254
Thus far last week	19,982
Since September 1st	175,005
Memphis & Charleston R. R.	859
Mississippi and Tennessee R. R.	1,000
Louisville & Nashville Great Southern R. R.	248
Memphis & Little Rock R. R.	774
Paducah & Memphis R. R.	141
Western	300
Wagons and other sources	204
Total	3,456
EXPORTS.	
Thus far this week	13,724
Thus far last week	12,536
Since September 1st	118,504
Memphis and Charleston R. R.	501
Mississippi and Tennessee railroad	1,029
Louisville & Nashville Great Southern R. R.	570
Total	1,895

GENERAL TRADE.

There was a fair business doing in the morning yesterday, considering the weather was thick with mist and damp and dreary, and it was Thanksgiving. Food, however, was an exception, not a thing was reported, but prices looked stronger and higher, especially for oats and hay. Rabbits were plentiful, lower, and in good demand. Eggs were higher, small parcels selling at 30c, and few asking as low as 28c. Cornmeal is firmer and held fully 5c higher. The New Orleans *Picayune* of Tuesday reports of it: "Firmer, with a fair current demand, at $2 60@2 65, and $2 50 on sales to the trade. Sales, 125 bbls at $2 55."

Quotations below are for round lots at the landing and at the railroad depots, and include neither drayage, storage, nor other expenses outside 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 light; no stocks in first hands; last sales at 56c; in store, 60c. Oats—in store, 47@48c. Bran—in store, 21 @22½ per cwt. Hay—choice timothy firm at $21.

VEGETABLES—Potatoes, in store, 2½@2 25; on landing, 2@2. Sweet potatoes $1 50 a bushel. Onions—in store $2 75 a barrel. Turnips, $1@1 25 per bbl. Cabbage, 5c per pound.

FLOUR—Flour—trifle extra, $8; family, $5 50; choice, $5 50; fancy, $5 25@5 50.

CORN—ALL—On landing, none offering; from store, $2 50@2 55.

FRUIT AND BERRIES—Apples—in store 2 @2 75 a $ bbl. Oranges—Louisiana, $4 50@5 per box. Lemons, $4.50@5 per box. Cranberries—in barrels, $8 @ 10, as to quality; half barrels, $5.

EGGS AND BUTTER—Eggs at 28@30c, the latter for small sales. Butter—common, 12@15c; medium, 18@20; choice western, 25@25c; Oleomargarine, 20c.

CHEESE—Factory at 12@13½c per pound; cream, 14@15c; Goshen, 16@17c.

POULTRY—Chickens dull at $2 50@3; young, $1@2; dressed, $2 50@3. Ducks, $2 75@3. Geese, $3@4. Turkeys, $7@10; dressed, lower demand.

HOG PRODUCTS—Bulk meats, packed—clear side, 7¾c; clear rib, 7¾c; shoulders, 5½c. Mess pork, $14 50.

Bacon, packed—clear side, 8¾; clear rib, 8¾c; shoulders, 6½c. Hams—sugar-cured, 10@11c; breakfast bacon, 16½c.

Lard—tierces, 6¾c; pails, 20 lbs., 9¾c; 10 lb, 9¾@10c; kegs, 9c. Jobbing rates, 10@15 per cent. above these quotations, which are for large quantities.

FRESH MEATS.—Fore-quarters beef, 2¾c; hind-quarters, 4@5c. Hogs, by the carcass, 6½@7c per lb; country dressed, 6c. Sheep, 5@6c.

OYSTERS—Standard cans, $1 50 per can.

GAME.—Venison—by the carcass, 4@5c a pound; saddles, extra. Rabbits, $1 50. Squirrels, $1 25 a dozen. Mallard ducks, $2 50. Quails, $1 50.

GROCERS.

$1 00
WILL BUY AT
DEAN'S
10 pounds Standard A Sugar,
11 pounds C Sugar,
5 pounds Good Roasted Coffee
2 pounds Good Green Tea,
2 pounds Good Black Tea,
2 pounds Choice Mixed Tea,
12 pounds New Prunes,
18 pounds Best German Soap,
20 pounds Fresh Oat Meal,
14 pounds Good Rice,
10 pounds Apple Butter,
18 lbs best Self-Rising Buckwheat
All goods retailed at wholesale prices. Don't buy a dollar's worth until you call and see our goods and prices, or send for our Complete Price List.
All goods Packed and Delivered Free to all Steamboats and Depots, or any part of the city.
WM. DEAN & CO.
NO. 189 POPLAR ST.

STOVES.
ACTIVE STOVES. TRADE MARK CINCINNATI STOVE WORKS
have taken the PREMIUM in every instance—competing with the leading first-class Cooking Stoves of the U. S. This is the best evidence of highest merit.
F. J. TURNBULL
Sole Agents and Dealer in Housefurnishing Goods,
234 MAIN STREET, MEMPHIS.

BOOTS AND SHOES.
JOHN CONDON
Latest Styles
333 MAIN STREET
NEAR UNION.
Lowest Prices
GOLD GOODS

JEWELER.
V. B. THAYER,
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EVERY description of Solid Gold Goods, Watches, Clocks and Spectacles. REPAIRING of fine Watches and Jewelry. Old Gold and Silver in any shape wanted.
COR. MAIN & COURT STS.

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, November 25, 1880.

STATIONS.	Above low water.		Changes.	
	Feet.	Inches.	Rise Inches.	Fall Inches.
Cairo	8	10		
Cincinnati	7			4
Davenport	Frozen.			
Dubuque	Frozen.			
Hannibal				
Keokuk	1	8		17
Leavenworth	5	1		
Little Rock	2	3		2
Louisville	4	8		4
Memphis	7	7		4
Nashville	3	7		4
New Orleans	11	2	5	
Pittsburg		10		4
Shreveport	10	7	7	
St. Louis	5	7		3
Vicksburg				

Bench mark, low water 1879.
1 below high water of 1874.

METEOROLOGICAL REPORT.

Time.	Bar.	Ther.	Wind.	Weather.
7:00 a.m.	30.34	34	N.	L. Rain.
2:00 p.m.	30.27	36	N.	Cloudy.
9:00 p.m.	30.28	32	N.E.	Cloudy.

Maximum thermometer, 40.
Minimum thermometer, 31.
Rain fall, 0.47.

BY TELEGRAPH.

WAR DEPT., S. ARMY, SIGNAL SERVICE, U. S. TUESDAY, November 25, 1880, 10:56 p.m.

Place of Observation.	Bar.	Ther.	Wind. Dir.	Wind. Force.	Weather.
Chattanooga	30.24	41	N.	Gentle.	Lt'ng
Galveston	30.22	48	N.	Fresh.	Cloudy
Indianola	30.26	44	N.	Brisk.	Cloudy
Louisville	30.27	34	N.		Fair
Memphis	30.28	33	N.E.	Fresh.	Cloudy
Nashville	30.26	35	N.	Fresh.	Cloudy
New Orleans	30.19	61	N.	Gentle.	Cloudy
Shreveport	30.27	36	N.	Gentle.	Cloudy
Vicksburg	30.23	43	N.E.	Gentle.	Lt'ng
Little Rock	30.31	34	N.	Fresh.	Cloudy

SHREVEPORT, November 25.—River rising slowly. Weather dark, cloudy and threatening; nearly all day.

NEW ORLEANS, November 25.—Weather cloudy and sultry; thermometer 68°. Departed: Joseph Henry, St. Louis. No arrivals.

WHEELING, November 25.—River 3 feet 9 inches, and falling. Weather cold and snowing. The river is still open at the wharf.

CINCINNATI, November 25—Night.—River 6 feet 11 inches, and falling. Weather clear and colder. Heavy ice is passing Point Pleasant. Departed: Golden Crown, New Orleans.

PITTSBURG, November 25—Noon.—River 11 inches, and falling. Weather cloudy and cold. Night—River 11 inches, and stationary. Weather clear and cold. Heavy snowfall to-day.

VICKSBURG, November 25—River fallen 3 inches; 17 feet by the gauge. Weather cloudy; thermometer 47°. Up: Grand Tower, 11 a.m. Down: John A. Scudder, 9 last night; Charles P. Chouteau, 9 a.m.

ST. LOUIS, November 25.—River fallen 4 inches, with 6 feet by the gauge. Weather a little softer, but still cold. No arrivals or departures. The ice is running out, owing to gorges in the Missouri and upper Mississippi rivers.

LOUISVILLE, November 25—Night.—River falling, with 5 feet 3 inches in the canal and 7 feet 1 inches in the chute on the falls. Business dull. Weather cloudy and cold. Down in the morning: Guiding Star, Cincinnati to New Orleans.

EVANSVILLE, November 25—Noon.—River 2 feet 1 inch, and falling. Weather clear and warmer. Arrived: Springer, 11 a.m. Departed: Springer, Cincinnati. Night—River 6 feet 9 inches, and falling. Weather fair and colder. Six inches snow fell last night.

CAIRO, November 25—Night.—River 8 feet 10 inches, and falling. Weather cloudy; thermometer 28°. Arrived: Joe Kinney, Vicksburg, 10 a.m.; James D. Parker, Memphis, 5 p.m. Departed: Will Kyle, Cincinnati, 8 last night; James D. Parker, Cincinnati, 7 p.m.

MOVEMENTS ON THE LEVEE.

Arrived—U. P. Schenck, Cincinnati; James W. Gaff, Cincinnati; W. P. Halliday, New Orleans; Henry Frank, New Orleans; Coahoma, Helena; John Dean Adams, Arkansas City; Cherokee, New Orleans.

Departed—W. P. Halliday, Cairo; U. P. Schenck, New Orleans; Dean Adams, Arkansas City; Coahoma, Helena; John T. Moore, Helena.

In Port—Joe Kinney, Vicksburg; Frank, James W. Gaff, George W. Cheek, Cherokee.

Down Passed—Dowdy, Osceola bar, City of Helena, Up—James Lee, Commonwealth, Rene Macready, Musmelle.

BOATS LEAVING THIS DAY.

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

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

VICKSBURG—City of Helena, I. H. McKee master, 10 a.m.

CAIRO—Commonwealth, Joseph Bryant master, 10 a.m.

CINCINNATI—James W. Gaff, Robert W. Wise master, 5 p.m.

RECEIPTS YESTERDAY.

Coahoma—78 bales cotton, 8 bags seed-cotton, 76 sacks cotton seed, 12 packages sundries.

John T. Moore—61 bales cotton, 25 bags seed-cotton, 72 sacks cotton-seed, 98 bbls oil, 40 pkgs sundries.

Dean Adams—175 bales cotton, 66 bags seed-cotton, 712 sacks cotton seed, 63 packages sundries, lot lumber.

Henry Frank—8 bales cotton, 3 bags seed-cotton, 18 bbls sugar, 90 bbls molasses, 23 cases brandy, cherries.

W. P. Halliday—9 bags seed-cotton, 18 bbls molasses, 21 packages raisins, 50 cases brandy cherries, 63 boxes firecrackers.

J. W. Gaff—81 bales cotton, 25 sacks seed-cotton, 515 bbls apples, 207 bbls flour, 161 bbls salt, 616 bbls potatoes, 318 bbls whisky, 200 barrels whisky, 200 sacks corn, 98 bales hay, 246 boxes soap and cangoods, 693 pkgs furniture, 750 pkgs paper, 322 pkgs merchandise, 300 kegs nails, 98 pkgs sundries, 1 bbl bitters, 494 pkgs sundries, 50 tubs butter, 30 head sheep, 1 cow and calf, 40 head stock hogs, 10 deer, 136 pieces wild game, 3 buggies, 672 pieces iron.

LOCAL PORT NOTES.

The levee yesterday was very muddy and sloppy. The weather was cloudy and disagreeable yesterday.

Business, considering the weather, was fair yesterday.

The Rene Macready, Captain O. K. Joplin, is the Saturday packet for St. Francis river.

The Mammoth, Captain Ed. Norland, is the next regular packet for St. Francis river.

The Henry Frank left for New Orleans, 1pm over until Saturday, owing to the bad weather.

The Cherokee arrived last night, and will probably turn back from here for New Orleans.

Receipts by river yesterday, 355 bales cotton, 134 bags seed cotton and 850 sacks seed cotton.

The Golden Rule, Captain O. P. Shinkle, is due down to-morrow, bound for Vicksburg.

The W. P. Halliday, from New Orleans, with 300 tons of freight, passed up for Cairo yesterday.

The gauge showed 7.7 as the stage of the river last night, a fall of eight inches in twenty-four hours being noted.

The Josie Harry is the Saturday packet for White river. She has resumed her regular day, and will go through to Jacksport.

The U. P. Schenck, from Cincinnati, bound for New Orleans, passed down yesterday afternoon. She added here 270 bales cotton.

The Commonwealth, Captain Joseph Bryant, is the Anchor-line packet this morning at 10 o'clock for Cairo. G. F. Hole is her clerk.

The City of Helena, Captain I. H. McKee, is the Anchor-line packet this morning at 10 o'clock for Vicksburg and the Yazoo. George Walton is her clerk.

The Osceola Belle, Captain Henry Cooper, is the packet this evening at 5 o'clock for Osceola and the upper bends. Wm. Smithers and John Haley are her clerks.

The James W. Gaff got in from Cincinnati, yesterday evening, with 600 tons of miscellaneous freight. Owing to the lateness of her arrival she will not return until Saturday evening.

Captain Ed C. Postal, of the Hard Cash, telegraphed from Duval's Bluff to his agent, Captain R. W. Lightburne, that he boat will be in to-night and leave to-morrow evening for White river.

The James Lee, Captain Stack Lee master, is the packet this evening at 5 o'clock for Helena, Friars Point and all way landings. Lloyd Whitlow is her clerk, assisted by Platt Roberts and Arthur Browne.

PERSONAL.

Captain James Good, of the Mississippi Valley transportation line, is at the Peabody.

Captain George W. Neare, agent of the Cincinnati underwriters, is registered at the Peabody.

Captain J. R. Randall, superintendent of the St. Francis river packets, was around town among his friends yesterday.

Captain Dan Moore, of the sunken steamer Robert Mitchell, came up from the boat yesterday, and is in the city.

Captain R. W. Dugan, of the Eckert, came up from the wreck of the Robert Mitchell on the Ohio home yesterday. He says he will have the Mitchell raised by Monday or Tuesday.

PICKED UP ADRIFT.

Cairo *Bulletin*, Wednesday: "Anchor-line freight from St. Louis by rail has not yet begun to move in any quantity, but will by to-morrow be in a bearing condition. The difficulty appears to be in obtaining cars. This will be obviated in a day or two, however."

New Orleans *Picayune*, Wednesday: "The steamboatmen have concluded to not budge an inch to strikers, but renewed their determination to stand by the action of last Friday. It is more than likely that a more cheerful state of affairs will exist today, as there were marked signs of yielding on the part of many of the levee laborers."

Suit was brought before Justice Spence at Steubenville, Ohio, Tuesday, by the deck-hands of the Hudson, which is lying at the wharf, for transportation to Cincinnati. The men claim that they were put off the boat last night, and that as they are employed by the month, they should be furnished transportation to their homes.

Mr. T. C. Powers, in an interview with a Sioux City *Journal* reporter, said the season just closed was the most successful one ever known on the Missouri, there having been more tonnage shipped over that river this last season than ever before. The ten boats of his line have carried during the season 30,000 tons of freight, and 8000 to 12,000 passengers.

Cincinnati *Times-Star:* "Captain Hegler says the Anchor line is a great school. Everything is done on shore except carrying the cargo, and all the captain has to do is to pull the bell-rope, and in the performance of which duty he has had time to study a number of new and graceful positions, some of which he expects to have photographed for the benefit of the craft on the Ohio river.

By an arrangement with the Cairo Short-line, rates by the Anchor-line will be as follows by mid to Cairo: Flour, 20c per bbl; corn, 2c per bushel, 7c per 100 lbs. From Cairo by packet to Memphis: Flour, per barrel, 30c; pound freight, 15c per 100 lbs. Corn, 2c per bushel. Flour, 45c per barrel; pound freight, 22½c per 100 lbs. To New Orleans: Flour, 50c; pound freight, 17½c per 100 lbs.

St. Louis *Globe-Democrat*, Wednesday: "The levee looks like a deserted banquet hall, and the wagons that were wont to cross it with loads of bales are now rubbing their tires off against the railroad tracks. As a matter of course, when the river closes up, the railroads band together and advance rates, whereas, were a flood to come in the spring and wash out the railroads the steamers would begin to cut each other throats on rates."

Towboats and Barges.

New Orleans *Picayune*: "It is not probable that we shall witness, during the next decade, the low rates of rail transportation which prevailed in 1868, when the managers were slaughtering their stockholders by carrying grain for less than the cost of hauling. The people of the west will therefore appreciate the more readily the action of the Mississippi river people, and through their congressmen aid in the passage of the bill to secure good navigation throughout the year for the largest class of barges."

Accident on the Louisville Short Line.

CINCINNATI, November 25.—While the firepiecion of freight-train No. 19 was taking the side track to-day at Independence, on the Louisville Short Line, and the second section train, coming down a steep grade, ran into it, and a bad wreck was the consequence. A number of cars loaded with molasses, cotton and other goods were thrown from the track. Nobody was hurt, and the track was cleared in time for the evening trains.

The Old System of Signals Preferred.

PITTSBURG, PA., November 24.—To-day an unusually large meeting of river pilots was held at the rooms of the Pilots' Protective association on Water street, with President M. A. Michael in the chair. Supervising Inspector Fehrenbach was present, and invited the pilots to express their opinions regarding the new rule requiring steamboats to give the first signal instead of the ascending boats. The pilots made short address, and all agree, decidedly opposing the new rule. A resolution was then adopted requesting the supervising inspectors to use their earnest endeavors to rescind the old rule. Mr. Fehrenbach stated that he was in favor of any change of any rule that would increase the safety of the navigation, and he felt that rule to best accomplish that end should be heartily favored by the river men. He promised his hearty cooperation in restoring the old rules.

The Louisiana Levees.

Governor Wilts has issued a proclamation reciting that the new levees are good, in addition to work done or contracted for, will cost $200,000, leaving many bad crevasses and breaks, beside work required by washing and caving of banks, and that the available funds will show a large deficit. He therefore asks the attention of all citizens and local authorities throughout the five level districts and all sections where levees are liable to be above water to the necessity of funds to provide for the danger and timely protection against the dangers of overflow, warning them that such protection cannot be given by the State government beyond the means now estimated as available, and most earnestly recommending individual proprietors and parochial authorities to provide for the needful protection without delay to the extent of their ability. In concluding, he says: "The State government cannot be held responsible beyond the judicious expenditure of available funds, and can afford protection against disastrous overflows to that extent only."

LIVER PILLS.
45 Years Before the Public.
THE GENUINE
Dr. C. McLANE'S
LIVER PILLS
are not recommended as a remedy "for all the ills that flesh is heir to," but in affections of the Liver, and in all Bilious Complaints, Dyspepsia, and Sick Headache, or diseases of that character, they stand without a rival.
ACUE AND FEVER.
No better cathartic can be used preparatory to, or after taking quinine.
As a simple purgative they are unequaled.
BEWARE OF IMITATIONS.
The genuine are never sugar-coated.
Each box has a red-wax seal on the lid with the impression, McLANE'S LIVER PILL.
Each wrapper bears the signatures of C. McLANE and FLEMING BROS.
Insist upon having the genuine Dr. C. McLANE'S LIVER PILLS, prepared by FLEMING BROS., Pittsburgh, Pa., the market being full of imitations of the name *McLane*, spelled differently but same pronunciation.

HOW TO CURE
Consumption, Coughs
COLDS, ASTHMA, CROUP,
All Diseases of the Throat, Lungs and Pulmonary Organs,
USE ACCORDING TO DIRECTIONS
ALLEN'S LUNG BALSAM.

STEAMBOATS.
FOR WHITE RIVER
SPECIAL NOTICE.
Str. Hard Cash
Ed. C. Postal.....master,
Leaves SATURDAY, Nov. 27th, at 5 p.m.
For freight or passage apply to
R. W. LIGHTBURNE,
No. 7 Monroe Street.
SPECIAL NOTICE.
TO WHITE RIVER SHIPPERS.
Str. Josie Harry
Now in port, will lay over until SATURDAY, her regular day, 5 p.m. Freight will be received at the boat.
MILT HARRY.
SPECIAL.
WE ARE HERE AND GOING TO STAY.
FOR HELENA AND FRIARS POINT
—The Iron Steamer JOHN T. MOORE. Rates of Freight and passage less than any other line. For full information apply to
R. W. LIGHTBURNE, Agent, 7 Monroe st.
Special Notice.
MEMPHIS, TENN., November 16, 1880.
FROM this date, until further notice, the boats of the Memphis and Cairo and Pine Bluff U. S. Mail Line will positively receive no freight after 5 o'clock p.m.
JOHN N. HARBIN, Sup't.

FOR NEW ORLEANS.
St. Louis and New Orleans Anchor Line—For Vicksburg, Natchez and New Orleans—Steamer
James Howard,
Will leave the Anchor Line wharfboat SATURDAY, Nov. 27th, at 5 p.m. For freight or passage apply to
A. D. STORM, Sup't on wharfboat.
For New Orleans and Way Landings—The Superb Passenger Steamer
Henry Frank,
Hicks master,
Will leave as above SATURDAY, November 27th, at 5 p.m. For freight or passage apply to
J. T. WASHINGTON, Ag't, 355 Madison street.

FOR CAIRO.
For Fulton, New Madrid, Hickman, Columbus and Cairo, carrying the U. S. mail—Str.
Commonwealth,
Bryan, master.
Will leave the Anchor Line Wharfboat FRIDAY, Nov. 26th, at 10 a.m. For freight or passage apply to
A. D. STORM, Sup't on wharfboat.

FOR VICKSBURG.
St. Louis and Vicksburg Anchor Line—United States Mail—FOR VICKSBURG.
City of Helena,
McKee, master.
Will leave the Anchor Line wharfboat FRIDAY, Nov. 26th, at 10 a.m. For freight or passage apply to
A. D. STORM, Sup't on wharfboat.

FOR WHITE RIVER.
Memphis & White River Packet.
Regular Independent Memphis and White River