RAILWAY RECORD.

ARRIVAL AND DEPARTURE OF TRAINS

Chesapeake, Ohio and Southwestern—Trains move as follows: No. 2 (express daily) leaves at 12:05 a.m.; No. 8 (mail daily) at a.m.; No. 6 (Covington accommodation daily except Sunday) at 5 p.m. No. 1 (express daily) arrives at 3:20 a.m.; No. 7 arrives at 2:05 a.m.; No. 5 (Covington accommodation daily except Sunday) at 9:30 a.m.

Memphis and Little Rock—Trains move as follows (central standard time): No. 1 leaves daily at 4:40 p.m.; arrives at 11:25 p.m.; No. 3 leaves at 5 a.m.; arrives at 7:05 a.m.; No. 5 (freight) leaves Hopefield daily, except Sunday, at 6:35 a.m.; arrives at 6:20 p.m.; No. 7 (through freight) leaves Hopefield daily, except Sunday, at 4:30 p.m.; arrives at 10:15 a.m.

Louisville and Nashville—Trains move as follows: Fast mail arrives daily at 4:45 a.m.; leaves at 11:55 p.m.; mail leaves daily at 5:30 a.m. Brownsville accommodation leaves daily, except Sunday, at 4:45 p.m.; mail arrives daily at 4:30 p.m. Brownsville accommodation arrives daily, except Sunday, at 8:10 a.m. (standard time).

Memphis and Charleston—Trains move as follows: Through express leaves daily at 11:55 p.m. Mail and express leaves daily at 7:45 a.m. Somerville accommodation leaves daily, except Sunday, at 4:30 p.m. Through express arrives daily at 11:35 a.m. Mail and express arrives daily at 3:40 p.m. Somerville accommodation arrives daily, except Sunday, at 8:30 a.m.

Mississippi and Tennessee—Trains move as follows: New Orleans mail leaves daily at 5:45 p.m.; Sardis accommodation leaves daily, except Sunday, at 1:55 p.m.; freight leaves daily, except Sunday, at 6:40 a.m. New Orleans mail arrives daily at 9:40 a.m. Sardis accommodation arrives daily, except Sunday, at 9 a.m.; freight arrives daily, except Sunday, at 3:10 p.m. Freight trains carry passengers.

Kansas City, Springfield and Memphis.—Passenger trains leave Main and Jefferson streets at 5 p.m. daily. Through freight leaves West Memphis at 11 a.m.; arrives at 2:40 p.m. Way freight leaves West Memphis at 4:30 p.m.; arrives at 8 a.m. Freight and ticket office, No. 31 Madison street.

PERSONAL AND GENERAL.

THE freight business is so heavy on some of the lines centering at Chattanooga that it is a very difficult matter for the passenger trains to make time. Every day, more or less trains are thus delayed.

CONSIDERABLE attention of late has been called to a proposed railroad to connect Port Eads with New Orleans, and the practical benefit to result therefrom has been discussed in railroad circles in New Orleans.

NEW ORLEANS Item, Sunday: "A special train went up to Anthony's Ferry yesterday morning over the Louisville, New Orleans and Texas railroad. Regular daily trains will be run to and from the ferry on and after Monday next."

MR. JAMES EBLIN, for the last nine years master mechanic of the Little Rock and Fort Smith railway, was agreeably surprised Saturday by the presentation of a very fine gold watch and chain, which was given by the employes of the road as a testimonial of their warm regard for him.

THE survey of the Warrior Coal Fields railroad has been commenced at Gainesville, Ala. Two lines will be run from Gainesville to Bridgeville, that their relative advantages may be compared. One of them will run up the west side of the Bigbee, and the other on the east side. If the western route be adopted the Bigbee will be bridged in the vicinity of Fairfield. If the route east of the Bigbee be selected, the river will be bridged at Gainesville.

LITTLE ROCK *Democrat*, Tuesday: "If the United States Court this morning the case of Russell Sage vs. The Memphis and Little Rock Railroad Company, as reorganized, was dismissed at the instance of the plaintiff. This action relates to the L. R. Junction Railroad, the portion of which is now fully into the hands of the Memphis and Little Rock Railroad Company, as reorganized. During Col. Sibley's term as receiver about $20,000 was expended in repairing bridges and laying steel rails. Col. Sibley will continue at the head of the road in general manager."

THE Nashville and Chattanooga passenger train due in this city at 1:15 o'clock Monday morning ran into the rear of a Memphis freight train, near Whiteside, about 6:30 o'clock that morning. The passenger train was running at the rate of 25 miles an hour. The rear car of the freight was thrown off the main track, and injured the train a short distance ahead. He reversed his engine and applied the air brakes, but before the train could be stopped the engine struck the caboose. It was knocked from the track and slightly damaged. Conductor Day and a brakeman jumped from the train and escaped without being injured. The accident delayed the train 3 hours.

ED EASTON, local freight agent of the Texas and Pacific railway at Sherman, Tex., left in November 25th, telling his clerk he was going to Galveston to interview General Freight Agent Newman. Not returning, suspicions were aroused. Examination of his accounts showed a shortage of $19,000 was discovered. It is also claimed that cotton shipped by firms was reconsigned and bills of lading made out in his own name. His actual defalcation could be ascertained only when he shows up the claims. Easton came from Dallas, where he had been in a freight office for four years past, part of the time as cashier, and bears a good record. Neither his clerks nor anyone else suspected him in the least. He left his wife in Bonham three weeks ago.

A NUMBER of distinguished railway men were in Little Rock Saturday looking over the roads embraced in the new consolidation. Concerning the constructing of a bridge there the two presidents stated that a charter company had been organized, and that Mr. Sickles, was there to look into the feasibility of the matter. The report is favorable the bridge will be constructed without unnecessary delay. The party consisted of Elisha Atkins, of Boston, president of the Little Rock and Memphis River and Texas railway; H. H. Converse, of Boston, president of the Little Rock and Fort Smith railway; T. E. Sickles, of New York, a prominent civil engineer; J. W. Gordon Dexter, of Boston, a director of the two roads named; R. H. Winchester, of Minneapolis, a director; Charles Main, of San Francisco, a heavy stockholder of the Little Rock, Mississippi River and Texas railway; C. W. Huntington, of Boston, attorney of the roads.

Will Not Withdraw from the Pool.

NEW YORK, December 5.—Clark, of the Union Pacific railroad, and Cooke, of the Rock Island road, deny that their roads have tacitly agreed with the Milwaukee and St. Paul road to withdraw from the Iowa pool.

A Sad Accident.

CLEVELAND, O., December 5.—Before light this morning a New Lisbon locomotive, backing to the depot, planned through an open draw into the river, and Amos Chew, the engineer, was drowned. George Whitnarsh, fireman, jumped to the deck and escaped. The accident is supposed to have been caused by the engineer not observing the signal lights as the bridge was swung to let a steam barge pass. The fireman was coling. Engineer Chew leaves a family, and has been in the company's employ 20 years.

Should Go to the Penitentiary.

CHICAGO, December 5.—Charles Haley, who has been employed as chief superintendent of the Northwestern Express Company, was this afternoon charged with compounding a felony. The general charge has been made against Haley that he has been directly connected with an organized gang, and by giving them his official protection has chared in unauthorized transportation of goods, and in particular instances cited where he shielded certain gamblers who had robbed large amounts of money by three-card monte and other well-known confidence methods. Haley is reported to be worth $40,000 to $50,000.

IMBODEN & WICKHAM,

COMMISSION MERCHANTS

OFFICE, EXCHANGE BUILDING.

Kansas City, Missouri.

Prompt attention paid to option orders

W. A. WHEATLEY,

U. S. COMMISSIONER

—AND—

REAL ESTATE AGENT,

281 Main, Near Madison.

Sale of City Real Estate.

PURSUANT to an order of the Board of Directors of the Northern Bank of Alabama, I will, as President of said Bank, sell at public auction, to the highest bidder, in front of the courthouse of Shelby county, Memphis, Tenn., on

Thursday, December 20, 1883,

at 12 o'clock m., the following described property, situated in Memphis, Shelby county, Tenn., to wit: All the right, title and interest which said bank has in and to the following property, viz: Lots Nos. 1, 4, 21, 22, 36, 37, 38, 39, 40, 43, 44 and 45, as the same are known and designated on the plan of subdivision of Willingsby Williams, and also as shown upon the map of the city of Memphis, Tenn., by M. T. Williamson. For a more accurate description of said lots reference is here made to the deed of W. J. Doyle, sheriff of Shelby county, to Jas. J. Donegan, President of the Northern Bank of Alabama, executed 10th February, 1876, and of record in the Register's office of Shelby county, Tenn., at Memphis, on the 14th day of March, 1876, in deed book No. 98, page 519. Terms of sale—Cash.

Huntsville, Ala., this November 26, 1883.

S. D. CARANISS,

President of Northern Bank of Alabama.

L. W. Humes, Attorney, Memphis, Tenn.

NOVELTIES

—IN—

Furnishing Goods

—AT—

McCARTHY'S,

311 Main, Cor. Monroe.

Executor's Sale.

WE will offer for sale on the 5th day of December, 1883, between the hours of 10 o'clock a.m. and 5 p.m., the splendid plantation of Dr. D. E. Gibson, deceased, situated in Crittenden county, Ark., on the Memphis and Little Rock railroad, and five miles from the Mississippi river. The place contains over 900 acres; between 300 and 400 acres under a high state of cultivation. The balance well timbered with ash, gum and cypress, considerable of the latter, and superior in quality. The improvements consist of a dwelling house with six rooms, smokehouse and other buildings. The quarters are in fair repair. Good barn and splendid gin-house. Six acres in orchard of well-selected apples. The ginhouse and dwelling are just one mile from Edmondson, the station on the railroad, where there is an express office, telegraph office, postoffice and daily mail, two passenger trains and several freight every day, all of which stop at this station, much to be appreciated, enabling parties residing here to visit Memphis early in the day and return home the same evening. Passenger trains leave Memphis at 5 o'clock a.m. and 4:40 p.m.

Terms of Sale—One-third cash, one-third in one year, and one-third in two years, with a lien on the place for the balance of the purchase money; the notes to bear legal interest.

Possession will be given immediately if required. I will meet anyone at the station who may desire to see the place before the day of sale, if notified. This is a rare opportunity to purchase a fine plantation at a great bargain, for the sale will positively take place on the plantation between the hours and date above mentioned. For further information address D. E. Gibson, jr., Edmondson, Ark., or Dr. Wm. L. Sarls, Friars Point, Miss.

MRS. E. M. GIBSON, Executrix.

D. E. GIBSON, Jr., Executor.

FINANCE AND TRADE.

The money market remains as previously reported—no change in supply, with demand fully up to ability or disposition of the banks to accommodate.

The cotton market was easier yesterday, with a liberal list of transactions reported, indicating a more harmonious feeling in buying and selling circles. A considerable amount of off colors and dusty cotton is offering, of which a great part of yesterday's sales were composed. One sale was heard of wherein quotations were bushed, but as a general thing the price-list is pretty well adhered. The local market closed with middling at 9⅝c, and sales of 455 bales—426 to exporters and 300 to spinners. Receipts were 4085 bales, shipments 4962 bales, leaving stock on hand 85,094 bales. Of the receipts 1227 bales were by steamer, and 250 bales by wagon; and of the shipments 3304 bales were by rail. New York spot closed easy, with middling quoted at 10 9-16c. New York futures closed quiet and steady, with December deliveries quoted at 10.52@10.53, and advances of 1 to 2 points on other months. New Orleans spots closed steady, with middling quoted at 10 5-16c. New Orleans futures closed quiet and steady, with December quoted at 10.19@10.20, and other months advanced 3 to 5 points. Liverpool spots closed easy, at 5 15-16@6 1-16d, with sales of 10,000 bales, of which 700 bales were American. Liverpool futures closed easy, with December 5 53-64d. Stock on hand November 30th, 867,000 bales, against 432,000 same day last week. Total receipts at all United States ports yesterday, 50,151 bales.

General trade continues quiet, with very little transpiring changing the general feature of the market. Excepting a fraction added to the price of bran in levee lots, there was no revision of quotations in any department. Merchants' Exchange quotations are given in detail below, leading articles ruling as follows: Corn, 56c; corn-meal, $2 50; flour, $3 75@7 25; chickens, $1 50@65; turkeys, $750@1; eggs, 28c; moss pork, $14; lard, 8⅝@9c by the tierce; butter, 15@22c for country, and 30@35c for creamery. The following were the imports and exports as taken from the boards of the Merchants' Exchange yesterday:

IMPORTS.

Thirty bris apples, 234 rls bagging, 60 pkgs butter, 1797 lns corn, 16 cases cotton-seed, 1755 sks cotton-seed, 15 pkgs cheese, 200 pkgs coffee, 27 hd cattle, 27 pkgs eggs, 261 bris flour, 45 hd hogs, 630 bales hay, 54 hd horses and mules, 18 cars lumber, 77 pkgs liquors, 35 bris meal, 3 bris molasses, 699 sks oats, 155 bris onions, 175 bris potatoes, 4 cars bulk pork, 16 bris sugar and 17 pkgs tobacco.

EXPORTS.

One hundred and seventeen bris apples, 556 rls bagging, 8 bris bacon and hams, 91 sks bran, 9 bris beans, 14 pkgs butter, 175 bus corn, 267 pkgs cheese, 258 sks coffee, 4 hd cattle, 3 pkgs eggs, 600 bris flour, 154 bales hay, 101 hd horses and mules, 467 bris iron, 26 pkgs lard, 4 cars lumber, 11 pkgs liquors, 84 bris meal, 87 bris molasses, 223 bris nails, 120 sks oats, 40 bris onions, 115 bris potatoes, 4 cars bulk pork, 2 bris packed pork, 9 hhds sugar, 231 bris sugar and 278 pkgs tobacco.

Messrs. Imboden & Wickham, grain commission merchants of Kansas City, telegraph the Memphis Merchants' Exchange the following closing prices of that market yesterday as compared with the prices of yesterday:

DECEMBER.	Cash. 5	Cash. 4	Dec. 5	Dec. 4	Jan. 5	Jan. 4	May. 5	May. 4
Wheat, No. 2	84½	83			84½	83½		
Corn, No. 2	36½	36½			36½	36¼	38	38
Oats, No. 2	25½	25½	25½					

MOVEMENTS OF GRAIN.

DECEMBER.	5th	4th	5th	4th	5th	4th
Wheat	33000	29000	19000	22000	352000	541000
Corn	45000	33000	112000		1000	15000
Oats	1000	2000		1000	32000	31000

The Chicago market reports, according to the Appeal's dispatches, show that pork closed at $13 25 for cash, $13 27 for December, $13 65 for January; lard, $8 47½ for cash, $8 50 for December, and $8 60 for January; clear rib sides, partly cured, were $6 80 for cash and $6 85 for January; corn closed at 56c for cash, 57c for January, and 59½c for May; wheat closed at 96c for cash, 95½c for December, 96½c for January, and $1 00⅞ for May.

St. Louis special quote corn closed at 47½c for cash, 48⅝c bid for December, 49½c for January; wheat closed at 95c for spot, and 96½c for January; oats closed at 24½c for spot, and 29½c for January; pork, $13 40; lard, $8 25; clear rib sides, $6 70@6 80.

FINANCE.

Money 8 per cent. discount. The Clearinghouse reports yesterday were as follows:

	Clearings	Balances
December 5th	$ 1,256,961 98	$ 180,942 38
Same time last week	915,509 29	177,465 41
Week ending 1st	4,411,497 92	750,321 11
Same week 1881	4,375,372 82	750,321 11

Exchange on New York buying at ½ discount, selling at par. Exchange on London little buying at 5 per cent. discount, selling at par; and exchange on New Orleans buying at par, selling at par selling.

Bank Stocks—Bank of Commerce, 155 bid; First National, 118 bid; German National, 200 asked; Manhattan, 160 bid; State National, 127 bid; Union and Planters', 146 bid.

Insurance Stocks—Home, 82 bid; Bluff City, 96 bid; Peoples', Chartered, 120 bid; Pacific Phoenix, 99 bid; Memphis City, 106 bid; Vanderbilt, 230 bid.

Railroad Stocks—Memphis City Railroad, 42 bid; Mississippi and Tennessee, 60 bid; Louisville and Nashville, 86 bid; Mobile and Ohio, 19 bid.

Railroad Bonds—Memphis City Railroad bonds, 109 bid; Memphis and Charleston first mortgage bonds, 75 bid; do do second mortgage bonds, 108 bid; Mississippi do consols, 105; Memphis and Little Rock first mortgage bonds, 80 asked; Mississippi and Tennessee, 8 asked; M. & A. 12 bid; do. do. 10 bid; do.