RAILWAY RECORD.

Arrivals and Departures of Mails.

OPEN.	RAILROADS.	CLOSE.
4:45 p.m.	Ctn., Louis. & Mem. R.R. local and through mails.	6:40 a.m.
8:45 p.m.	Ctn., Louis. & Mem. R.R., through mails.	10:00 p.m.
36 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.	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, 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.	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.‖
	Memphis to Holly Springs.	
8:00 p.m.*	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 6:50 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 11:20 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 3:20 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: Fast mail arrives daily at 3:20 a.m.; leaves at 10:50 p.m.; mail leaves daily at 7:35 a.m.; Brownsville accommodation leaves daily, except Sunday, at 4:00 p.m.; mail arrives daily at 4:10 p.m.; Brownsville accommodation arrives daily, except Sunday, at 8:40 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 1:45 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.

Governor Brown says track-laying on the Missouri Pacific from Fort Worth to Denton, Texas, will begin within a week.

Railway officials say that more broken rails have been found this winter than during any winter in the past dozen years.

It is expected that shortly the Chicago street railways will be operated as they are in San Francisco—by an endless cable.

East-bound freight rates are lower than at this time last year. A belief is general that there will be no further advance this winter.

Mr. W. S. Neil, the first railroad conductor in the United States, died in Selma, of heart disease, on the fifteenth instant, aged seventy-eight years.

Forty-eight hours in forty feet of snow was the theme of conversation among the snowed-in passengers of a Central Pacific train of eleven cars which reached San Francisco on the 16th.

Yesterday's New York *Evening Post* reported that the Central Pacific matter would be settled within the next twenty-four hours satisfactorily to the government, and the dividend paid.

At Tiffany, Ohio, Monday a section of a freight train on the Baltimore and Ohio road, ran into the passenger section which had stopped, instantly killing Wm. Cummings, the fireman, of Corinna, Indiana.

Daniel Graves, a brakeman on the Nashville, Chattanooga and St. Louis railway, was instantly killed near Chattanooga, Monday, while uncoupling an engine from a moving freight train.

Eugene Mahon, switchman in the Fort Scott railroad yards at Kansas City, was killed yesterday by a backing train running over him. He had caught his foot on the ground and could not extricate it. His body was horribly crushed.

A rumor prevailed in New York a few days ago that the Peoria, Decatur and Evansville road is about to pass into the hands of the Louisville and Nashville management, 16,000 shares of the stock having been disposed of, presumably to the latter corporation.

Argument in the suit of the Western Union Telegraph to prevent the Pennsylvania railroad company from interfering with the operation of the telegraph service along the line of the united tracks of New Jersey began in the United States supreme court at Philadelphia yesterday.

The general passenger agents of the roads centering in Chicago, among them the Chicago, Milwaukee and St. Paul, have decided to open a joint ticket office about April 1st. An agent with a salary of $1800, and with several assistants, will be appointed. Tickets will be sold to 7000 points, and all local offices maintained at present at the various depots will be discontinued.

Captain Sidney Gates, conductor on the Louisville Short-line road, on Saturday night found on the cars a wallet containing $300, a locket and a $400 solitaire diamond ring. Supposing the owner boarded the train, almost distracted, and on reaching his wallet wished to present Captain Gates the ring, which the latter positively refused to accept, insisting that he had only done his duty.

A dispatch from New York last night informs us that the railroad war still continues. A few days ago the Pennsylvania railroad company reduced its emigrant rates forty per cent. To-day the Erie and New York Central also reduced their rates forty per cent. The following are the rates at which tickets are sold to Central Iowa points—one cent per mile, whether they be emigrants or not: Cleveland, $5 37; Chicago, $7 80; St. Louis, $9 35; Cincinnati, $5 35; Pittsburg, $3 85; Fort Wayne, $6 65; Columbus, $6; Indianapolis, $7 58.

Cincinnati *Gazette*: "The indications are that there will be another row between the Chicago and Southwest roads. The rate war had hardly been healed or smoothed over when the question of who was entitled to the credit of stopping hostilities arose. Each man claims the glory, and it looks as if they will certainly fight. We hope not, but if they will, we suggest that they make it a personal matter and settle it with shot guns. The stockholders who are relying on dividends for support are decidedly of the opinion that that will be the better way to settle all difficulties hereafter."

Buying a Mexican Road.

CITY OF MEXICO, January 25.—An agent of the Central railroad has arrived at Paso Del Norte who announces that work will begin on the Mexican side as soon as the Atchison, Topeka and Santa Fe road reaches the Rio Grande. The Atchison company has purchased the railroad from Zacatecas to Guadalupe.

Surveyors Over the Border.

ST. LOUIS, January 25.—Colonel H. C. Suit, of Chicago, representative of the Mexican Central railway, of which Thomas Nickerson, of Boston, is president, has returned from El Paso, on the Rio Grande, whither he went to determine where the road should cross that river. This he decided, and also secured over 100 acres of land at El Paso for the depot, shops, etc., of the road. Colonel Suit says engineers are now in the field surveying the line to Chihuahua, and thence to the City of Mexico, and that track-laying south of El Paso will probably commence by April 1st, or as soon as the Atchison, Topeka and Santa Fe road reaches that point.

Mac's Malcontents.

PHILADELPHIA, January 25.—The counsel for Robert McCalmont and others to-day filed a bill in equity contesting the legality of the issue of deferred income bonds and refunding of the bonded indebtedness of the Philadelphia and Reading railroad, and in connection with the equity suit made the following motions: First—For the revocation of the court's order of November 16th last referring to the referee all bonds. Second—That the masters be directed to report the evidence taken upon the petition of McCalmont and others for the revocation of the order of November 16th. The judge ordered that the argument upon the motion to suspend the order of November 16th be heard Thursday next, and the argument on the motion of revocation and the application for an injunction be heard February 7th.

In the Interest of Humanity.

Rochester [N. Y.] *Union and Advertiser*: "The business of making up railroad trains, and especially freight trains, where the old-fashioned link and pins are used to connect two cars, is dangerous and results in numerous accidents whereby the life and limb of brakemen and yardmen are placed in jeopardy. In fact a large percentage of the railroad accidents that occur happen to the men engaged in coupling cars. It has been time and again suggested that measures could be taken that would avert most of these casualties, and several devices looking to this object have been originated. One of these, which has been found to be of practical value, has just been adopted by the Kansas Pacific railroad, the superintendent of which issues an order, that is to be stringently enforced, stating that 'a set-up of sticks for coupling cars and belts for carrying the same have been furnished, and all trainmen, yardmen, and others required to make couplings, must forthwith provide themselves with the same, and use them at all times when making couplings, in accordance with rule 28. Employes must be furnished with belts and sticks before being put to work, and will be required to return them on leaving the service of the company. Failing to do so, the sum of $1 will be deducted from their pay.' This is a humane movement on the part of the railroad that should be followed by every other railroad in the country. The cost to the railroads for supplying the necessary number of these coupling devices would be comparatively small, while the benefits derived would be very great. The present system of coupling freight cars is dangerous and disgraceful, especially in view of the fact that a safer mode is entirely practicable as well as inexpensive. The number of railroad employes sadfully maimed or killed while coupling cars is very large, and common humanity demands that an immediate change be made for the better protection of the life and limb of these employes."

LEGAL.

Insolvency Notice.

State of Tennessee, Shelby county—Office county court clerk, Memphis, Tennessee, December 21, 1880.—To J. E. R. Ray, administrator of M. D. Welch, deceased:

HAVING suggested the insolvency of the estate of M. D. Welch deceased, you are hereby ordered to give notice, by advertisement in some newspaper published within the said State, and also at the courthouse door of Shelby county, for all persons having claims against said estate, to appear and file the same, with the clerk of the county court authenticated in the manner prescribed by law, on or before the 21st day of June, 1881; and any claim not filed on or before said day, or before an appropriation of the funds of said estate is made, shall be forever barred, both in law and equity. Witness my hand, at office, this 21st day of December, 1880.

OWEN DWYER, Clerk.

By Hugh B. Cullen, D. C.

Notice is hereby given, as above directed, to all parties concerned herein.

J. E. R. RAY,
Administrator of M. D. Welch, deceased.
Scruggs & Ray, Atty's for Admr. wed

WANTED.

OAK TIMBER LANDS.

3000 TO 10,000 acres of good White Oak Timber Land, suitable for a Stave Factory and Sawmill, employing 50 to 100 men. Address, giving full description of timber, soil, title, distance from river or railroad, price, terms, etc.

WM. BROWN, 2212 DeKalb street, St. Louis, Mo.

FINANCE AND TRADE.

FINANCE.

The banks were dull places yesterday. The only change talked of was the alteration in the rate of eastern exchange, which, beginning from to-day, are as given below, ½ discount east and ¼ premium selling. The New York *Public* quotes 30 asked on Memphis 6s, 45 on Memphis new consols, and city indorsements Memphis and Charleston railroad bonds at 35. It quotes that once favorite commodity, Arkansas levee bonds, at 3 bid and 7½ asked. The same authority has the following: The business contrast of the present with the same time last year "is particularly encouraging because, (1) speculation in produce and merchandise is now confined within very moderate limits; (2) because the average of prices is lower than it was one year ago, and low enough to invite foreign buyers as strongly as the prices of January, 1880, invited foreign sellers, and (3) because the comparatively regular increase of exchanges at nearly all cities, notwithstanding low prices and the absence of speculative fever, shows that a greatly increased quantity of products is moved at fairly remunerative terms. All the large cities share in the increase, and the few losses reported are small." The *Public* also says it should not be forgotten that intelligent bankers, if they intend to surrender circulation in order that they may force those it issued 3 per cent bonds, will not wait until the bill has become a law, but will begin to sell their bonds while they can get a good price for them. Action in one house only might easily start a movement for the surrender of circulation amounting to many millions." Exchange rates at our banks are as follows: Buying—New York and principal eastern points, demand, ¼ discount; New England and other points carrying 3 days' grace, ⅜ discount; New Orleans, ⅜ discount. Selling—eastern ¼ premium; New Orleans, par. Money is loaned at 8 per cent.

MEMPHIS BANK CLEARINGS.

	Clearings.	Balances.
January 25	$ 118,364 42	$27,092 26
Thus far this week	390,467 73	42,434 93
Same time last week	386,327 56	70,168 44
Same time last year	456,067 28	103,322 93

[BY TELEGRAPH]

PARIS, January 25.—Rentes, 81f. 27½c.

NEW ORLEANS, January 25.—New York sight exchange, par; sterling exchange—bankers' bills, 481.

LONDON, January 25.—Consols, 98 9-16; on account, 98 11-16. United States bonds—new 5s, 113¼; 4½s, 113½; 4s, 117; Illinois Central, 104; Pennsylvania Central, 47; New York Central, 135; Erie, 50½; Erie seconds, 104; Reading, 51¾.

NEW YORK, January 25.—Money active at 5@6 per cent., closing at 5 per cent. Prime mercantile paper, 5@6½ per cent. Sterling exchange—bankers' bills strong, 98½; demand, 99⅞. Government bonds steady; coupons of 1881, 101⅝; new 5s, 101⅞; new 4½s, 112¼; new 4s, 113; Pacific 6s of 1895, 129. State bonds dull; Louisiana 7s, consols, 50¼; Missouri, 110; St. Joseph, 107; Tennessee 6s, old, 40; Tennessee 6s, new, 41; Virginia 6s, old, 36; Virginia 6s, new, 36; Virginia consols, 100; Virginia consols preferred, 114½. In the railroad bond market Boston, Hartford and Erie fronts declined to 63 from 65, and recovered to 65¾; Peoria, Decatur and Evansville income to 50 from 52, and recovered to 50¼; Kansas and Texas seconds to 77½ from 79, recovering to 78; Chicago, Columbus and Indiana Central income to 71 from 72¾; Lake Erie and Western income to 71 from 73½, later recovering to 72½; Ohio Central income to 65¾ from 66½; Mobile and Ohio new mortgage sixes to 108 from 109½; Iron Mountain fours preferred income to 95½ from 97, then recovered to 96, closing at 95½; Chesapeake and Ohio currency sixes to 49 from 50; Nashville and Chattanooga fives to 87 from 88, and Iron Mountain Arkansas branch fours to 109 from 111. The stock market was weak in early dealings, and prices declined 1@3 per cent, Delaware and Hudson, Canada Southern, Delaware, Lackawanna and Western, American Union, Central Pacific and St. Paul leading in the downward movement. During the afternoon speculation became irregular and weaker, the list of active stocks all round heard the market assumed a strong tone, and under brisk purchases an advance was recorded ranging from ½ to 3 per cent, the latter in Lake Erie and Western, the coal stocks, Canada Southern, Western Union and Peoria, Decatur and Evansville being also quite conspicuous in the rise. The market closed strong. The Graphic says: "The trouble long existing between the first-mortgage bondholders of the Columbus, Chicago and Indiana railroad and the Pennsylvania company, respecting the lease, has been settled. The earnings of the Chicago and Omaha road increased $17,000 for the third week in January, those of the Northern Pacific $9000, St. Paul $49,000 and Northwestern $4000. Transactions aggregated 500,000 shares, of which 250 were Chicago, Columbus and Indiana Central, 10,000 Canada Southern, 8300 Central Pacific 1000 Chicago, St. Louis and New Orleans, 57,000 Lackawanna, 10,000 Delaware and Hudson, 1600 Denver and Rio Grande, 62,000 Erie, 19,000 St. Joe, 8200 Iron Mountain, 12,300 Kansas and Texas, 25,000 Lake Shore, 2400 Lake Erie and Western, 2600 Louisville and Nashville, 7000 Michigan Central, 3300 Marietta and Cincinnati first-preferred, 10,000 Northwestern, 1500 Nashville and Chattanooga, 38,000 New Jersey Central, 16,000 New York Central, 19,000 Northern Pacific, 9500 Ohio, 25,000 Ontario and Western, 8000 Pacific Mail, 6000 Peoria, Decatur and Evansville, 7400 Reading, 16,000 St. Paul, 12,000 St. Paul and Omaha, 19,000 Union Pacific, 27,000 Wabash and Pacific, 26,000 Western Union, 11,000 Ohio Central. Closing quotations: Central Pacific bonds, 113½; Union Pacific fours, 111½; Union Pacific land-grants, 81½; Union Pacific sinking funds, 122¼; Lehigh and Wilkesbarre, 135; St. Paul and Shore City firsts, no sales; Chicago, Columbus and Indiana Central firsts, no sales; Chicago, Columbus and Indiana Central seconds, no sales; Erie seconds, 105⅝; Rock Island, 137½; Panama, 226; Fort Wayne, 134½; Alleghenies, 11; Illinois Central, 139½; Chicago, Burlington and Quincy, 168; Michigan Central and Alton, 136; Chicago and Alton preferred, 144; New York Central, 136½; Harlem, 197; Lake Shore, 111½; Canada Southern, 49; Michigan Central, 121½; Erie, 52¾; Erie preferred, 91½; Northwestern, 129¼; Northwestern preferred, 141½; St. Paul, 119¾; St. Paul preferred, 126; St. Paul and Omaha, 148½; St. Paul and Omaha preferred, 230½; Delaware, Lackawanna and Western, 127½; Morris and Essex, 122; Delaware and Hudson, 107¼; New Jersey Central, 91¾; Reading, 51¾; Illinois and Mississippi, 42; Ohio and Mississippi preferred, 10; Chesapeake and Ohio, 22¼; Mobile and Ohio, 21¼; Cleveland and Columbus, 99; Chicago, Columbus and Indiana Central, 122½; Ohio Central, 28¼; Lake Erie and Western, 71; Ontario and Western, 20¼; Burlington, Cedar Rapids and Northern, 76; Alton and Terre Haute, 43; Alton and Terre Haute preferred, 121; Wabash, St. Louis and Pacific, 47¾; Wabash, St. Louis and Pacific preferred, 86½; Hannibal and St. Joseph, 41¼; Hannibal and St. Joseph preferred, Denver and Mountain, 10¾; St. Louis and San Francisco, 47¾; St. Louis and San Francisco preferred, 65½; St. Louis and San Francisco firsts preferred, 101; Chicago, St. Louis and New Orleans, 54¼; Kansas and Texas, 47¾; Union Pacific, 115½; Central Pacific, 37¾; Northern Pacific, 36½; Northern Pacific preferred, 65; Louisville and Nashville, 68¾; Nashville and Chattanooga, 166½; Louisville, New Albany and Chicago, 15½; Houston and Texas Central, 100; Denver and Rio Grande, 20½; Western Union Telegraph, 113½; Atlantic and Pacific Telegraph, 40¼; Pacific Mail, 34¾; Adams Express, 150; Wells, Fargo and Express, 141; American Express, 110; United States Express, 67; Quicksilver, 14; Quicksilver preferred, 55; Carbon, 21½; Central Arizona, 4¾; Home Stake, 27; Standard, 222; Excelsior, 6; Little Pittsburg, 3; Ontario, 33½.

COTTON.

The telegrams yesterday were little changed in their tone from those of the day before, but New York futures were several points lower, while Liverpool was ⅛d higher for uplands. Other quotations remained as before in the principal markets. In our market there was the same indifference about selling that marked the day before, and sales were small. At the close the quotations remained unchanged.

	Yesterday.	Day before.
Ordinary	9 8/16	9 8/16
Good ordinary	9 9/16	9 9/16
Low middling	10 4/16	10 4/16
Middling	11 1/16	11 1/16
Good middling	11 12/16	11 12/16

Stains and off colors ½c lower.

Market quiet. Sales, 460 bales, including 225 last evening, 156 to exporters and 250 to spinners.

MEMPHIS COTTON STATEMENT.

Stock, September 1, 1880	6,384
Received to-day	1,406
Received previously	592,787
	594,193
Shipped to-day	1,020
Shipped previously	237,053
	238,073
Stock, running account	356,120

IMPORTS.

Thus far this week	4,341
Thus far last week	5,125
Since September 1st	304,193
Memphis & Charleston R. R.	102
Mississippi and Tennessee R. R.	1,194
Louisville & Nashville Great Southern R.R.	25
Memphis & Little Rock R. R.	312
Paducah & Memphis R. R.	11
Steamers	870
Wagons and other sources	15,312
Total	1,406

EXPORTS

Thus far this week	2,741
Thus far last week	4,171
Since September 1st	298,053
Memphis and Charleston R. R.	41
Mississippi and Tennessee railroad	869
Louisville & Nashville Great Southern R. R.	87
Total	1,020

[BY TELEGRAPH.]

The following are the latest telegrams of the domestic markets, as reported yesterday to the cotton exchange:

Latest Telegrams	State of Market	Receipts	Price Middling.
Galveston	Steady.	2,010	11⅝
New Orleans	Quiet.	5,291	11⅝
Mobile	Quiet.	604	11½
Savannah	Steady.	2,311	11 7-16
Charleston	Firm.	1,300	11½
Wilmington	Quiet.	238	11½
Norfolk	Steady.	2,700	11⅝
Baltimore	Quiet.		11½
New York	Dull.	540	11 13-16
Boston	Dull.	1,045	12—
Philadelphia	Quiet.	500	12

The following are the New York spot quotations for yesterday: Ordinary, 9 13-16c; good ordinary, 10 1-16c; low middling, 11⅛c; middling, 11 3-16c; good middling, 12 5-16c; middling fair, 13 1-16c. At 10:25, quiet; at 12:20, quiet; at 2:45, dull and easier; at 3:10, dull and easier. Sales, 501 bales. Contracts, 200 bales. Stock, 155,610 bales.

The tone of the future market was as follows: At the opening, barely steady; at 11:25, barely steady; 12:15, quiet; 12:30, steady; 1:30, easy; 2:30, barely steady; 3:15, easy. Sales, 105,950 bales.

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

Months.	Yesterday.	Day before.
January	11.65@11.66	11.77@11.80
February	11.68@11.69	11.80@11.86
March	11.87@11.88	11.92@11.94
April	12.02@12.03	12.12@12.19
May	12.13@12.16	12.23@12.24
June	12.26@12.29	12.37@12.41
July	12.38@12.40	12.50@12.53
August	12.43@12.45	12.58@12.60
September	11.92@11.94	12.04@12.06
October	11.43@11.45	11.56@11.61
November	11.26@11.28	11.29@11.34
December	—@—	11.35 asked

The New Orleans market closed quiet at 11⅝c for middling. Sales, 6300 bales; receipts, 5291 bales. Stock, 273,219 bales.

The Liverpool telegrams yesterday reported steady. Sales, 8000 bales, of which ——— were American. Receipts, 15,500 bales, of which 11,500 were American. Middling uplands, 6⅝d; Orleans, 6¾d.

The Liverpool market for futures at noon was steady: February-March, 6⅝d; March-April, 6 11-64d; April-May, 6 29-32d. At 1:00 January-February, 6⅝d. At 3:00 Futures dull and easier. Manchester yarns and fabrics quiet. At 4:30, February-March, 6 19-32d. At 5:00 March-April, 6 21-32d; April-May, 6 11-16d; May-June, 6 23-32d. At the close futures were weak.

The movements at the ports were reported as follows:

	This Week.	Last Week.	This w. Last Yr.
Receipts for 4 days	58,122	74,010	68,020
Exp'ts to Great Britain	41,921	45,527	32,654
Exp'ts to Continent	19,014	22,249	21,274
Stock on hand	804,896	911,278	945,206

Total receipts at all United States ports, 3,880,723 bales; same date 1879, 8,605,502; same date 1878, 8,178,044. Increase of receipts at United States ports this year, 188,219 bales.

Total foreign exports, 2,428,197 bales; last year, 2,031,128 bales; year before, 1,904,720 bales.

Total stock at all United States ports, 865,986 bales; last year, 945,206 bales; year before, 827,661 bales.

GENERAL TRADE.

The weather was again clear, with frost yesterday that portended more ice on the river, still further suspending navigation. The low water compels a "hand-to-mouth" demand for feed, especially for hay and corn, but the offerings are too light to supply the demand, which makes prices very firm; hen's are also scarce; of oats there is a better supply. The demand for cornmeal is not over what the mill can supply, but there the hands are kept busy; the rate was unchanged. A free sale of potatoes, considering the state of the weather, has been going on the last day or two, and 2000 barrels of peachblow, peerless, and russets have been sold at $2 50. Louisiana and Florida oranges arriving are frosted and unsalable, and we now quote Italian oranges and lemons in boxes. Eggs were quite scarce, and were at 40c a dozen, a "fancy price," which restricts buyers.

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.

TEES.—Corn—sale of 50 sacks of ear corn at 50c; in store, 58@60c. Oats—sale of a carload of bulk at 44c; in store, 48@50c. Bran—last sales at $17; in store, $1 per cwt. Hay—last sale of timothy at $21 50; in store, $1 60@1 75 per cwt.

FLOUR—Flour—treble extra, $5; family, $5 50@5 75; choice, $6; fancy, $6 25@6 50.

CORNMEAL—at the mill, $2 70; Ohio river at $2 50; in store, $2 80@2 85.

VEGETABLES—Potatoes, in store, $2 50@2 75; according to quality; on landing, sales of 2000 bushels of peerless at $2 50. Onions—in store, $3 50@4 75 a barrel. Turnips, $1 75 per barrel. Celery, 40@50c per bunch. Cabbage, $5 a crate; $15 a hundred.

FRUITS AND BERRIES—Apples—in store $2 50@2 75 a barrel, no fancy offering; on landing, $1 75@2 25; fancy, $2 75@3. Oranges—Louisiana, Messina and Palermo, at $2 50@3 50 a box. Lemons, $2 50@3 50 per box. Cranberries—in barrels, $8@9, as to quality; half-barrels, $4 75@5. Cocoanuts, $4 to $6 a hundred.

EGGS AND BUTTER—Eggs scarce at 40c. Butter—common, 10@15c; medium, 18@20c; choice western, 25@30c; oleomargarine, 18@20c; country butter, 15@18c.

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

POULTRY—Chickens at $2 25@3 25; dressed, $3@3 50. Ducks, $5. Geese, $4 50. Turkeys, 8@12; dressed 10@12c a pound.

FRESH MEATS.—Beef—fore-quarters, 3@4c; hind-quarters, 5@6c. Hogs, by the carcass, 5½@6 6c per lb; country dressed, 5@5½c. Sheep, 5@7c.

OYSTERS—per dozen cans, $1@1.

GAME.—Venison—by the carcass, 6@7c a pound; saddles, 10@12c. Rabbits, $1 25@1 50. Squirrels, $1@1 25 a dozen. Quails, $1@1 50.

MISCELLANEOUS—Hominy, $3@3 75 a barrel; grits, $3@3 a barrel. Cider—Missouri, $8 50@9 a barrel. White beans—medium, $2 15; navy, $2 25. Dried apples, 4@4½c per pound; Dried peaches, 5@6c per pound. Apple butter, 7c a pound. Mince meat, 8@9c per pound. Kraut, according to size of barrel, $1, $1 25, $3@3 half-barrel. Pickles—Pickles, $3@3 half-barrels, $4 25@4 50; kegs, $2@2 15. Pickles—medium barrels, $9 25@9 50; half barrels, $5; small, $1 50; half-barrels, $3.

GROCERIES.—Coffee, 12½@13½c for ordinary, 14@15½c for fair, 16@17c for choice.

Sugar—Louisiana, 6c; Mississippi, 6c; yellow clarified, 8¼@8½; off white, 9c; snow white, 9½@9¾c; coal oil, 11½c; granulated and powdered, 11½c. Molasses—fair, 40@45c; prime to choice, 55@60c.

Tea—Imperial, 55@60c. Rice—Louisiana, 6@6½c; Carolina, 6½@8c. Salt—per carload, $1 55; from store, $1 60 per barrel; coarse, per sack, $1 50@1 40; fine, $1 65.

NAILS—At $3@3 25 rates.

HOG PRODUCTS—Hams, bulk meats, packed—clear sides, 7½c; clear rib, 7½c; shoulders, 6½c. Mess pork, $12 75.

Bacon, packed—clear side, 8½c; clear rib, 8½c; shoulders, 6½c. Hams—sugar cured, 9½@10c. Breakfast bacon, 9½@10c.

LARD—Tierces, 6½c; pails, 20 lbs., 9½@10c; 10 lbs., 10½c; kegs, 9½c. Jobbing rates, 1@1½c per pound above these quotations, which are for large quantities.

LEATHER—Oak sole, 37@40c; hemlock, 27@32c for ordinary, 35@40c for skirting, calf and upper, 60@75c per dozen; domestic calf, $6@9 per dozen.

HIDES, ETC.—Dry flint, No. 1, 17c; No. 2, 14c; dry salt, 13c; green, 6c; green salt, 7½@8½c; beaver, 30@40c; lamb, 35@40c; bear, 50@75c; deer, 20@25c, as to quality; minks, 75@80c; skunks, 35@60c; fox, 15@60c; wildcat, 25c; opossums, 10c; rats, 10c; raccoons, 25@33 1-3c. Tallow, 5@5½c. Beeswax, 20c.

WOOL—Tobwashed, 35@40c; unwashed, 22@26c; burry, 15@20c.

[BY TELEGRAPH.]

NEW YORK, January 25.—Flour quiet; superfine western and state, $4 75@4 85. Wheat steady; ungraded red, $1 12@1 19. Coffee moderately active; options opened at 10@15c higher, closing 11@15c higher. Sugar dull; fair to good refining, 7⅛@7¼c. Molasses nominal. Rice steady with a fair demand. Pork active and firmer; mess, $13@13 50. Lard in active demand; prime steam, 8 60c.

CINCINNATI, January 25.—Flour dull; family, $4@4 25. Wheat firmer; No. 2 red winter, $1 01. Corn quiet; No. 2 mixed, 41½@41c. Oats dull; No. 2 mixed, 36½c. Rye steady; No. 2, 90c. Pork active, but not quotably lower; 2 fall, $11. Pork dull and nominal, $14. Lard firm, 8½@8¾c. Bulk meats in fair demand and firmer; clear rib, 7½c. Bacon quiet; clear rib, 7½@7¾c; clear, 8½c. Whisky dull, $1 07.

LOUISVILLE, January 25.—Flour quiet; extra, $4 25@4 50; family, $4 75@5 25 as to higher grades; $5@5 25; choice fancy, $5@5 50. Wheat steady; 95@98c for fair to choice. Corn firm; No. 2 white, 42@42½c. Oats in fair demand; No. 2 white, 37½@38c; No. 2 mixed, 36c. Rye firm, No. 2, 98@99c. Pork in fair demand, $13@13½. Lard firm, 8@8½c. Bulk meats—demand fair and market firm; shoulders, 6½c; clear ribs, 7½c; clear sides, 8½c. Bacon steady; clear rib, 7½c; clear sides, 8½c. Sugar-cured hams, 9@9½c. Whisky steady, $1 07.

ST. LOUIS, January 25.—Wheat unsettled but generally higher; No. 2 red, $1 06¾@1 01½ cash, $1 01¼@1 01½ January, $1 03@1 04¼ April (Coffee's), $1 05¾@1 06¾ May, $1 06¾@1 07¼ June, $1 07¼@1 07½ July, $1 07½@1 08¼ August, $1 08¼@1 08½ September, $1 08½@1 09¼ October, $1 09¼@1 09½ November, $1 09½@1 10¼ December. Corn higher; No. 2 mixed, 37½@38c cash, 38@38¼c February, 38¼@38½c March, 39¼@39½c May. Oats higher; No. 2 mixed, 34½@34¾c cash, 36@36¼c February, 36¼@36½c March, 37½@37¾c May. Rye steady, 88@89c. Barley easier, $1 03@1 07. Pork active and higher, $13 25@13 37½. Lard higher, $8 45@8 47½ March, Lard strong and higher; 6 35@6 37½ cash, 6 45@6 50 February, 6 47½@6 50 March. Bulk meats steady; shoulders, 4 42½ short rib, 7.05c; short clear, 7.50c. Whisky steady, $1 07.

Codings—Wheat stronger; 99½c February, 99½c March, $1 04 bid June. Corn firmer but not quotably higher. Oats firmer but not quotably higher. Pork 5@10c higher. Lard advanced 2½c.

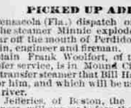
DRY GOODS.

[BY TELEGRAPH.]

NEW YORK, January 25.—Cotton goods are in moderate demand and steady. White goods, plaids and cuttings are doing well. Prints are in fair request and lawns were in better demand. Ginghams were very active and firmer. Woolen and worsted goods and buntings are fairly active. Men's-wear woolens quiet and steady. Foreign goods quiet.

UNDERTAKERS.

G. H. Holst & Bro.

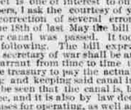


UNDERTAKERS!

320 Main Street, Memphis.

BURIAL ROBES AND COFFIN HARDWARE! Orders by telegraph promptly filled, and Cases shipped C. O. D.

J. Flaherty & Co.



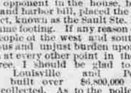
UNDERTAKERS!

317 and 318 SECOND, MEMPHIS.

A FULL ASSORTMENT OF METALIC CASKETS and CASES always on hand; also Robes and Trimmings.

Orders by telegraph will receive our prompt attention. All goods shipped C. O. D.

H. A. THOMS,



UNDERTAKER,

209 MAIN ST., MEMPHIS, TENN.

KEEPS on hand a full stock of Coffins, Burial Robes, Etc. Orders promptly filled.

NON-RESIDENT NOTICE.

Non-Resident Notice.

No. 486, R. D.—In the Probate Court of Shelby County, Tenn.—Patrick Brogan vs. John Brogan and others.

IT appearing from original bill filed herein, which is sworn to, that the defendants, John Brogan, Peter Brogan, Fanda Brogan, Joseph Carlin and wife, Mrs. Alice Carlin, Mrs. Bridget McCormack, John Sharkey and wife, Mary Jane Sharkey, and Miss Catherine Brogan, are non-residents of the State of Tennessee:

It is therefore ordered, That they make their appearance herein, at the courthouse of our said court in the Taxing District of Shelby county, Tennessee (Memphis), on or before the first Monday in February, 1881, and plead, answer or demur to complainant's bill, or the same will be taken for confessed as to them and set for hearing ex parte; and that a copy of this order be published once a week, for four successive weeks, in the Memphis Appeal. This December 13, 1880.

A copy—Attest: OWEN DWYER, Clerk.

By Hugh B. Cullen, D. C.

John Loague, Sol. for Complainant. wed

RIVER REPORT.

RIVERS AND WEATHER.

The following official table gives particulars concerning the condition of river and weather at all important points:

OFFICIAL SIGNAL SERVICE U. S. A.
MEMPHIS, January 25, 1881.

STATIONS.	Above low water. Feet.	Inches.	Changes. Rise Inches.	Fall Inches.
Cairo	31	4	16	.....
Cincinnati	35	.....	.....	11
Davenport	.....	.....	.....	.....
Dubuque	.....	.....	.....	.....
Helena	.....	.....	.....	.....
Keokuk	.....	.....	.....	.....
Leavenworth	.....	.....	.....	.....
*Little Rock	2	11	10	.....
Louisville	14	.....	.....	13
Memphis	20	7	22	.....
Nashville	23	.....	.....	.....
†New Orleans	11	.....	.....	.....
Pittsburg	6	.....	.....	18
‡