RAILWAY RECORD.

Arrivals and Departures of Mails.

OPES.	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.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.	4:30 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.	2:30 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.§§
	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. ††Sunday. ‡‡Wednesday. §§Friday. ‖‖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 6:50 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 4:45 p.m.; freight leaves daily, except Sunday, at 6 a.m. Mail arrives daily at 10:35 p.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 8:52 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 8:15 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 2:45 p.m.; freight leaves daily, except Sunday, at 7:10 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.

The track of the Texas and Pacific is laid to Gould City.

The Missouri and Kansas division of the Missouri Pacific will run their own express.

The Iron Mountain road has been admitted to the Southwestern fumigation society.

The New York *Tribune*, the organ of Jay Gould, predicts a panic in railroad securities soon.

J. B. Wilder tendered his resignation of the presidency of the Louisville and Cincinnati short-line road yesterday.

Hon. Thomas Ewing, land commissioner of the Iron Mountain road, was presented with an elegant gold-headed cane by the department employes.

Champ Chamberlain is trying to raise the wind, since his return from Texas, in an endeavor to sell Jim Carr a long-horn steer he brought back with him.

The suit of the minority stockholders of the Nashville and Chattanooga has not been abandoned. They ask for a receiver, and it is supposed they will prosecute the case with great vigor. It has no connection with the express connection.

The wife of George Ware, one of the men killed at Bristol, Pennsylvania, two weeks ago by the Cincinnati express on the Pennsylvania road, has become insane. The body of Ware will be sent to England. He had been married, when killed, three weeks.

Mr. J. L. Brown, for some time past agent of the Louisville and Nashville road at Montgomery, Alabama, has resigned his position and been succeeded by Mr. W. P. Savage. Mr. Brown's railroad associates made him a New Year's present of a gold-headed cane.

The engine of the south-bound passenger train on the Charleston and Savannah railroad went through the bridge over the Ashepoo river, forty-two miles from Charleston. No passengers were hurt. It is reported that the engineer, James Wilkerson, and two colored firemen were killed.

A private letter from June Peake, late commander of the Texas rangers, says that he has been appointed general contracting agent of the Mexican Central railroad, with headquarters at the City of Mexico. He has gone to Hidalgo to purchase 2000 mules, and work toward the Texas frontier starts at once.

All the suits and differences between the Louisville and Nashville railway and the Atlantic and Southern express companies have been arranged on a basis that is satisfactory to the railroad. The dismissal of the suits in the chancery court will be followed by the withdrawal of the cases in the Federal courts.

Colonel McGhee, vice-president and manager of the Wilson & McGhee system, in discussing the condition of the south, said: "I never saw such prosperity as we have in East Tennessee at present. Our trains are loaded to their capacity all the time. They are carrying all that the cars will hold and the engines can pull."

The United States court at Galveston has rendered a decree in favor of the farmers loan and trust company, trustee, against the Texas Western Narrow Gauge railroad for $620,000 and accumulated interest, directing the foreclosure of the mortgage and ordering the sale of the road, allowing sixty days from date of decree for payment of the amount of the judgment.

It is only two or three years since Mr. Vanderbilt, during the scramble among the railroads for the finest amount of business then offered, remarked: "Four trunk lines to the east and not business enough for one!" Now Mr. Vanderbilt is unable to take care of the traffic which is poured upon his great four-track line, while all the other roads are similarly blockaded with business. Certainly the times have changed.

Considerable excitement exists in Marshall, Texas, over the reported consolidation of railroad lines entering that state under one management, with headquarters at St. Louis, and the probable arrival of the Texas and Pacific people there. Strong efforts are being made, it is apprehended that such a removal would materially injure the real estate interest and business prosperity of the city and county.

Rumored Sale of a Railway.

FINDLAY, O., January 3.—This place is greatly agitated over a rumor, said to be well grounded, that the Ohio Central and Lake Erie and Western have bought the Cleveland, Sandusky and Cincinnati railway. Findlay merchants propose in self-defense to build a branch to some other road.

Reading Income Bonds Taken in Lodgment.

PHILADELPHIA, January 4.—F. B. Gowen has cabled Vice-President Kelin, of the Philadelphia and Reading railroad as follows: "Contract signed and $2,000,000 deposited as guarantee by a good bank, representing a syndicate, who agree to take at the full issue price, without commissions, all of the deferred income bonds not taken by the shareholders and bondholders, the latter having the right to subscribe pro rata, and what is left by the shareholders, who are entitled liberally to their strict quota." This insures success and saves the company over $500,000 in commissions.

An Important Case.

PHILADELPHIA, January 3.—The counsel for the Western Union Telegraph company and Pennsylvania railroad company met in the United States this morning to argue the question of the preliminary injunction which the Telegraph company is about to apply for to restrain the railroad company from interfering with their wires between Philadelphia and New York, but owing to the absence of Judge Butler the case went over until tomorrow. It is understood that the Pennsylvania railroad company has given the Western Union notice to remove its wires, and that the Telegraph company claims that under its contracts it has the right to maintain them without interruption. The case is one of great interest, as the line between the road New York continues the great trunk line of the country, connections being made here with all the principal points of the south and west.

Want to Wait till after the Election.

LONDON, January 4.—The Messrs. McCalmont write the papers as follows: We learn by letters from Gowen, president of the Philadelphia and Reading railroad company, that he intends to offer for subscription his scheme of deferred bonds without obtaining any previous guarantee and deposit to secure its success. We are the largest shareholders, and think it right to make it known that the plan as submitted to the American court was based on the guarantee of its success, to be given by the association or syndicate, and secured by a deposit of $2,000,000, and it was only with this condition that the court approved of the plan. The failure of such an attempt would injure the company, and even only partial success might produce financial entanglement and mischief. We think, moreover, that as the day of election of the company's board of directors is at hand, and as the numerous shareholders, including ourselves, have come to the conclusion that a change is necessary, President Gowen and the present board of directors ought not further to jeopardize such important financial operations until after the election.

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FINANCE AND TRADE.

COTTON.

The telegrams at the cotton exchange yesterday were again favorable to holders in the general tone. New York advanced 1-16c, and now once more quotes middling at 12c. The inclement winter is emptying the receipts down. Our own daily figures are confined to hundreds. Yesterday the New Orleans receipts were 161 bales. The little hope of making any important saving from cotton now in the field, and these lower receipts, stiffen the market. In our own market there was an active inquiry, and the rates went up ¼c all round except on ordinary, which was not changed. Factors, however, found the advance below their views, and higher was asked in many instances. Buyers would not go beyond quotations, and the sales were limited by buyers and sellers standing apart. Closed firm at the advance. The New York *Chronicle*, of Saturday, thus sums up the mass of the weather reports in the cotton districts received during the week: "This week the bad weather which has prevailed over so much of the south during the picking season has culminated in a general freeze and snow-storm in almost every State. Of course there can be no gathering of cotton under such circumstances. How much of the considerable remnant of the crop now in the fields will ever be saved is problematical.

	Yesterday.	Day before.
Ordinary	8 8-16	8 8¼
Good ordinary	10½	10—
Low middling	11⅝	11⅝
Middling	11¾	11¾
Good middling	12¼	12—
Middling fair	nominal.	nominal.
Fair	nominal.	nominal.

Stains and off colors ⅛c lower.

Market firm. Sales, 3100 bales, including 500 last evening, 2600 to exporters and 500 to spinners.

MEMPHIS COTTON STATEMENT.

Stock, September 1, 1880		6,384
Received to-day	359	
Received previously	280,751	281,110
		287,494
Shipped to-day	1,320	
Shipped previously	282,450	283,770
Stock, running account		3,724

IMPORTS.

Thus far this week	1,767
Thus far last week	2,290
Since September 1st	281,110

Memphis & Charleston R. R.	95
Mississippi and Tennessee R. R.	15
Louisville & Nashville Great Southern R.R.	3
Memphis & Little Rock R. R.	146
Wagons and other sources	50
Total	309

EXPORTS

Thus far this week	4,750
Thus far last week	5,547
Since September 1st	200,970

Memphis and Charleston R. R.	104
Mississippi and Tennessee railroad	392
Louisville & Nashville Great Southern R. R.	873
Steamers north	81
Total	1,528

[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'pts.	Price Middling.
Galveston	Firm.	3,641	11½
Mobile	Firm.	1,051	11½
Savannah	Steady.	1,560	11⅝
Charleston	Firm.	900	11½
Wilmington	Firm.	153	11½
Norfolk	Steady.	2,348	11⅝
Baltimore	Quiet.	—	11½
New York	Steady.	1,326	12—
Boston	Quiet.	60	12⅛
Philadelphia	Quiet.	301	12¼

The following are the New York spot quotations for yesterday: Ordinary, 8c; good ordinary, 10⅝c; low middling, 11 9-16c; middling, 12c; good middling, 12⅝c; middling fair, 13¼c. At 10:25, quiet; at 12:20, quiet; at 2:45, steady; at 3:30, steady. Sales, 672 bales. Contracts, 2300 bales. Stock, 159,229 bales.

The tone of the future market was as follows: At the opening, quiet; 11:25, quiet and firm; 12:15, steady; 1:30, firm; 2:30, steady; 3:15, barely steady. Sales, 81,000 bales.

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

Months.	Yesterday.	Day before.
January	12.05@12.5	11.98@12.00
February	....@12.22	....@11.15
March	....@12.41	....@12.33
April	12.56@12.58	12.47@12.48
May	12.68@12.69	12.59@12.60
June	12.78@12.80	....@12.70
July	12.87@12.90	12.78@12.80
August	12.99@12.93	12.86@12.87
September	12.41@12.42	12.38@12.39
October	12.15 bid.	11.79@11.80
November	11.98@11.99	11.44@11.46

The New Orleans market closed firm at 11⅝c for middling. Sales, 7650 bales: receipts, 161 bales. Stock, 205,506 bales.

The Liverpool telegrams yesterday reported the market with a good demand, with prices firmer at the present prices. Sales, 12,000 bales, of which 9600 were American. Receipts, 20,200 bales, of which were American. Middling uplands, 6 13-16d; Orleans, 6 15-16d.

The Liverpool market for futures at noon was steady: February-March, 6 43-64d. March-April, 6 27-32d; April-May, 6 59-64d; May-June, 6 29-32d; 6 15-64d. At 1:00, Middling uplands, 6 13-16d. At 5:00, futures closed steady.

The movements at the ports were reported as follows:

	This Week.	Last Week.	This W. Last Yr.
Receipts for 4 days	55,929	114,440	77,244
Exp's to Great Britain	32,749	19,142	32,907
Exp's to Continent	26,777	19,601	15,262
Stock on hand	906,348	999,288	902,932

Total receipts at all United States ports, 8,435,779 bales; same date 1879, 8,200,095; same date 1878, 2,769,317. Increase of receipts at United States ports this year, 235,679 bales.

Total foreign exports, 4,048,782 bales; last year, 1,736,215; year before, 1,591,274.

Total stock at all United States ports, 950,341 bales; last year, 902,932; year before, 874,187.

FINANCE.

The banks had a fair amount of business doing yesterday; exchange in sufficient abundance, applications for money steady as before the holidays. The New York *Bankers Gazette* of the change in quoting sterling: "At the beginning of the new year some of the foreign bankers, including the leading drawers of sterling, propose to quote sterling on the basis of the government par of sterling ($4.8665). By this system the nominal rates for bankers' bills to-day on London would be 485a for sixty-day sight (now given at 481) and 99 7-16 for demand bills (now quoted at 484). It is always a difficult thing to change a commercial custom, and it remains to be seen how the new experiment will work. 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, ¼ discount, selling at par. Money is loaned at 8 per cent. Shelby county scrip, 70@75 for new issue; Shelby county bonds selling at 102½. Union and Planters' stock, 110; Memphis and Charleston railroad stock at sale at 40; Mississippi and Tennessee first mortgage bonds, ex-coupon, 126@130; Mississippi and Tennessee second mortgages, 110; Mississippi levee liquidating script selling at 85; Mississippi levee coupons or scrip of district No. 1 selling at 15 to 16. Last sale of Memphis gas stock at 9½.

MEMPHIS BANK CLEARINGS.

	Clearings.	Balances.
January 4	$ 424,670 61	$ 79,209 96
Thus far this week	707,791 68	127,088 62
Same time last week	552,227 14	88,270 17
Same time last year	575,777 26	85,768 36

[BY TELEGRAPH.]

PARIS, January 4.—Rentes, 81f. 97½c.

NEW ORLEANS, January 4.—New York sight exchange, par; sterling exchange—bankers' bills 480.

LONDON, January 4.—Consols, 98 11-16; new 5s, 104½; 4½s, 114½; 4s, 110½; Illinois Central, 130½; Pennsylvania Central, 50½; New York Central, 155; Erie, 30½; seconds, 105¼; Reading, 28½.

NEW YORK, January 4.—Money market easy, 5@6 per cent., closing at 5 per cent. Sterling exchange—the paper, 560 per cent. Sterling exchange—bankers' bills, 479½; demand, 484@485. Gold, 10 from 40½ to 40 under the old system. Government bonds fairly active and generally firm: coupons of 1881, 101½; new 5s, 101½; new 4s, 111¼; new 4½s, 112½; Pacific 6s of 1895, 123. State bonds moderately active for Louisiana consols and Tennessees: Louisiana 7s consols, 51¼; Missouri, 105¼; 6s, Joseph, 107; Tennessee 6s, old, 40¼; Tennessee 6s, new, 40; Virginia 6s, old, 31; Virginia 6s, new, 31; Virginia consols, 105; Virginia consols preferred, 114¼. In the railroad bond market Lake Erie and Western declined 3 per cent., to 68 from 71; Milwaukee and St. Paul first, LaCrosse division, lo 125 from 124½; Rome, Watertown and Ogdensburg firsts to 80 from 81½; Kansas and Texas seconds to 74¼ from 76½, and later recovered to 75½; Erie seconds, now consolidated, to 100¼ from 101½, but recovered to 102; Chesapeake and Ohio firsts, series B, to 1 from 1½; Boston, Hartford and Erie firsts to 52 from 55; Chicago, Columbus and Indiana Central firsts advanced to 100½ from 100; Chicago, Columbus and Indiana Central trust certificates (assented supplementary) advanced to 108 from 107, and then declined to 107¾, and Houston and Texas Central (main line) seconds advanced to 119¼ from 119. The stock market was feverish and unsettled throughout the greater portion of the day, and dealings were at times attended with considerable excitement. Prices opened generally weak, and before the first hour a decline of ¼ to 2 per cent. ensued, the latter in Cleveland, Columbus, Cincinnati and Indianapolis. Subsequently, however, an advance of ¼ to 2½ per cent. took place, in which Western Union was the most prominent. Toward noon speculation again became weak, and a decline of ¼@1 per cent. was reported, New York Central, Houston and Texas, Michigan Central, Lake Shore, Western Union and St. Paul leading the downward movement. During the afternoon the market assumed a strong tone, and prices continued to advance up to the close of business, the improvement ranging from ¼ to 1½ per cent., Alton and Terre Haute, Michigan Central, Western Union, the trunk line shares and the coal and grangers stocks being most conspicuous in the advance. Earnings of the Milwaukee and St. Paul railroad for the fourth week in December, $119,000, against $650,317 last year, an increase of $37,683; total earnings for the entire month of December, $1,426,366, against $1,366,267 last year, an increase of $95,129. Chicago and Northwestern railway earnings for the fourth week in December decreased $51,899, and the increase for the whole month amounted to $84,000. Chicago and Omaha earnings for the fourth week in December gained about $2000. The Erie railway's December earnings increased $85,000. The estimated gross earnings of the eastern division of the Northern Pacific road for December were $197,000; increase, $30,589. The December earnings of the Denver and Rio Grande road were $247,196; same period last year, $131,112; earnings for 1880, $3,452,616; earnings for 1879, $1,227,761; increase, $2,224,855; for the six months ending January 1, 1881, the earnings were $2,390,389; same time in 1879, $652,625; increase for the six months, $1,756,764. The net earnings for the six months ended January 1st are partially estimated at $1,314,521, being at the rate of 9 per cent. per annum on the stock after paying the fixed charges. Average number of miles operated in 1880, 460; in 1879, 327. It is said that a Boston banking house has purchased at about $45 per share a controlling interest in Lake Erie and Western railroad stock. The members of the Northern Pacific syndicate announce that the subscriptions received for the general first mortgage bonds of the Northern Pacific railroad considerably exceeded the amount reserved for this market, and they can receive no further subscriptions except subject to the London allotment, which will be as soon as practicable after the closing of the books thereon Wednesday night, the 5th instant. The transactions aggregated 347,000 shares, of which 2000 were Cleveland, Columbus, Cincinnati and Indianapolis, 7200 Canada Southern, 4000 Central Iowa, 1600 Chicago, Milwaukee and St. Paul, 1600 Chicago and Northwestern, 1600 Delaware and Hudson, 6000 Denver and Rio Grande, 7300 Erie, 1200 Iron Mountain, 6000 Kansas and Texas, 20,000 Lake Shore, 5300 Lake Erie and Western, 7600 Louisville and Nashville, 3000 Michigan Central, 11,000 Northwestern, 6000 Nashville and Chattanooga, 27,000 New Jersey Central, 62,000 New York Central, 6000 Northern Pacific, 4300 Ohio and Mississippi, 5000 Ontario and Western, 19,000 Pacific Mail, 14,000 Reading, 8,000 St. Paul, 9000 St. Paul and Omaha, 13,000 Union Pacific, 21,000 Wabash Pacific, 20,300 Western Union, 3200 Alton and Terre Haute and 2000 Morris and Essex. The closing quotations were as follows: Central Pacific bonds, 114¼; Union Pacific firsts, 114; Union Pacific land grants, 116¼; Union Pacific sinking funds, 122; Lehigh and Wilkesbarre, 48; St. Paul and Pacific City firsts, no sales; Chicago, Columbus and Indiana Central firsts, 108¾; Chicago, Columbus and Indiana Central seconds, no sales; Erie seconds, 101¼; Rock Island, 136; Panama, 212; Fort Wayne, 127; Pittsburg, 134; Illinois Central, 133¾; Chicago, Burlington and Quincy, 170; Chicago and Alton, 134; Chicago and Alton preferred, 158; New York Central, 50; offered; Harlem, 200; Lake Shore, 30¾; Canada Southern, 72½; Michigan Central, 73¾; Erie, 40¾; Erie preferred, 99; Northwestern, 126; Northwestern preferred, 140; St. Paul, 111½; St. Paul preferred, 122; St. Paul and Omaha, 16¾; St. Paul and Omaha preferred, 86½; Delaware, Lackawanna and Western, 109½; Morris and Essex, 139½; Delaware and Hudson, 91¼; New Jersey Central, 8½; Reading, 28½; Ohio and Mississippi, 27½; Ohio and Mississippi preferred, 99¼; Chesapeake and Ohio, 23¾; Mobile and Ohio, 21; Cleveland and Columbus, 95½; Chicago, Columbus and Indiana Central, 20½; Ohio Central, 23½; Lake Erie and Western, 49¾; Ontario and Western, 29½; Burlington, Cedar Rapids and Northern, 171; Alton and Terre Haute, 42½; Alton and Terre Haute preferred, 114; Wabash, St. Louis and Pacific, 14½; Wabash, St. Louis and Pacific preferred, 44½; Hannibal and St. Joseph, 46½; Hannibal and St. Joseph preferred, 103; Iron Mountain, 51½; St. Louis and San Francisco, 48½; St. Louis and San Francisco preferred, 61¾; St. Louis and San Francisco firsts preferred, 99¾; Chicago, St. Louis and New Orleans, 40; Kansas and Texas, 42½; Union Pacific, 10½; Central Pacific, 91; Northern Pacific, 35½; North's Pacific preferred, 67; Louisville and Nashville, 89; Nashville and Chattanooga, 68; Louisville, New Albany and Chicago, 18; Houston and Texas, 76; Denver and Rio Grande, 34½; Western Union Telegraph, 85½; Atlantic and Pacific Telegraph, 43; Pacific Mail, 38½; Adams Express, 130; Wells & Fargo's Express, 112; American Express, 62; United States Express, 52; Quicksilver, 12½ offered; Quicksilver preferred, 35; Carbon, 2; Central Arizona, 4½; Home Stake, 29; Standard, 22½; Excelsior, 6¼; Little Pittsburg, 1½; Ontario, 35.

GENERAL TRADE.

The weather was damp and miserable yesterday, with a cold, slow thaw, but there were some country people in town, notwithstanding, and there was a little more business doing on Front street. The suspension of navigation and the state of the country roads limit transactions, and few wholesale lots of feed or produce changed hands. A round lot of corn sold at 55c, and some oats at 45c. Potatoes and apples show no animation. Eggs were in plenty at 30c.

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—sale of 700 sacks, white, at 55c; in store, 60@65c. Oats—a car load at 45c; in store, 48@50c. Bran inactive; in store, $1@1 05 per cwt. Hay—last sales of choice timothy at $22; in store, $ 00@1 20 per cwt.

FLOUR—Common, $ 00@3 00; extra, $5; family, $5 50; choice, $5 50@6; fancy, $6 25@6 50; unchanged but weak.

CORNMEAL—Irregular and nominal; in store, $2 50@2 75.

VEGETABLES—Potatoes, in store, $2 50@2 65; according to quality; sales on landing at $2 25 for russets and peerless, peachblows at $2 30@2 35; sale of 120 brls choice peachblows at $2 50@2 55. Onions—in store $4 50@4 75 a barrel. Turnips, $1 25 per barrel. Celery, 50@60c per bunch. Cabbage, $5 a crate for Louisiana; $15 a hundred.

FRUITS AND BERRIES—Apples—in store $2 50@3 75 a barrel; in barter for jobbing; on landing, $1 75@2 25. Oranges—Louisiana, choice, $5 50@6 per barrel. Lemons, $5 50@4 per box. Cranberries—in barrels, $8@9 50; in quarts, 75c; half barrels, $5 50@6. Bananas, $1@2 50.

EGGS AND BUTTER—Eggs lower, 30c, with sales up to 32c. Butter—common, 10@15c; medium 18@20c; choice western, 25@26c; oleomargarine, 19@20c.

CHEESE—Factory at 10½@11c per pound; cream, 14@16c; Young America, 16@17c.

POULTRY—Chickens at $2 75@3; young, $1 50@2 25. Ducks, $2 75@3. Geese, $1@1 50. Turkeys, $8@12; due to extra, $13; dressed, 12½@13c a pound. Dressed chickens, $2 75@3.

FRESH MEATS.—Beef—fore-quarters, 2@3c; hind-quarters, 4@5½c. Hogs, by the carcass, 5½@6c per lb; country dressed, 5@5½c. Sheep, 5c. Spare ribs, 5@5c per lb. Backbones, 4@5c.

OYSTERS—per dozen cans, $40@.

GAME—Venison—in the carcass, 6@8c a pound; saddles, 9@10c. Rabbits, $1 25@1 50. Squirrels, $1 a dozen. Mallard ducks, $2 50. Gray ducks, $1 50. Quails, $1.

MISCELLANEOUS.—Hominy, $3 60@3 65 a barrel; grits, $3 60@3 65 a barrel. Cider—Missouri, $8 50@$9 a barrel. White beans—medium, $2; navy, $2 75. Dried apples, 4@4½c per pound; evaporated, 9c. Dried peaches, 5@5½c per pound. Apple butter, 7@8c a pound. Mince meat, 8@9c per pound. Pails, $1 rates. Kraut, according to size of barrel, $16; $5 half-barrel. Pigs' Feet—Barrels, $18; half-barrels, $1 25@4 50; kegs, $2 75@2 25. Pickles—medium barrels, $9 25@9 50; half barrels, $5; small, $11 50; half barrels, $6.

GROCERIES.—Coffee, 12@13c for ordinary, 14@15c for fair, 16@17c for choice.

Sugar—Louisiana open kettle, 7@8c; yellow clarified, 8½@9c; off white, 9c; snow white, 9½@10c; cut loaf, 11½c; granulated and powdered, 11½c. Molasses fair, 42@44c; prime to choice, 50@60c.

Tea—Imperial, 55@80c. Rice—Louisiana, 6@6½c; Carolina, 6½@7c. Salt—per car-load, $1 50; from store, $1 60 per barrel; coarse, per sack, $1 25@1 40; fine, $1 65.

HOG PRODUCTS.—Bulk meats, packed—clear sides, 5½c; clear rib, 5½c; shoulders, 4½c. Mess pork, $19 50.

Bacon, packed—clear side, 8½c; clear rib, 8½c; shoulders, 5½c. Hams—sugar-cured, 9½@10c. Breakfast bacon, 9½@10c.

Lard—tierce, 9½@9½c; pails, 10 lbs., 9⅞@10½c; 10 lbs, 10@10½c; kegs, 10½c. Lard refined, 7½@7½c.

WOOL—Tubwashed, 35@45c; unwashed, 22@26c; burry, 15@20c.

BRICKS—Hard, $10 50; soft, $9 a thousand; fire-brick, $75@$80 a hundred.

LIME AND CEMENT.—Lime, 85c a barrel; Louisville cement, $1 65 a barrel; Rosedale cement, $1 90 a barrel; Portland, $5.

[BY TELEGRAPH.]

NEW YORK, January 4.—Flour weak; superfine western state, $4 25@4 75. Wheat heavy; ungraded red, $1 06@1 15. Corn quiet but firm; Rio-cargoes, quoted 115@116c; job lots, 115@118c. Sugar quiet but firm; fair to good refining, 7⅞@7⅞c. Molasses in fair demand; common to fair, 35c. Rice—demand fair and market firm; Carolina and Louisiana quoted at 6@6½c. Pork quiet but steady for spot; mess, $12 75@13. Lard steady; prime steam, 8.85c.

CINCINNATI, January 4.—Flour steady; family, $4 65@4 85; fancy, $5 25@5. Wheat dull and nominal; No. 2 red winter, $1 01. Corn firmer; No. 2 mixed, 47c. Oats quiet but firm; No. 2 mixed, 36@36½c. Rye easier; No. 2, 86@87c. Barley in good demand; No. 2 fall, $1 30. Pork dull and nominal at $12 25. Lard quiet, 8.50c. Bulk meats dull; shoulders, 4½c; clear rib, 7c. Bacon dull; clear rib, 7½c. Whisky dull, $1 10.

LOUISVILLE, January 4.—Flour quiet; extra, $3 25@3 50; extra family, $3 75@4 25; higher grades, $5@5 25; choice family, $6@6 50. Wheat quiet; quoted at 86@91. Corn quiet but steady; No. 2 white, 46c; No. 2 mixed, 43½c. Oats dull; No. 2 white, 37c; No. 2 mixed, 35½c. Rye firmer; No. 2, 84c; sale of 1 car at 86c. Bulk meats dull; shoulders, $13@13 50. Lard steady; prime steam, 8½c. Bulk meats steady with a fair demand; shoulders, 4½c; clear rib, 6.75@6.75c; clear sides, 6½c. Sugar-cured hams, 9½@10c. Whisky steady, $1 10.

ST. LOUIS, January 4.—Flour easier; double extra, $3 50@3; treble extra, $4@4 50; family, $4 50@4 80; fancy, $5 25@5 50. Wheat lower, unsettled but firmer; 2 red, 99c@$1 00 cash, 99c January, $1 00¼ 1 01⅛@1 01⅛ February, $1 03⅞@1 04¼ 1 04⅝ March, $1 07⅞ 1 07⅞@1 08⅛ April, $1 07⅞ May; No. 3 red, 90@92c; rejected, 80@90c. Corn lower; 38½c cash, 38⅞ 38⅞@38⅞c January, 39½c February, 39⅞@39⅞c March, 40c April, 41@41½c May. Oats steady; 36½c cash, 32½c February, 32½c May. Rye slow, 83c bid. Butter—fairly inquired, 22@32c. Whisky weak, nominally, $1 11. Pork lower; $12 50 cash, $12 57½ February, $12 70 March. Dry salt meats lower, 4.10, 6c@6½c; 30 lbs. ham in dull, 12½@13c. Lard lower, 8½c.

CHICAGO, January 4.—Flour quiet. Wheat unsettled and lower; No. 2 red winter, 95½c cash; No. 2 Chicago spring, $1 01 cash, 99½@99⅞c February, 98½c March. Corn unsettled and lower, 36½c cash, 37c February, 42c May. Oats dull, weak and lower; 30½c cash, 30½c February, 31½@31⅞c May. Rye steady, 80@80c. Barley strong and higher; $1 13@1 15. Pork active but lower; $12 50@12 60 cash, $12 47½ 12 47½@12 50 February, $12 60@12 62½ March. Lard dull and drooping; 8.40c cash, 8.50 8.40@8.42½c February, 8.60@8.62½c March. Bulk meats easier; shoulders, 4.10c; short rib, 6.60c; short clear, 6.60c. Whisky steady, $1 11.

ST. LOUIS, January 4.—Wheat steady; No. 2 red, 99c@$1 00 cash, 99c January, $1 00¼ 1 01⅛@1 01⅛ February, 98½c March. Corn lower; 38½c cash, 38⅞ 38⅞@38⅞c January, 39½c February, 39⅞@39⅞c March, 40c April, 41@41½c May. Oats steady; 36½c cash, 32½c February, 32½c May. Rye slow, 83c bid. Butter—fairly inquired, 22@32c. Whisky weak, nominally, $1 11. Pork lower; $12 50 cash, $12 57½ February, $12 70 March. Dry salt meats lower, 4.10, 6c@6½c; 30 lbs. ham in dull, 12½@13c. Lard lower, 8½c.

CHICAGO, January 4.—Flour quiet. Wheat unsettled and lower; No. 2 red winter, 95½c cash; No. 2 Chicago spring, $1 01 cash, 99½@99⅞c February, 98½c March. Corn unsettled and lower, 36½c cash, 37c February, 42c May. Oats dull, weak and lower; 30½c cash, 30½c February, 31½@31⅞c May. Rye steady, 80@80c. Barley strong and higher; $1 13@1 15. Pork active but lower; $12 50@12 60 cash, $12 47½ 12 47½@12 50 February, $12 60@12 62½ March. Lard dull and drooping; 8.40c cash, 8.50 8.40@8.42½c February, 8.60@8.62½c March. Bulk meats easier; shoulders, 4.10c; short rib, 6.60c; short clear, 6.60c. Whisky steady, $1 11.

CINCINNATI, January 4.—Pork firmer; mess, $12 75@13. Lard steady; prime steam, 8.85c.

NEW ORLEANS, January 4.—Flour weak; superfine, $4 50@4 75; double extra, $4@4 25; treble extra, $3 75@4 00; higher grades, $4 87½@5. Corn strong and higher; yellow and white, 70c. Oats quiet and weak, 48c. Hay higher; prime, $25; choice, $26. Corned—$2 25. Pork—mess, $12 75; prime mess, $13. Lard—tierce, 8½@9c; keg, 9½c. Bulk meats—shoulders, 5c; clear ribs, 6 50@6 62½c; clear, 6½c; packed, 7@7½c; clear sides, 7½@7¾c. Bacon—shoulders, 5½@6c; clear rib, 8c; clear, 8½c. Sugar-cured hams—canvassed, 9½@10½c. Whisky—western rectified, $1 10@1 15. Coffee—Rio cargoes, ordinary to prime, 11@14½c. Sugar—firmer; common to good common, 6½@6⅝c; fair to fully fair, 6¾@6⅞c; prime to choice, 6⅞@7c; yellow clarified, 7½@8c. Molasses—common, 30@32