RAILWAY RECORD.

Arrival and Departure of Trains.

Trains on the Paducah 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 5:30 p.m.

Trains on the Memphis and Charleston road move as follows, city time: Mail leaves daily at 11:30 p.m.; fast mail and express leaves daily at 7:00 a.m. Mail arrives daily at 11:45 a.m.; fast mail and express arrives daily at 8:30 p.m. Somerville accommodation leaves daily, except Sunday, at 4:40 p.m.; Somerville accommodation arrives daily, except Sunday, at 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 10:50 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 4:45 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 2:10 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.

Arrivals and Departures of Mails.

OPEN.	RAILROADS.	CLOSE
4:45 p.m.	Cin., Louis. & Mem. R.R., local and through mails	6:40 a.m.
8:45 p.m.	Cin., Louis. & Mem. R.R., through mail	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.
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, Miss., stage route	6:00 a.m.0

*Monday, Wednesday and Friday.
†Daily.
‡Monday, Thursday and Saturday.
‖Sunday, Tuesday and Friday.
¶Tuesday and Friday.
**Wednesday and Saturday.
0Tuesday, Thursday and Saturday.

PERSONAL AND GENERAL.

A prominent Eastern railroad man thus writes home regarding the condition of roads in this part of the country: "Southern roads are in a better condition and are earning more money than at any time since the war."

A rumor was current in well-informed circles in St. Louis yesterday that if Gould has not already purchased the Union Depot property in that city, it is only a question of time when it will fall into his possession. The capital invested by the Depot company is about $900,000, and the stock is owned largely, if not principally, in Cincinnati.

R. S. Hayes, who has just been put at the head of Jay Gould's Southwestern system of railroads, is President of the International and Great Northern Road of Texas, and will retain that position, as will the present vice-presidents of the different roads in the system, but as juniors to Mr. Hayes. The headquarters of the system will be in St. Louis.

The Richmond and Allegheny, Atlantic and Northwestern and Ohio Central railroads have consolidated, making connection between Richmond and Toledo. The new road will be known as the Richmond, Allegheny and Ohio Central railroad. The directors include Calvin S. Brice, of Lima, Ohio; Daniel P. Ells, of Cleveland; Joseph Sinliey, of Wheeling; George Hoadley, of Cleveland, and Samuel Thomas, of Columbus, Ohio.

New Orleans States, 23d: "It is currently reported that unofficial propositions have been made by the Louisville and Nashville Railroad company to purchase the Spanish Fort railroad and its dependencies. Schwartz, it is said, is willing to sell out provided he can get his price for his road and his beautiful park, and his figure is put at $350,000 for the whole. This would indicate that the Louisville and Nashville railroad have some very earnest and extensive projects regarding the improvement of the lake shore."

The Denver and Rio Grande.

DENVER, June 24.—The Denver and Rio Grande yesterday awarded the contract for grading the line from Red Cliff down the Eagle and Grand rivers, and has ordered the forces on South Platte increased and construction pressed between Oequarris, eighteen miles south of Denver, and Fair Play and South Arkansas, making connection at the latter place with their present line to Leadville. This will make the Rio Grande road the shortest route between Denver and Leadville. It is thought this action is prompted partly by the alleged breaking of the tripartite agreement by the Union Pacific company in the matter of pushing the construction of the Denver, South Park and Pacific road into the Rio Grande territory. It is also stated that the Union Pacific is grading in the Valley of the Blue, along the located line of the Rio Grande. That company claims prior right to the location in Blue Valley under a special act of Congress, passed in 1872, and in addition had first location on the ground. It looks as though an active legal campaign was breeding. There are rumors of an application on the part of the Rio Grande against its antagonists.

Fixing Rates for Emigrants on Southern and Southwestern Lines.

New Orleans *Picayune*, 23d: Yesterday a meeting was held in this city of the Southern Association of General Passenger Agents, joint with the representatives of the trans-Mississippi roads. The Association is composed of the agents of all the railroads to the east of the Mississippi and as far north as the Potomac. The officers are: President, J. R. Ogden, East Tennessee, Virginia and Georgia railroad; Secretary, W. L. Danley, Nashville, Chattanooga and St. Louis.

The object of the meeting was to fix a basis upon which passenger business may be interchanged, and to perfect the system of rate-marking between the Southeastern roads and the trans-Mississippi lines.

The following named gentlemen were present in the convention, which met at the St. Charles Hotel:

R. W. Thompson, Texas and Pacific.
B. W. McCullough, International and Great Northern.
P. J. Barnett, Little Rock and Fort Smith.
B. W. Wrenn, Western and Atlantic.
C. P. Atmore, Louisville and Nashville.
J. G. Zimmer, Louisiana Western.
D. G. Roberts, Memphis and Little Rock.
Ray Knight, Alabama Central.
T. S. Davant, Memphis and Charleston.
J. R. Ogden, East Tennessee, Virginia and Georgia.
W. L. Danley, Nashville, Chattanooga and St. Louis.
W. C. Watson, Galveston, Harrisburg and San Antonio.
A. Pope, Associated Railways of the Virginias and Carolinas.
A. J. Orme, Atlanta and West Point.
Cecil Gabbett, Western Railroad of Alabama.
D. E. Williams, Mobile and Girard.
John M. Forshey, Gulf, Colorado and Santa Fe.
C. B. Gray, Houston and Texas Central.
C. J. Waller, Mobile and Ohio.
E. W. LeBeaume, Texas and New Orleans.
J. G. Schriver, Morgan's Louisiana and Texas.
J. W. Coleman, Chicago, St. Louis and New Orleans.

A committee was appointed, with Mr. A. Pope, Associated Railways of the Virginias and Carolinas, as the chairman, to report a basis of rates to the convention.

The weather was so warm that the convention concluded to adjourn to Mineburg. The change was not much of an improvement, as there was no breeze until late in the afternoon. However, the committeemen took off their coats and went to work with a will.

The committee finally reported, recommending to the convention as a basis of rates for emigrants the rate established from Atlanta to the furthest terminal point on the Houston and Texas Central railway. This report was rejected, and the matter was taken up by the convention, which agreed upon Texarkana and Houston as the two terminal points in Texas to which rates should be made.

A schedule of rates was perfected, which will be published in due time. The first-class rates remain unchanged.

The prime object of the conference was to facilitate the movement of emigrants from the South Atlantic States to the westward or from the West to the East.

Having completed their business, the railroad men endeavored to recuperate their wasted energies. After a dinner at the Washington Hotel the party took a sailing excursion on the lake, visiting Spanish Fort and West End. Most of the visitors return to their respective posts to-day.

A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, etc., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, Station D, New York City.

THIS PAPER may be found on file at Geo. P. Rowell & Co's Newspaper Advertising Bureau (10 Spruce St.), where advertising contracts may be made for it. 1199

FINANCE AND TRADE.

COTTON.

Our market was steady yesterday with good demand at quotations for the better grades, which are scarce. Quotations were unchanged from previous prices, which were as follows:

	Yesterday.	Previously.
Low ordinary	6	6
Ordinary	7	7
Good ordinary	8¼	8¼
Low middling	9½	9½
Middling	10½	10½
Good middling	11	11

Sales, 900 bales, of which exporters took 550 and spinners 350 bales.

MEMPHIS COTTON STATEMENT.

Stock, September 1, 1880	6,384
Received to-day	206
Received previously	459,337
	465,927
Shipped to-day	619
Shipped previously	446,428
	447,047
Stock, running account	19,170
IMPORTS.	
Thus far this week	1,500
Thus far last week	1,575
Since September 1st	459,837
Memphis & Charleston R. R.	52
Mississippi and Tennessee R. R.	17
Louisville and Nashville G. S. R. R.	11
Memphis & Little Rock R. R.	8
Paducah & Memphis R. R.	6
Steamers	180
Wagons and other sources	10
Total	296
EXPORTS.	
Thus far this week	2,264
Thus far last week	4,806
Since September 1st	447,047
Memphis and Charleston Railroad	52
Louisville & Nash. City Gas Southern R.R.	155
Total	619

[BY TELEGRAPH.]

The following are the New York spot quotations for yesterday: At 10:23, quiet; at 12:09, dull; at 2:10, dull and easier; at 3:10, unchanged. Sales, 2381 bales. Quotations as follow: Ordinary, 7 13-16c; good ordinary, 9¼c; low middling, 10 7-16c; middling, 11 1-16c; good middling, 11⅜c; middling fair, 12⅝c; fair, 13⅜c.

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

Months.	Yesterday.	Day Before.
January	10.22@10.23	10.21@10.23
February	10.34@10.35	10.33@10.34
March	10.46@10.48	10.45@10.47
April	.....@.....	.....@.....
May	.....@.....	.....@.....
June	11.01@11.02	11.01@11.02
July	10.99@11	11.01@.....
August	11.03@11.04	11.01@11.05
September	11.03@11.04	10.94@10.95
October	10.22@10.23	10.22@10.23
November	10.09@10.10	10.10@.....
December	10.10@.....	10.10@10.11

The following is the New York comparative cotton statement:

Net week receipts at all United States ports	23,000
Same week last year	25,000
Total receipts at all U. S. ports to date	5,005,520
Same date last year	4,830,000
Exports from all U. S. ports for the week	22,000
Same week last year	41,000
Total exports from all U. S. ports to date	4,248,000
Same date last year	3,635,000
Stock at all United States ports	280,000
Same time last year	299,000
Stock at all interior towns	47,000
Same time last year	43,000
Stock at Liverpool	888,000
Same time last year	784,000
Stock of American afloat for Great Britain	105,000
Same time last year	176,000

The tone of the future market was as follows: Opened at 10:10, quiet; at 10:24, quiet; at 11:33, quiet and steady; at 12:20, steady; at 1:35, quiet; at 2:25, dull but steady; at 3:23, barely steady. Sales, 57,000 bales.

The New Orleans telegrams reported the market closed dull at 10⅛c. Sales, 4500 bales. Receipts, 777 bales. Stock, 122,721 bales.

The Liverpool telegrams yesterday reported the market at 12:15 as quieter. Sales, 10,000 bales, of which 1000 bales were for export and speculation. Receipts, 5250 bales, of which 4300 bales were American. Upland, 6 3-16d; Orleans, 6¼d.

Sales for the week, 57,000 bales; American, 46,000; of which speculators took 2900 and exporters 1900 bales; forwarded from shipside direct to spinners, 9000 bales; actual export, 0000 bales; total receipts, 52,000 bales; American, 38,000 bales; total stock, 888,000 bales; American, 677,000 bales; amount afloat, 215,000 bales; American, 105,000 bales.

The Liverpool market for futures at noon was easy; June, July-August, 6 7-32d; August-September, 6 9-32d; October-November, 5 29-32d. At 3:30, dull and easier; June, July-August, 6 3-16d; September-October, 6 1-16d. At 3, Manchester yarns and fabrics not quotably higher. At 4:30, October-November, 5¾d. At 5 p.m. futures closed quiet.

The movements at the ports were reported as follows:

	This Week.	Last Week.	This Wk Last Yr.
Receipts for 7 days	23,386	28,144	22,576
Exp'ts to Great Britain	20,850	26,685	33,515
Exp'ts to Continent	8,692	5,600	5,055
Stock on hand	379,541	402,232	298,896

Total receipts at all United States ports, 5,603,392 bales; same date 1880, 4,835,288; same date 1879, 4,409,126. Increase of receipts at United States ports this year, 768,104 bales.

Total foreign exports, 4,245,998 bales; last year, 3,614,670 bales; year before, 3,362,941 bales.

Total stock at all United States ports, 379,541 bales; last year, 298,896 bales; year before, 193,087 bales.

FINANCE.

Yesterday presented no new feature to the ordinary routine of bank business for these quiet times. The near approach of the semi-annual dividend season causes the holders of stocks and bonds to ponder over the chances of receiving handsome percentage, and somewhat stiffens prices in the better class of local securities. Charleston railroad stock is reported as slightly off by the noon dispatch from New York, being 90 against 92 the day before. Our County Trustee having announced his instruction to redeem all outstanding county warrants to the first instant at par, causes these securities to be taken off the market. Exchange at our banks on the principal Eastern points—demand at par, ¼ premium selling; New England and other points carrying 3 days' grace, ⅛ discount; New Orleans, ⅛ discount. Money is loaned at 6 and 8 per cent. City compromise bonds, 60.

MEMPHIS BANK CLEARINGS.

	Clearings.	Balances.
June 21	$ 78,641 26	$ 29,702 22
Thus far this week	425,903 96	140,355 72
Thus far last week	495,147 87	142,359 42
Thus far last year	441,654 82	172,032 81

BANKS.—Bank of Commerce, 115½; First National, 92 bid, 95 asked; German National, 190; Manhattan, 160 bid, 170 asked; State National, 115; Union and Planters, 120.

INSURANCE.—Bluff City, 89; Hernando, 115; Home, 55; Memphis City, 83; Peoples, 93 bid, 96 asked; Phœnix, 63; Planters, 103.

RAILROAD STOCKS.—Louisville and Nashville, 107½; Memphis and Charleston, 88 bid, 90 asked; Memphis and Little Rock, 55; Mississippi and Tennessee, 78 bid, 81 asked; Mobile and Ohio, 38 bid, 40 asked.

MISCELLANEOUS.—Memphis Gaslight, 81 bid, 90 asked.

[BY TELEGRAPH.]

PARIS, June 24.—Rentes, 86f. 10c.

NEW ORLEANS, June 24.—New York sight exchange, $1 50 per $1000 premium. Sterling exchange—bankers' bills, 454½.

LONDON, June 24.—New 5s, 105¾; 4s, 119½; Illinois Central, 144; New York Central, 50½; Erie, 47¾; Erie seconds, 106; Reading, 30¾.

NEW YORK, June 24.—Money easy at 3@4 per cent.. Prime mercantile paper, 3@4½ per cent. Sterling exchange—bankers' bills steady, 484½; demand, 486¼.

Government bonds generally firm.

Coupons, 1881	103—	New 4s	117¾
New 5s	103¾	Pacific 6s of 1895	130—
New 4½s	114⅝		

State securities strong and active.

La. 7¾ consols	64½	Virginia 6s, old	40—
Missouri 6s	115—	Virginia 6s, new	41—
St. Joseph	112—	Virginia consols	38—
Tenn. 6s, old	77¾	Va. consols pfd	117—
Tenn. 6s, new	78¼		

*Ex-matured coupon.

Railroad bonds irregular on a moderate volume of business. The stock market opened irregular, yet in the main higher, but in the early dealings prices declined ½ to 1 per cent. At the first board there was an advance of ½ to 2½ per cent., Northern Pacific preferred, St. Paul and Western Union leading. After midday speculation became feverish, and during the afternoon, when the reports of the Lake Shore, Michigan Central and Canada Southern roads were made public, a sharp pressure to sell was manifested, which resulted in a general decline, ranging from ½ to 3½ per cent., the trunk line shares leading the downward movement. In the final sales there was a recovery of ½ to ¾ per cent. Oregon Navigation rose 7 per cent., to 178, but closed at a reaction of 4½ per cent. Elevated railway shares advanced 1½ to 3 per cent. on the day's transactions. It was rumored this afternoon that the money had been obtained by the Manhattan Railroad company to meet its July obligations on the lease of the Elevated roads. A meeting was held to-day of the subscribers to what is known as the "Blind Pool," formed by Henry Villard, for the purchase of the securities of the Northern Pacific Railroad company. Villard made a report of his expenditures of $8,000,000 paid in last spring. He stated that he had invested this money and about as much more, in all about $16,000,000, in the purchase of the common and preferred stock of the Northern Pacific Railroad company, the larger part being for the preferred, and that he had accomplished the object which he had in view, namely, that of uniting the Northern Pacific and Oregon Railway and Navigation companies interests so as to prevent a conflict in the valley of the Columbia river, and to secure to the Northern Pacific the great advantages of traffic controlled by the Oregon company's lines, which now include the railways in the Willamette Valley and their extensions to California. It was proposed now to form a new company, to be called the Oregon Transcontinental, to acquire a majority of the stock of the Northern Pacific and of the Oregon company. The proposed capital to be $50,000,000, of which proportion, represented by the purchases already made as above mentioned, shall be immediately issued, and the remainder from time to time as required, for additional purchases. The Delaware, Lackawanna and Western Railroad company adheres to the dividends at the rate of six per cent. per annum, although there is authority for the statement that the earnings are much larger, being over one per cent. in May. The largest owners of stock are directors, who are conservative managers. Transactions aggregated 313,000 shares, of which there were of Canada Southern 18,000, Central Pacific 4800, Chicago, Columbus and Indiana Central 1900, Delaware, Lackawanna and Western 14,300, Delaware and Hudson 3000, Denver and Rio Grande 3000, Erie 8000, Hannibal and St. Joe 2000, Kansas and Texas 6000, Lake Shore 38,000, Lake Erie and Western 1700, Michigan Central 29,000, New York Central 5000, Northern Pacific 36,000, Ontario and Western 1700, Ohio Central 3000, Pacific Mail 3000, Peoria, Decatur and Evansville 1300, Reading 1700, St. Paul 13,000, St. Paul and Omaha 1400, Texas Pacific 2000, Union Pacific 17,000, Wabash Pacific 9600, Western Union 26,000, Mobile and Ohio 5400, Metropolitan Elevated 3700, Quicksilver 3500. Closing quotations:

*C. P. bonds	119—	Ontario & Western	37¼
U. P. first	121¼	L. B. & W.	54½
U. P. land-grants	118½	Mar. & Cin. 1st pf'd	15—
U. P. sinking funds	131—	Mar. & Cin. 2nd	10—
†Lehigh & Wilkes	111—	R. C. R. & N.	81—
St. P. & S. C. firsts	112½	American Express	63—
C., C., C. & I. C. firsts	120—	A. & T. H. pref'd	93½
C., C., C. & I. C. 2ds	90—	W., St. L. & P.	56¾
Erie seconds	103¼	St. L. A. & T. H. pf'd	50—
Rock Island	143½	Hannibal & St. Joe.	89½
Panama	285—	At. & St. Joe pref'd	114¾
*Fort Wayne	135—	Iron Mountain	84—
Pittsburg	140—	St. L. & S. F.	52¼
Illinois Central	129¾	*St. L. & S. F. pr'f'd	78½
C. B. & Q.	134—	St. L. & S.F. 1st pfd	119¾
Chicago & Alton	140¾	C., St. L. & N. O.	80—
Chicago & Alton pfd	145—	Kansas & Texas	50⅝
New York Central	146—	Union Pacific	129—
Harlem	200—	Central Pacific	101—
Lake Shore	128¼	Texas Pacific	68½
Canada Southern	70½	Northern Pacific	44½
Michigan Central	109¾	N'rth'n Pacific pref'd	86⅝
Erie	46—	Louisville & Nash	107—
Erie preferred	87¾	Nash. & Chat.	80—
Northwestern	125¾	*Louisville & N. A.	109—
Northwestern pref'd	138—	Houston & Texas	108—
St. Paul	125¾	Denver & Rio G.	112¾
St. Paul preferred	134½	Missouri Pacific	111¾
St. P., M. & M.	99—	W. Union ex-c'l	92—
St. Paul & Omaha	43—	Western Union	136—
St. Paul & Omaha pfd	106—	Pacific Mail	52¾
Del., Lack. & W.	138¾	Adams Express	138—
Morris & Essex	136—	Wells & Fargo's Ex.	138—
Delaware & Hudson	119¼	American Express	54½
New Jersey Cent'l	40¼	U. S. Express	73—
Reading	46¾	Quicksilver	19—
Ohio & Mississippi	40—	Quicksilver pref'd	65—
Ohio & Miss. pref'd	110—	Caribon	31—
Chesapeake & Ohio	30⅝	Central Arizona	4½
C. & O. 1st pref'd	44—	Homestake	20—
Mobile & Ohio	38¾	Standard	24½
C. & C.	*98½	Excelsior	1½
C., C. & I. C.	25—	Little Pittsburg	3—
Ohio Central	35¾	Ontario	56¾
Lake Erie & Western	42¾	Silver Cliff	53½
D., P. & E.	55¼		

*Offered. †Assented consols.

GENERAL TRADE.

Beyond the usual bustle which attends the shipments of early products there was little doing yesterday. Irish potatoes and green apples are in good demand at a slight advance in prices of the previous day. Bran is very scarce and high, while hay is dull sale at a decline. Corn and oats are in fair supply and steady. Country butter is abundant and light demand. Well-grown spring chickens are readily sought at previous quotations. Lemons are scarce and higher. Hog products remain firm but not higher. Other stocks are unchanged.

Quotations below are for round lots at the landing and at the railroad depots, and include neither drayage, storage, nor other expenses outside of the bare freight and charges up to the time of arrival. Jobbing and store sales are at higher rates, as they include drayage, storage and profit of the dealer.

FEED—Corn—sales of 300 sacks at 58@59c, for yellow and mixed. Oats—sales of 150 sacks at 46c. Bran—market empty. Hay dull and declining, at $16 for choice.

GERMAN MILLET—In store, $2 50@2 75 a bushel; common, $1 80@1 90.

FLOUR—Still and in good demand at an advance; double extra, $4 25; treble extra, $5 25@5 50; family, $6; choice, $6 25@6 50; fancy, $6 50@7; patent, $7 25@8 50.

CORNMEAL—Full supply, demand light; from $2 95 to $3 on landing or in mill; 10 to 15c higher in store.

APPLES—scarce and wanted; coming in very slow; $1 50@1 75 per barrel in wagon lots.

FRUITS—Oranges—Messina, $4 50@5 50; Palermo, $3 50@4; Imperial, $5 50@6 50. Lemons, $5 25@5 50 per box. Cocoanuts, $3 50 a hundred. Bananas, $1 50@2 50 a bunch. Peaches, $2 50@3 a peck box.

POTATOES—Coming in slow; prices good at an advance; $1 75@2 per barrel for wagon lots.

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

EGGS AND BUTTER—Eggs dull at 12@13c, with sales at 12½c. Butter—cooking, 12½@13c; medium, 15@18c; choice western, 20. Oleomargarine, 15@17c; country butter, 12½@13c; market full; creamery, 25@26c.

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, $8 25@9 50; half barrels, $5; small, $11 50; half barrels, $6.

CHEESE — Factory at 10½@11c per pound; cream, 14@15c; Young America, 16c.

POULTRY—Hens, $2 50@3 25. Spring chickens—small, $1 25@1 75; medium, $2@2 25; large, $2 50@3.

GROCERIES—Coffee—12@13c for ordinary, 13½@14c for fair, 15½@16c for choice.

Sugar—Louisiana open kettle, 8½@9c; yellow clarified, 9⅞@10c; off white, 10c; snow-white, 10⅞c; cut loaf, 11½c; granulated and powdered, 11½c; molasses—fair, 42@44c; prime to choice, 47@50c.

Tea—Imperial, 35@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, 9½@10½c; jute, 1¼ to 2 lbs, 11@11½c; mixed, 10½@11c. Ties—standard makes, $1 75; pieced and outside brands, $1 50. Twine, 17c per lb.

NAILS—Rates unsettled; dealers quote $3 10@3 25.

HOG PRODUCTS—Mess pork, $18 25@18 50 per barrel; sugar-cured hams, $11 50@12; breakfast bacon, $11 50@11 75 per cental of 100 pounds.

Bacon, packed—clear side, $10 25@10 37½; clear ribs, $9 87½@10; shoulders, $7 25; loose, 12½c per cwt. less.

Bulk meats, packed—clear sides, $9 37½@9 50; clear ribs, $9 12½@9 25; shoulders, $6 50; loose, 12½c per cwt. less.

Lard—tierce, $11 62½; kegs, $12 25; 20 lb. pails, $12 50; 10 lb pails, $13; 3 lb tins, $13 37½.

HIDES, ETC.—Dry flint, No. 1, 16@16½c; No. 2, 13@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@32c; unwashed, 15@22c; burry, 10@16c.

BRICKS—Hard, $10 50; soft, $9 a thousand; fire-brick, $3 50@4 a hundred.

LIME AND CEMENT—Lime, 85@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.]

NEW YORK, June 24.—Flour quiet; superfine western and State, $4@4 75. Wheat—spring ½ to 1c better; winter ½ to ¾c lower; ungraded red, $1 12@1 31. Coffee quiet; Rio,- cargos quoted at 9½@12½c; job lots, 9½@13½c. Sugar quiet but steady; fair to good refining quoted at 7⅛@8c. Molasses quiet but firm; refining quoted at 36½@37c. Rice steady. Pork dull; old mess, $16 50@16 62½; new mess $17. Lard steady; prime steam, 11½c.

LOUISVILLE, June 24.—Flour firm; extra, $3 25@3 50; extra family, $3 75@4 25; higher grades, $5 25@5 50; choice fancy, $6@6 50. Wheat firm, $1 10. Corn steady; No. 2 white, 52½c; No. 2 mixed, 48½c. Oats steady; No. 2 white, 43c; No. 2 mixed, 42c. Rye dull; No. 2, $1 05. Hay steady, $16@18. Pork steady, $17 50. Lard—prime steam, none in the market. Bulk meats steady; shoulders, 6.10c; clear rib, 8.65c; clear sides, 9.05c. Bacon steady; shoulders, 6.85c; clear rib, 9.45c; clear, 9½c. Sugar-cured hams, 11½c. Whisky higher, $1 08.

CINCINNATI, June 24.—Flour steady; family, $5 65@5 90; fancy, $6@6 50. Wheat easier; No. 2 red winter, $1 22@1 25. Corn quiet; No. 2 mixed, 47½c; No. 2 white, 51c. Oats firmer; No. 2 mixed, 40½c. Rye quiet; No. 2, 90c. Barley—none offering. Pork dull, $16 25@16 50. Lard quiet, 10.80c. Bulk meats easier; shoulders, 6½c; clear rib, 8½c. Bacon scarce and firm; shoulders, 6½c; clear rib, 9½c; clear, 9¾c. Whisky active, firm and higher, $1 08. Butter stronger; fancy creamery, 25@26c; choice Western reserve, 16c; choice Central Ohio, 14c.

ST. LOUIS, June 24.—Flour—upper grades better; family, $3 35@5 55; choice, $5 85@6 00; fancy, $6 20@6 75. Wheat opened higher and closed lower and weak; No. 2 red, $1 18@1 19 cash and June, $1 16½ July, $1 16@1 15½ August and September, $1 15@1 14½@1 15½ the year; No. 3 red, $1 12 bid; No. 4 red, $1 05½ bid. Corn lower; 46½@46¾c cash, 46½@46¾c July, 46½@46¾c August, 46¾c September, 41½@41½c the year. Oats higher; 35½@36c cash, 34@34½c July, 27½c August. Rye higher, 85c. Barley nominal. Whisky steady, $1 07. Provisions dull and unchanged; only jobbing rade done. Lard better, 10.80c.

NEW ORLEANS, June 24.—Flour strong; superfine, $3; double extra, $4 25@4 50; treble extra, $4 75@5 25; higher grades, $5 35@6 50. Corn quiet, 61@65c. Oats quiet and weak, 45c. Cornmeal dull, $3 20@3 25. Hay scarce and firm; prime, $17@18; choice, $19@20. Pork firm, $17 25. Lard higher; tierce, 11¼@11½c; keg, 12½c. Bulk meats steady with a fair demand; shoulders, 6¼@6½c; clear rib, 9½c; clear sides, 10c. Bacon quiet; shoulders, 7½c; clear rib, 9.80c. Sugar-cured hams firmer; canvased, 10½@11½c. Whisky—western rectified, $1 05@1 10. Coffee active and firm; Rio, cargoes, ordinary to prime, 9½@13c. Sugar dull and nominal. Molasses—nothing doing. Rice steady; ordinary to prime, 4½@5½c.

CHICAGO, June 24.—Flour in good demand at full prices; common to choice western spring, $4@5 75; common to choice Minnesota, $4@6; patents, $6@7 50; fair to choice winter wheats, $5@6 25; low grades, $2 50@4. Wheat active, firm and higher, No. 2 red winter, $1 17@1 20; No. 2 Chicago spring, $1 12½@1 13 cash, $1 13 June, $1 13⅞ July, $1 14½ August, $1 11⅞ September. Corn unsettled and lower; 47½c cash, 46½@47c June, 46@46½c July, 46½@46½c August, 46½c September. Oats fairly active and a shade higher; 38½c cash, 38½@38½c June, 38½c July, 28⅝c August, 27⅝c September. Rye steady, 96c. Barley easier, 98c. Pork dull and prices a shade lower; $16 25 cash, $16 22½@16 25 July, $16 37½ bid August, $16 45 September. Lard easier, 10.95c cash, 10.97½c July, 10.92½@10.95c August, 10.80@10.82½c September. Bulk meats dull and tending downward; shoulders, 5.90c; short rib, 8½c; short clear, 8.85c. Whisky steady, $1 09.

Cull.—Wheat unsettled and lower; $1 13½@1 13⅝ July, $1 18⅝ August, $1 11@1 11½ September. Corn declined ½ to 1c except June, which was unchanged. Oats easier; 37½c July, 28⅝c August, 27½c September. Provisions steady and unchanged.

DRY GOODS.

NEW YORK, June 24.—Cotton goods are in moderate demand at first hands, and prices remain firm. Cotton flannels are active and prices are dull, and wool flannels and blankets are moving steadily and stocks are very light with agents. Men's wear and woolens in moderate request. Knit underwear is doing well.

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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.

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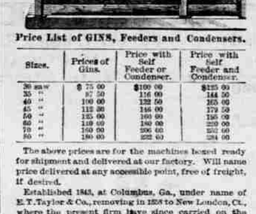
Cleans the Seed better, runs lighter, gins faster, and costs less money than any other Gin in the market.
The brush is adjustable and it has driving pulley and belt at both ends. Every machine made of the best material and fully and legally guaranteed.



Price List of GINS, Feeders and Condensers.

Sizes.	Prices of Gins.	Price with Self Feeder or Condenser.	Price with Self Feeder and Condenser.
30 saws	$ 75 00	$100 00	$125 00
35 "	87 50	116 00	144 50
40 "	100 00	132 00	165 00
45 "	112 50	148 00	179 50
50 "	125 00	160 00	195 00
60 "	150 00	190 00	230 00
70 "	160 00	206 00	252 00
80 "	180 00	228 00	284 00

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