RAILWAY RECORD.

Arrival and Departure of Trains.

Trains on the Pedunah and Memphis road move as follows: Mail leaves daily at 5:30 p.m.; freight leaves every Monday, Wednesday, Friday and Saturday at 9:30 a.m. Mail arrives daily at 8:30 a.m.; freight arrives daily at 4:30 p.m.

Trains on the Memphis and Little Rock road move as follows: Passenger leaves daily at 5 p.m.; freight leaves daily, except Sunday, at 6:30 a.m. Passenger arrives daily at 10:25 p.m.; freight arrives daily, except Sunday, at 6:45 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 2:00 a.m. Mail arrives daily at 11:45 a.m.; fast mail and express arrives daily at 3:30 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 5:20 a.m., leaves at 10:30 p.m.; mail leaves daily at 7:30 a.m.; Brownsville accommodation leaves daily, except Sunday, at 4:45 p.m.; mail arrives daily at 4:15 p.m.; Brownsville accommodation arrives daily, except Sunday, at 8:30 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 3:45 p.m.; freight leaves daily, except Sunday, at 7:00 a.m. Mail arrives daily at 10:10 a.m.; Sardis accommodation arrives daily, except Sunday, at 9:15 a.m.; freight arrives daily, except Sunday, at 2:5 p.m.

PERSONAL AND GENERAL.

Last Tuesday 130 car-loads of corn were shipped from New Orleans, via the Louisville and Nashville road, to points in Alabama and Georgia.

Trains will soon begin running on the Vicksburg, Shreveport and Pacific road, the high water having receded during the past week so as to permit the resumption of traffic.

The Cole combination intend at an early day to extend a road from Meridian to New Orleans, for the purpose of completing a direct line between the latter city and Cincinnati.

Barney Hughes's *Railway Record* for June is out, containing much interesting reading matter, together with a list of numerous summer resorts reached by the favorite Chickasaw route.

Jay Gould arrived at Indianapolis yesterday by special train from Peoria, and, after an hour's stop, went over the Indianapolis, Peru and Chicago road with the officers of that company.

A City of Mexico dispatch says: "The President inaugurated the first fifty miles to Tula on the Central railroad to day. The first train entered Cuayana, 140 kilometres from here. The Monlos railroad was inaugurated yesterday."

Ex-Representative Charles Hudson, who died at his home in Lexington, Massachusetts, a few days ago, at the age of eighty-six years, was among the first to advocate and introduce the railroad system of the country, and first used the warning signboard legend, "Look out for the locomotive."

At a meeting of the Board of Directors of the Northern Pacific Railroad company, in Philadelphia, yesterday, Frederick Billings resigned the Presidency of the Northern Pacific railroad, and Ashbel Barney was elected President *pro tempore*; F. P. Oakes, First Vice-President; James B. Williams, Second Vice-President, and Henry Villard Director.

The Board of Directors of the Pennsylvania railroad, elected in Pittsburg, chose the following officers yesterday: President, G. B. Roberts; First Vice-President, J. N. McCullough; Second Vice-President, Wm. Shaw; Third Vice-President, Comptroller and Secretary, Thomas D. Messler; Assistant Secretary, Stephen W. White; Treasurer, W. H. Barnes.

In the United States Court at Columbus, Ohio, yesterday judgment was taken in default of the case of William L. Scott, plaintiff, vs. the Columbus, Chicago and Indiana Central railroad company, in favor of the plaintiff for $441,907, with interest thereon at seven per cent. from April 5, 1881, that being the first day of this term of court. The suit was brought to recover on bonds issued by the company in February, 1868.

The annual meeting of the Milwaukee, Lake Shore and Western Railroad company occurred at Milwaukee last Wednesday. The old board of directors, with the exception of M. K. Jessup, was re-elected, F. T. Thompson being chosen in his place. The earnings for 1880 were $482,000; operating expenses, $223,000; net earnings, $154,000; interest on funded and floating debts, $123,000; surplus, $30,000.

It is reported that Major John W. Green, who has been associated with the Vicksburg, Shreveport and Pacific road for twenty or twenty-five years in various capacities, will soon withdraw to accept the position of Superintendent of the Georgia railway. Among the aspirants for the succession are Captain Dabney, who has been associated with the road as an engineer, and Colonel Frost, ex-chief General Manager of the Jackson road.

Speaking of the recent transfer of the Vicksburg, Shreveport and Pacific road, now open from Vicksburg to Monroe, Louisiana, to an Alabama company, which makes it the most important link in the great latitudinal line from the Atlantic to the Texas system, the New Orleans *Democrat* says: "It occurs to us that an essential preliminary to any projection of the road beyond Monroe would be the raising of the already established grade above overflow. Afterward the construction of the line west to Shreveport will be in order."

The centennial of the birth of George Stephenson, the inventor of the railway locomotive, was celebrated yesterday in various parts of England, the chief observance being at Newcastle-on-Tyne. The occasion was also celebrated among the railway engineers on various parts of the Continent. There was a procession of railway locomotives at Stephenson's birthplace, nearly every railway company in the United Kingdom being represented in the line by its most powerful engines. In the afternoon there was a procession of trade societies, 100,000 persons participating.

The Rob Roy switch at Pine Bluff, Arkansas, is four miles long. It was built at a cost of about $10,000; the receipts per month from passengers is $500. It will next season do the carrying for a considerable scope of country, and will convey to Pine Bluff, New Orleans and other places some 20,000 bales of cotton and other produce. This enterprise is the conception, we understand, of Mr. Woodson, the Superintendent of the Little Rock and Pine Bluff road. A man who has the blood of two governors (the Moreheads of North Carolina and Kentucky) coursing in his veins, ought to have the brains to conceive most anything that is practicable.

Fayetteville's Jubilee.

FAYETTEVILLE, ARK., June 9.—The Arkansas division of the St. Louis and San Francisco railroad was completed to this point yesterday, and the first train arrived, bearing a great crowd of people from all points along the line. General Manager C. W. Rogers and several officials of the road, and a number of prominent citizens of this section of the State were present. A salute was fired on the arrival of the train, and several thousand people from all the surrounding country were at the depot and hailed the cars and railroad officials with hearty cheers. Speeches were made by T. M. Gunter, member of Congress from this district; General Manager Rogers, Colonel E. C. Boudinot, John O'Day, attorney of the road, and others. A ball and banquet were given last night in honor of the event, and there is great rejoicing among all classes of citizens. This road opens up a very fertile and productive part of Arkansas, and will result in great benefit to a large extent of country heretofore practically shut out from market for much of its produce. The road will be pushed on south to Fort Smith as rapidly as possible, and will reach that point on the Arkansas river before the summer is over.

IMPERISHABLE PERFUME

THE IMPERISHABLE PERFUME.

Murray & Lanman's FLORIDA WATER,

Best for TOILET, BATH, and SICK ROOM.

Crittenden County LANDS FOR SALE AT A BARGAIN

THE following rich and productive lands, located in Crittenden county, Arkansas, are now offered for sale. The owner, residing in one of the Northern States, is disposed to sell bargains:

SE ¼ of section 28, 9, 8	158 acres.
N ½ SW ¼ of section 27, 9, 8	80 acres.
All of section 29, 8, 7	640 acres.
E ½ NE ¼ of section 30, 8, 7	80 acres.
NE ¼ of section 32, 8, 7	160 acres.
SE ¼ of section 32, 8, 7	160 acres.
	1,258 acres.

For prices and terms of sale, apply to AVERY & BERLIN, 39 Madison st.

FINANCE AND TRADE.

FINANCE.

"Too quiet to talk about" was the answer of some of the banks to our inquiries yesterday, and nothing was to be heard of on the streets. Even silver mine news has deserted us. At the close of the New York market Charleston road shares quoted at 83¾. At our banks exchange quoted on New York and principal eastern points, demand, at par, ¼ premium selling; New England and other points, carrying 3 days' grace, ¼ discount; New Orleans, ¼ discount. Money is loaned at 6@8 per cent. Shelby county warrants, 93 buying 97 selling; city compromise bonds, 60.

MEMPHIS BANK CLEARINGS.

	Clearings.	Balances.
June 9	$ 93,982 91	$ 22,097 70
Thus far this week	506,724 86	134,758 24
Thus far last week	458,360 00	84,578 13
Thus far last year	516,799 27	238,017 69

[BY TELEGRAPH.]

PARIS, June 9.—Rentes, 86f. 77½c.

LONDON, June 9.—Consols, for money, 99 15-16; account, 100⅛. American securities—new 5s, 105½; 4½s, 117½; 4s, 120½; New York Central, 153; Erie, 50¾; Reading, 30¾.

NEW YORK, June 9.—Money, 2½@3½ per cent. Prime mercantile paper, 5@4½ per cent. Sterling exchange—bankers' bills weak, 483¾; demand, 485¼.

Government bonds were strong and ¼ to ¾ per cent. higher.

Coupons, 1881	102½	New 4s	117⅞
New 5s	105½	Pacific 6s of 1895	135
New 4½s	115*		

State bonds in light request:

La. 7½ consols	62½	Virginia 6s, old	40
Missouri	115	Virginia 6s, new	41
St. Joseph	111	Virginia consols	85½
Tenn. 6s, old	71⅞	Va. consols pfd	118
Tenn. 6s, new	71		

*Ex-matured coupon, offered.

Railroad bonds were irregular and unsettled. Stock market generally firm, and at the first board prices showed an advance of 6 per cent. in Louisville, New Albany and Chicago, and ½ to 2 per cent. in the general list—Texas and Pacific, Peoria, Decatur and Evansville, and the trunk lines leading at 3. After midday speculation became somewhat weaker and prices reacted ½ to 1 per cent. During the afternoon the market was extremely dull, but in the late dealings a fair degree of activity prevailed, and the closing quotations were within a small fraction of the top figures. Canadian Southern was the exception, and closed at a decline of 1½ per cent. Louisville, New Albany and Chicago recorded a further advance of 4 per cent., making an improvement on the day of 10 per cent. Transactions aggregated 292,000 shares, of which there were of Canada Southern 13,000, Central Pacific 1000, Chicago, Columbus and Indiana Central 7000, Delaware, Lackawanna and Western 1200, Denver and Rio Grande 4400, Erie 14,000, Hannibal and St. Joseph, 1000, Kansas and Texas 17,000, Lake Shore 21,000, Lake Erie and Western 16,000, Louisville, New Albany and Chicago 2600, Michigan Central 3800, Northwestern 3500, New Jersey Central 6800, New York Central 9000, Northern Pacific 1700, Ohio and Mississippi 1700, Ontario and Western 1600, Ohio Central 3200, Pacific Mail 3300, Peoria, Decatur and Evansville 13,000, St. Paul 6300, St. Paul and Omaha 1100, Texas Pacific 45,000, Union Pacific 10,000, Wabash Pacific 3600, Western Union 11,000, St. Louis and San Francisco 2000, Norfolk and Western preferred 3500. Closing quotations:

C. P. bonds	117¼	Ontario & Western	26½
U. P. firsts	119	C., R. & N.	81½
U. P. land-grants	118	Mar. & Cin. 1st pr'd	18
U. P. sinking funds	110	Mar. & Cin. 2nd	12½
Lehigh & Wilkes	53	Ill. Cent. & Nas.	78
St. P. & S. C. firsts	112½	Alton & Terre Haute	68
C., C., C. & I. C. firsts	80	A. & T. H. pref'd	96
C., C. & I. C. 5s	77	W., St. L. & P.	19½
Erie seconds	104½	W., St. L. & P. pref'd	39½
Rock Island	134	Hannibal & St. Jos.	84
Panama	270	H. & St. Joe pref'd	113½
Fort Wayne	138	Iron Mountain	51
Pittsburg	141	St. L. & S. F.	31
Illinois Central	142½	St. L. & S. F. pref'd	77½
C. R. & Q.	132	St. L. & S. F. 1st pfd	111½
Chicago & Alton	147	St. L. & K. N. G.	82
Chicago & Alton pfd	142	Kansas & Texas	31
New York Central	153½	Union Pacific	127½
Harlem	300	Central Pacific	95½
Lake Shore	114½	Texas Pacific	23½
Canada Southern	57	Northern Pacific	42½
Michigan Central	110½	N'rth'n Pacific pref'd	87½
Erie	47⅞	Louisville & Nash	99½
Erie preferred	86¾	Nash. & Chat.	88
Northwestern	139½	Louisville & N. A.	111
Northwestern pref'd	136	Houston & Texas	85
St. Paul	126½	Denver & Rio G.	119½
St. Paul preferred	132½	Missouri Pacific	109½
St. L. & K. C.	90	Western Union	89½
St. Paul & Omaha	44½	Western Union ex-c'l	128½
St. Paul & Omaha pfd	107½	Pacific Mail	32
Del., Lack. & W.	136½	Adams Express	95
Morris & Essex	150	Wells & Fargo's Ex.	127½
Delaware & Hud's	110½	American Express	56
New Jersey Central	37½	U. S. Express	74
Reading	30¾	Quicksilver	17
Ohio & Mississippi	41	Quicksilver pref'd	61
Ohio & Miss. pref'd	18½	Callon	30½
Chesapeake & Ohio	29½	Central Arizona	4½
C. & O. 1st pref'd	45½	Homestake	24½
Mobile & Ohio	22½	Standard	2
C. & A.	97	Excelsior	1½
I., C. & L.	20½	Pittsburg	155
Ohio Central	24½	Ontario	7
Lake Erie & Western	61¾	Silver Cliff	6
D., L. & W.	131¼		

*Offered.

COTTON.

The telegrams yesterday exhibited much firmness, and in Liverpool Orleans quoted higher, uplands remaining as before. On our market the inquiry was quiet; factors were asking higher. The New York *Bulletin*, of Tuesday, said that as a rule the feeling appeared to favor the idea that no natural influences existed to lead to much improvement, but there is a continued dread that manipulation may at any time upset all calculations, and everybody moves cautiously.

Low ordinary	Yesterday.	Previously.
Ordinary	8 5/16	8 1/16
Good ordinary	9 3/16	8 15/16
Low middling	10 3/16	9 15/16
Middling	10 9/16	10 5/16
Good middling	11	10 11/16

Stains and off colors ⅛c lower than the corresponding white grades.

Market steady sales, 500 bales; exporters, 200; spinners, 300 bales.

MEMPHIS COTTON STATEMENT.

Stock, September 1, 1880	6,384
Received to-day	422
Received previously	450,856
	457,662
Shipped to-day	3,183
Shipped previously	453,413
	456,596
Stock, running account	25,866
IMPORTS.	
Thus far this week	1,497
Thus far last week	1,503
Since September 1st	456,278
Memphis & Charleston R. R.	109
Mississippi and Tennessee R. R.	2
Louisville & Nashville Great Southern R. R.	6
Memphis & Little Rock R. R.	208
Paducah & Memphis R. R.	4
Steamers	33
Wagons and other sources	10
Total	422
EXPORTS.	
Thus far this week	9,832
Thus far last week	7,578
Since September 1st	458,596

	This Week.	Last Week.	This Wk Last Yr.
Receipts for 6 days	24,446	26,042	14,982
Exp's to Great Britain	25,036	37,387	28,441
Exp's to Continent	3,903	18,222	10,254
Stock on hand	455,800	465,812	359,977

Total receipts at all United States ports, 5,546,999 bales; same date 1879, 4,788,955; same date, 1878, 4,386,878. Increase of receipts at United States ports this year, 758,044 bales.

Total foreign exports, 4,166,620 bales; last year, 3,528,623 bales; year before, 3,332,334 bales.

Total stock at all United States ports, 435,890 bales; last year, 359,977 bales; year before, 231,455 bales.

GENERAL TRADE.

Quietude was at the verge of dullness yesterday, and we have few changes in quotations. Prairie hay sold at $16, which is odd, when in the same week choice hay has sold at $19. Potatoes assumed some degree of activity yesterday, prices were from $2 75 to $3 25, according to the size of the potatoes; the crop proves very satisfactory, so far. Some snap beans, a fine article, were barreling for the owner.

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—last sales at 59@60c; in store, 63@65c. Oats—last sale at 49c; in store, 52c. Bran—last sales at $14; in store, 75@80c. HAY—sale of half a car-load of prairie at $16; in store, $1@1 15.

GERMAN MILLET—In store, $2 20@2 25 a bushel; common, $1 75.

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

CORNMEAL—sales of 200 barrels at $3 15; at the mill at $3 10.

APPLES—A few at $1 50 a barrel measure from wagon.

FRUITS—Oranges—Messina, $4 50@6 50; Palermo, $3 50@4; Imperial, $5 50@6. Lemons, $3@4 per box. Cocoanuts, $3 50 a hundred. Bananas, $1 50@3 50 a bunch. Peaches, $2 50@3 a peck box.

POTATOES—sale of wagon-loads at $2 75@2 75 a barrel measure, according to size.

ONIONS AND CABBAGE—Onions, new, in store, $6@6 50 a barrel.

EGGS AND BUTTER—Eggs were more plentiful, at 14@15c. Butter—common, 10@13c; medium, 15@18c; choice western, 20@21c. Oleomargarine, 15@17c; rolls, 19c per lb.

MISCELLANEOUS—Hominy at $3 50 a barrel; grits, $3 50 a barrel. White beans—medium, $2 15; navy, $2 25. Stock peas, $1 75@2. Dried apples, 4½@5c per pound. Dried peaches, 5@7c per pound. Pickles—medium barrels, $9 25@9 50; half barrels, $5; small, $11 50; half barrels, $6.

CHEESE—Factory at 11@12c per pound; cream, 14@15c; Young America, 16c.

POULTRY—Chickens at $2 50@3. Spring chickens, $1 25@3, according to size.

GROCERIES—Coffee—12@13c for ordinary, 13½@14½c for fair, 15½@16c for choice. Sugar—Louisiana open kettle, 8½@8¾c; yellow clarified, 9½@9¾c; off white, 10c; snow-white, 10½@10¾c; cut loaf, 11½c; granulated and powdered, 11½c; molasses—fair, 42@45c; prime to choice, 47@50c. Tea—Imperial, 55@80c. Rice—Louisiana, 6@6½c; Carolina, 6½@7c.

Salt—per car-load, $1 55; from store, $1 60 per barrel; coarse, per sack, $1 50; fine, $1 65.

BAGGING AND TIES—Bagging—flax, 10@10½c; jute, 1¾ to 2 lbs, 11@11½c; mixed, 10½@11c. Ties—standard makes, $2 25; pieced and outside brands, $1 75. Twine, 17c per lb.

NAILS—At $3 25 rates.

HOG PRODUCTS—Bulk meats, packed—clear side, $9 25 per cental of 100 pounds; clear rib, $9 75; shoulders, $6 50. Mess pork, $18 25 a barrel; loose, 12½c per cental less.

Bacon, packed—clear side, $10 12½; clear ribs, $9 75; shoulders, $7 12½; loose, 12½c per cwt. less.

Bulk meats, packed—clear sides, $9 25; clear ribs, $9; shoulders, $6 50; losse, 12½c per cwt. less.

Lard—tierce, $11 75; kegs, $12 25; 20 lb. pails, $12 50@12 75; 10 lb. pails, $13@13 25; 3 lb. tins, $13 37½.

HIDES, ETC.—Dry flint, No. 1, 16½c; No. 2, 13½c; dry salt, 12@13c; green salt, 7@8½c; sheepskins, 25c@$1 25. Tallow, 5@5½c. Beeswax, 20c.

LEATHER—Oak sole, 37@40c; hemlock, 27@30c per lb; harness, 36@40c; skirting, 38@40c; French calf, $40@60 per dozen; domestic calf, $30@45 per dozen.

WOOL—Tubwashed, 27@30c; unwashed, 15@20c; burry, 8@12c.

BUCKS—Raft, $10 50; soft, $9 a thousand; fire-brick, $5 50@4 a hundred.

LIME AND CEMENT—Lime, $8@90c a barrel; Tennessee, small brls, 80c; Louisville cement, $1 70@1 75 a barrel; Rosedale cement, $2@2 10 a barrel; Portland, $5. Plaster of Paris, $2 50.

[BY TELEGRAPH.]

CINCINNATI, June 9.—Flour quiet. Wheat strong; No. 2 red winter, $1 15. Corn firmer; No. 2 mixed, 45½c. Oats quiet; No. 2 mixed, 40c. Rye quiet; No. 2, $1 10. Barley—no offerings. Pork easier, $16 37½. Lard dull, 10.60c. Bulk meats steady; shoulders, 5.90c; clear rib, 8.55c. Bacon steady. Whisky steady, $1 06. Butter firm.

NEW YORK, June 8.—Flour dull; superfine Western and State, $4@4 65. Wheat a shade better; ungraded red, $1 14@1 28. Coffee quiet but firm. Sugar quiet but firm; fair to good refining quoted at 7⅛@8c. Molasses quiet; refining 38@39c; New Orleans, 35@55c. Rice—demand fair and market firm. Pork steady; old mess, $15 75@16; new mess quoted $16 75@17. Lard dull; prime steam, $11 45.

LOUISVILLE, June 9.—Flour dull; extra, $5@3 25; extra family, $5 75@4 25; higher grades, $5@5 25; choice fancy, $6@6 50. Wheat steady, $1 03@1 06. Corn dull; No. 2 white, 52½c; No. 2 mixed, 49c. Oats quiet; No. 2 white, 41c; No. 2 mixed, 40c. Rye steady; No. 2, $1 15. Hay—demand fair and market firm, $20@21. Pork steady, $17 50. Lard—prime steam, none in the market. Bulk meats steady; shoulders, 5.90c; clear rib, 8.45c; clear sides, 8.85c. Bacon steady; shoulders, 6.65c; clear rib, 9.30c; clear, 9.75c. Sugar-cured hams, 11@11½c. Whisky steady, $1 06.

CHICAGO, June 9.—Flour steady. Wheat unsettled and lower; No. 2 red winter, $1 03@1 07; No. 2 Chicago spring, $1 08@1 08½ cash, $1 08 June, $1 09¾@1 09⅞ July, $1 09½@1 09¾ August, $1 07 September. Corn steady with a fair demand; 42½@42¾c cash, 42½@43c July, 43@43¼c August. Oats steady with a fair demand; 37½c cash, 36½c July, 27½c August. Rye easier, $1 06. Barley firmer, $1. Pork—good demand and full prices; $16 05 cash, $16 15 July, $16 25 August. Lard steady with a fair demand; 10.70c cash, 10.72½c July, 10.75c August. Bulk meats steady. Whisky steady.

Chili.—Wheat easier but not quotably lower. Corn easier, declined ¼c. Oats advanced ¼c. Provisions firmer but not quotably higher.

ST. LOUIS, June 9.—Flour—treble extra, $4 45@4 65; family, $4 85@5; choice, $5 20@5 35; fancy, $5 60@6. Wheat lower; No. 2 red, $1 11½ cash and June, $1 10½@1 11⅛@1 10½ July, $1 09 bid August, $1 09½@1 09¾ September, $1 07½@1 08 the year; No. 3 red, $1 04½@1 05½; No. 4 red, $1 00½ bid. Corn better; 45c@45½c cash, 45½c June, 43½@44c July, 44@44½c August, 44½@44½c September. Oats higher; 35½@35½c cash, 35½c June, 33½c July, 26½c August. Rye nominal. Barley nominal. Butter steady; dairy, 12@18c. Eggs firm, 11c. Whisky steady, $1 06. Pork quiet; jobbing $16 75. Dry salt meats steady, 6.60, 8.40@8.60c. Bacon firm, 6.50, 9.20, 9.25@9.50c. Lard lower; offered at 10½c.

DRY GOODS.

NEW YORK, June 9.—Cotton goods are moving steadily, and prices are very firm, owing to the limited supply. Clothing woolens are in fair demand, and wool flannels are fairly active in first hands. Prints and dress goods remain quiet, and hosiery and underwear are in better request.

PUNCH.

Excursions, Picnics, Clubs,

PARTIES, HOTELS & FAMILIES.

CLEAR or MIXED Cooled on Ice. With Fine Ice.

A DELICIOUS DRINK For Use in Families, Hotels, Clubs, Picnics, Parties, etc.

Hub Punch

Boston: C. H. GRAVES & SONS.

Hub Punch owes its popularity to the purity and exquisite flavor of its components. The delicious, cooling juice of Selected Limes and Lemons united as prime ingredients with Choice Imported Liquors in this delightful article, imparts a tonic quality, highly approved by physicians.

CAUTION.—The wide popularity of HUB PUNCH has led to the appearance of inferior imitations composed of cheap, deleterious material, and utterly unworthy of patronage. Reject these, and see that you obtain the genuine, with the name of "THE HUB PUNCH REGISTERED"—blown in the glass, also the name of the proprietors on the capsule over the cork of each bottle. All infringements will be promptly prosecuted.

Sold by Grocers, Wine Merchants and Druggists.

C. H. Graves & Sons, Prop's, Boston, Mass.

Trade supplied by B. J. SEMMES & CO., Memphis.

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SPECULATION!

$10, $20, $50 or $100.

Invested in our new money making, co-operative plan of speculating. Gives a Constant Income, and lays the foundation of your fortune. Send for new pamphlet, free.

FLEMMING & BILLER, Brokers, 23 Merchants Building, Chicago, Ill.

PORT OF MEMPHIS.

STEAMERS LEAVING TO-DAY.

Friars Point.....JAMES LEE, Lee, 5 p.m.
Vicksburg.....BELLE MEMPHIS, McKee, 10 a.m.
Cincinnati.....CONS MILLAR, Thompson, 5 p.m.
St. Louis.....CITY OF PROVIDENCE, Lenox, 10 a.m.
Osceola.....OSCEOLA BELLE, Cooper, 5 p.m.

WILL LEAVE AS ADVERTISED.

White River.....JOSIE HARRY, Saturday, 5 p.m.
St. Louis.....COLORADO, Saturday, 5 p.m.

MOVEMENTS AT THE LEVEE.

Arrivals.—Idlewild, Arkansas City; Cons Millar, Cincinnati; City of Providence, Vicksburg; Osceola Belle, Osceola; Josie Harry, White river; Paris C. Brown, New Orleans.

Departures.—Idlewild, Arkansas City; Paris C. Brown, Cincinnati.

Boats in Port.—Cons Millar, Josie Harry, Osceola Belle and City of Providence.

Boats Due Down.—Belle Memphis.

Boats Due Up.—James Lee and Rene Maccready.

RECEIPTS YESTERDAY.

Osceola Belle—8 bales cotton, 25 sks cottonseed, lot mdse.

Idlewild—35 bales cotton, 133 sks cottonseed, 20 brls potatoes, 1 bale wool, lot of sundries.

Josie Harry brought out of White river 351 bales cotton, 88 sacks cotton-seed, 99 sacks corn, 6 head cattle, 96 pkgs merchandise.

Cons Millar—375 brls flour, 1350 empty brls, 500 brls salt, 100 brls pork, 500 kegs nails, 850 sks corn, 400 sks oats, 400 bxs glassware, 175 bxs starch, 100 pkgs lard, 500 pkgs sundries.

RIVULETS.

The U. P. Schenck is the next Osceola down for New Orleans.

The Idlewild departed yesterday evening for Arkansas City with a good trip.

Receipts by the river yesterday were 343 bales cotton and 246 sacks cotton-seed.

Pilot Tom Boyle has just returned from St. Louis, and is open for an engagement.

Clerk Lou Braham has recovered from his late illness, and is again on the street.

Pilot Whipplepough, of the Parole, has been quite sick, and Captain Lyons took the boat up.

The Paris C. Brown, from New Orleans, passed up last night for Cincinnati, with a fair trip.

As soon as she is made ready, the Coahoma will take the place of the James Lee in the lower bends trade.

Harry Converse, late barkeeper on the Osceola Belle, is now sick in the Marine Hospital at this point.

Captains Finnegan and Stone have bought a low-pressure steamer to run between Mobile and Point Clear.

The Vint Shinkle, on her recent trip up, found but five feet water on the Caseyville bar, in the lower Ohio.

Captain John Darragh, sr., of Pittsburgh, the veteran steamboat commander, is visiting his relatives and friends in Little Rock.

The tug Nighthawk left New Orleans for this port last Saturday evening, light, and is due here to-day. Dave Thomas and Dud Bradhurst are her pilots.

The Parole, now here undergoing overhauling, will have her cabin raised and skylights put in, and will go back to Greenville, Mississippi, early in the fall.

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.

Among the passengers on the City of Providence this morning is Mrs. Annie M. Pepper, who goes to St. Louis, Quincy and Nauvoo, Illinois, to visit relatives.

The Cons Millar arrived yesterday morning from the Ohio river with 400 tons miscellaneous freights, and was up at the compress in the navy-yard last evening taking on cotton.

The Katie Hooper will in a short time take the place of the Idlewild, and the wheel of the latter boat will be overhauled, rodding the number of buckets and increasing her speed.

Captain Wes Owen, pilot on the James Lee, has informed the Helena *Yeoman* that the late high water produced some wonderful changes in the river between Helena and Memphis.

The Chelsea Phoenix Club enjoyed a pleasant evening on board the Josie Harry, though she was unable, on account of detention by storm, to remove her freight in time to make the promised excursion.

The James Lee, Captain Stack Lee on deck, 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 Rhoades and Will Harrell.

This department acknowledges, with thanks, the receipt yesterday of an invitation to the select steamboat excursion of the Chelsea Phoenix Club, intended to have been given on the Josie Harry last night.

Captain T. Jeff Baldwin, of river fame, was thrown from a mule the other day at Cady's Ferry, near Pine Bluff, Arkansas, and had his arm broken just below the elbow, from which he suffered acutely.

The Anchor-line packet City of Providence, Captain George Lenox, arrived yesterday evening from Vicksburg, and leaves this morning at 10 o'clock for Cairo and St. Louis. Frank Perkins and James McMeen are her clerks.

The Cons Millar, Captain J. W. Thompson, is the regular packet this evening at 5 o'clock for all points on the Ohio river as far as Cincinnati. James Voris is in charge of her office. The Millar will give special rates to all points north.

The barge line business is growing into one of the foremost industries of the country. It is good for bulk grain and long distances. For cotton, sugar and miscellaneous freights nothing can ever take the place of the Mississippi river steamboat.

Irving Fox, a former river engineer, who was engaged at a station on the Cincinnati Southern railroad, died Monday night. His remains were taken charge of by the Cincinnati Marine Engineers' association, of which he was a member in good standing.

The Josie Harry, Captain Milt R. Harry, arrived last evening from White river with a fair trip, and leaves again to-morrow evening at 5 o'clock for all points on that stream, going through to Jacksonport. Fred Jones and J. C. Wyckoff are her clerks.

Mrs. General Grant has a very high opinion of Captain James B. Eads, the "Little Giant." So have a great many other people. As a civil engineer he has no superior on the top of the earth, and we doubt very much that he has an equal. His works are his best judges.

Captain Houston Coombs died in Louisville Wednesday. Captain Coombs ran steamboats for many years in the Louisville and Green river trade, and was well and favorably known as "Old Dad." The deceased was born in Jessamine county, Kentucky, September 8, 1799.

It is reported in St. Louis that James Keene, of New York, has sent an agent to that city to organize a new barge line to run to New Orleans, in opposition to the line in which Jay Gould is interested. No agent arrived at St. Louis and the report receives little credence among merchants.

John McCullough, who was acting engineer at the elevator at Arkansas City the other afternoon when the boiler exploded, and who lost his life by the accident, was a boiler-maker once well known here under the nickname of "Pincher." He was not an engineer, though a good mechanic in his own line of business.

Any person knowing anything concerning the drowning of William Carey will confer a favor on his family, residing in Louisville, who are in great trouble about him, by sending any information to Will S. Hays, of Louisville, or to the river department of the APPEAL. Mr. Carey is said to have been accidentally drowned off some boat some time last month.

Mention has been made recently of the acceptance by the editor of the New Orleans *Democrat* of a wager of $10,000 offered by Captain T. P. Leathers, who desired to bet that sum that a vessel drawing 24 feet cannot pass through the jetties. It appears that Captain Leathers meant 25 feet; whereupon the editor accepts that understanding and is willing to make the wager on that basis. Captain Eads has telegraphed the *Democrat* offering to take half the bet.

The little steamer John Kyle, from the upper Ohio river, which passed here two or three days ago with a couple of barges, one containing tile and the other coal, grounded her tow on Quincy bar, about sixty miles below this city. The coal barge, it is hoped, can be pulled off, but the tile barge will probably have to be wrecked. We learn from the *Ledger* that the coal is insured for $500, and the tile, which is consigned to J. N. Pharr, of Morgan City, is insured for $2500 in the Eureka Insurance company of Cincinnati. The Kyle came up to the city yesterday for a barge to lighten off. Major Harphan, agent here for the underwriters, has gone down to the scene of the accident.

"THE COMING MAN."

Under this head the Louisville *Courier-Journal*, of Wednesday, pays the following merited tribute to the personal and professional worth of Captain G. Wash Thompson, whose legion of friends are strongly recommending him for the office of Supervising Inspector of Steamboats: "We are pleased to see by the New York *Nautical Gazette* and many of our exchanges that Captain G. Wash Thompson, of the steamer Cons Millar, is favorably spoken of for the office of Supervising Inspector-General of Steamboats, in place of J. Dumont, the present incumbent. We are not advised as to whether Captain Thompson has applied for the position or not, but we hope that he will do so, and that he will get it, which would be entirely satisfactory to the entire people of the West and South. Captain Thompson has been a great friend and admirer of President Garfield, which dates back to the early days of the war. 'Wash' having served him on the Sandy river with the steamer Capitola. Captain Thompson is a practical builder, commander and pilot of steamboats. He is a man wide and favorably known, of high integrity, energy and capability. He is a finished scholar and gentleman, and is gifted with fine executive and administrative ability. The only thing we can urge against him is that he is not a Kentuckian; still, being a man of broad and generous views, he would so administer the affairs of the office as to give universal satisfaction to all sections of the country, regardless of political opinions. We trust President Garfield will appoint Captain Thompson at once." Though not a Kentuckian, as the *Courier-Journal* observes, neither is he a Tennessean, but a Virginian; but more recently a resident of Allegheny City, Pennsylvania, a town that has turned out a big crowd of competent and trustworthy steamboatmen. A letter strongly indorsing him for the important position, and signed by Major John A. Harpham, agent of the Board of Underwriters at this point, was mailed to the President last night.

The following extracts from the Revised Statutes explain the method of the appointment and the duties of the position to which Captain Thompson aspires:

Sec. 4402. There shall be a Supervising Inspector-General, who shall be appointed from time to time by the President, by and with the advice and consent of the Senate, who shall be selected by and with reference to his fitness and ability to systematize and carry into effect all the provisions of law relating to the Steamboat Inspection service.

Sec. 4403. The Supervising Inspector-General shall, under this direction of the Secretary of the Treasury, superintend the administration of steamboat inspection laws, preside at the meetings of the Board of Supervising Inspectors, receive all reports of inspection, receive and examine all accounts of inspection, report fully at stated periods to the Secretary of the Treasury upon all matters pertaining to his official duties, and produce a correct and uniform administration of the inspection laws, rules and regulations.

RIVERS AND WEATHER.

OFFICE SIGNAL SERVICE U. S. A.,
MEMPHIS, June 9, 1881.

STATIONS.	Above low water. Feet.	Inches.	Changes. Rise inches.	Fall inches.
Cairo