RAILWAY RECORD.

[illegible]

FINANCE AND TRADE.

The closeness of the money market is about the only feature of interest in financial circles, aside from the prevailing dullness in all classes of securities.

The cotton market was very active yesterday, caused by the sharp advance in Liverpool and prompt response by New York. Liverpool prices were not marked up, but it is understood that the bulk of yesterday's sales were effected above quotations. At the close the market was quoted steady, middling 11¼c, and sales of 200 bales, of which 200 were to spinners. Week's sales were 3300 bales, of which 1900 bales were to spinners. Receipts were 210 bales, of which 101 were by steamer, and 15 by wagon and otherwise. Shipments were 271 bales, of which 271 were by rail. Stock, 23,619 bales. New York spots closed firm, middling quoted at 11¼c; futures closed quiet; May, 11.61@11.62; next crop months advanced 1 to 4 points, others 2 to 5 points. New Orleans spots closed steady, middling quoted at 11¼c; futures quiet; May quoted 11.40@11.50, and other months unchanged. Liverpool spots closed with good business at hardening rates, quoted at 6¼@6¼d; futures steady, May quoted at 6 24-64d, buyers. Total stock at Liverpool, 947,000 bales, against 997,000 bales at close of the previous week. Receipts at all ports, yesterday, 1491 bales.

Business was fairly active on Front street. Previous quotations generally ruled in provisions and produce. Mr. L. Lacoste, the live stock merchant, makes the following comment on that branch of trade: "Receipts of cattle the past week have been very light. Prices remain firm at last quotations. To-day the supply, especially good butchers' grades, is very light. Demand quite good. Prospects for the coming week are very favorable. Sheep and lambs in only a moderate supply. Prices firm as quoted. Fair demand for the best grades. Receipts of hogs light. Demand moderate. Prices lower." All quiet otherwise in general trade, except a sharp advance in cornmeal, for which outside prices are easily obtained. Receipts and shipments reported to the Merchants' Exchange yesterday were as follows:

RECEIPTS.

Twenty-nine tcs bacon and hams, 3 pkgs butter, 2 pkgs boots and shoes, 2975 bu corn, 2 cars cotton-seed, 675 sks cotton-seed, 50 pkgs cheese, 2 sks coffee, 1 cow, 6 pkgs dry goods, 12 pkgs eggs, 941 bbls flour, 2 pkgs furniture, 34 tons hay, 1 horse, 281 pkgs lard, 12 cars lumber, 67 pkgs liquors, 28 brls meal, 1 car nails, 30 brls potatoes, 5 cars bulk pork, 1 car sugar, 40 hd sheep and 35 pkgs tobacco.

EXPORTS.

One rifle bagging, 19 tcs bacon and hams, 28 sks bean, 10 brls beans and peas, 13 pkgs [illegible]

FINANCE.

Money 8 per cent on satisfactory collateral. The following table shows the clearances and balances, the rates of exchange and prices of local stocks and bonds at the close of yesterday's business:

CLEARINGHOUSE STATEMENT.

	Clearings	Balances
May 22d	$[illegible]	$[illegible]
Time last week	[illegible]	[illegible]
Same week in 1883	[illegible]	[illegible]
Same week in 1882	[illegible]	[illegible]

EXCHANGE.

New York ... per $¾ prem
New Orleans ... par
Chicago ... par bid par

BANK STOCKS.

	Bid	Ask
Bank of Commerce	150	160
First National	178	180
Merchants' National	[illegible]	[illegible]
State National	135	140
Union National	[illegible]	[illegible]
Memphis National	[illegible]	[illegible]

INSURANCE STOCKS.

	Bid	Ask
Memphis Insurance	[illegible]	[illegible]
Home Insurance	[illegible]	[illegible]
Planters'	[illegible]	[illegible]
Union	[illegible]	[illegible]
Memphis City	[illegible]	[illegible]
Tennessee	[illegible]	[illegible]

RAILWAY STOCKS.

	Bid	Ask
Memphis and Charleston	[illegible]	[illegible]
Louisville and Nashville	[illegible]	[illegible]
Nashville and Chattanooga	[illegible]	[illegible]

BAILWAY BONDS.

	Bid	Ask
Memphis & Charleston 1st mort. 7s (1869)	[illegible]	[illegible]
Memphis & Charleston consols	[illegible]	[illegible]
Memphis City 1st mort. 6s, gold, 8s	[illegible]	[illegible]
Nashville & Tuscaloosa 7s, issue A	[illegible]	[illegible]
Nashville & Chattanooga 6s, gold	[illegible]	[illegible]
Nashville & N.W. 2d mort. 7s	[illegible]	[illegible]

MISCELLANEOUS BONDS.

	Bid	Ask
Memphis City gas 6s	[illegible]	[illegible]
Memphis City improvement 7s	[illegible]	[illegible]
Memphis City improvement 7s, issue A	[illegible]	[illegible]
Memphis City improvement 7s, issue B	[illegible]	[illegible]
Memphis City paving bondscoupon	[illegible]	[illegible]
Shelby county 6s, Ch. & S. R. R. 1st mort.	[illegible]	[illegible]
Shelby county 6s, Ch. & S. R. R. 2d mort.	[illegible]	[illegible]
Shelby county warrants	[illegible]	[illegible]
Shelby county 6s, Ch. & S. R. R. stock	[illegible]	[illegible]
Tender county 1882, warrants	[illegible]	[illegible]
Tender county 1884, warrants	[illegible]	[illegible]
Ctr. Ga. bdl. bonds, ac. int. added, par	[illegible]	[illegible]

By Telegraph.

New York, May 23.—Money easy at 1@2 per cent. Sterling exchange—bankers' bills, 484@486.

Bonds—Government steady and higher. State bonds were the feature, and dropped to [illegible]. Sales were made seller 60 2 per cent. below the price in the regular way. State securities dull.

Stocks—The stock market was heavy and depressed. Coal stocks in early trading were marked by the lowest prices for years. Jersey Central broke 7 per cent, to 32 and Delaware and Hudson to 88¼. Sales of long stock were noticeably large, and it was said stocks held on account of loans are being sold out. In the afternoon there were frequent rallies, on account of some news and fresh offerings. Near the close the bears singled out Northern Pacific shares and they broke, common from 29½ to 19¾, and preferred from 50 to 44. Western railroads and Northwestern also received some attention from the shorts, the former dropping to 97¼, and the latter to 96¾. Chicago, Burlington and Quincy sold down to 111, against 113½ during the morning. Some shares were comparatively firm at the close, but the market as a rule was weak. Compared with last night's closing prices are 1 per cent. lower on Lackawanna, 1¼ on Northwestern, ¾ for Delaware and Hudson, 2½ for Northern Pacific preferred, ¾ for New York Central, ½ for St. Paul preferred and Chicago and Northwestern, except for Central Pacific, which is ¾ per cent. higher, at 81¼, and Pacific Mail ½ to ¾. The feature of the trading to-day was the number of short sales and options put on. Sales of New York Central were reported at 119, seller 60, when the price in the regular way was 120; in Northwestern at 97@99, seller 60, when the regular price was 99½@99¾; and in Lackawanna at 99@97, when the regular price was 102@99½. Closing quotations were as follows:

[illegible]

RIVER NEWS.

STEAMERS LEAVING.

New Orleans ..... City Baton Rouge, Bixby, 12 m SUNDAY, MONDAY, TUESDAY AND WEDNESDAY.
St. Louis ..... City of Helena, Sunday, 10 a.m.
Vicksburg ..... Belle Memphis, Sunday, 10 a.m.
Friars Point ..... James Lee, Monday 5p.m.
Arkansas City ..... Kate Adams, Monday, 5 p.m.
Osceola ..... Dean Adams, Monday, 5 p.m.
Point Pleasant ..... Gayoso, Monday, 5 p.m.
St. Francis River. Rene Macready, Tuesday, 5 p.m
Vicksburg ..... Ida Darragh, Tuesday, 5 p.m.
Cincinnati ..... Ohio, Tuesday, 5 p.m.
White River ..... Chickasaw, Wednesday, 5 p.m.

MOVEMENTS AT THE LEVEE.

Arrivals.—James Lee, Friars Point; Wyoming, New Orleans; Arkansas City, St. Louis.

Departures.—Arkansas City, Vicksburg; James Lee, Friars Point; City of Cairo, St. Louis; Dean Adams, Osceola; Buckeye State, Cincinnati; Wyoming, Cincinnati.

Boats in Port.—Rene Macready.

Boats Due Down.—Gayoso and City of Baton Rouge.

Boats Due Up.—City of Helena.

Receipts Yesterday.

Arkansas City—1601 pkgs merchandise. James Lee—30 bales cotton, 288 sks seed and a lot of sundries.

Wyoming—15 brls molasses, 18 brls soap stock and 5 pkgs merchandise.

Dean Adams—1 bales cotton, 2 hgs seed-cotton, 207 sks seed, 106 bdls shingles and a lot of sundries.

FUTURE MOVEMENTS.

The John A. Scudder is due up Monday for St. Louis.

The U. P. Schenck is the next O.-Line packet due up for the Cincinnati.

The Rene Macready, Capt. O. K. Joplin, is the Tuesday packet for St. Francis river.

The Chickasaw, Capt. Ed C. Postal, is the Wednesday packet for points on White and Black rivers.

The Ohio, Capt. M. M. Deem, is the Tuesday packet for all points on the Ohio river as far as Cincinnati.

The Lee-Line packets Monday evening are the James Lee, for Friars Point, and the Dean Adams, for Osceola.

The Anchor-Line packets to-morrow morning are the Belle Memphis, for Vicksburg, and the City of Helena, for St. Louis.

The City of Baton Rouge, Capt. H. E. Bixby, is the Anchor-Line packet to-day at 12 o'clock for New Orleans and all intermediate points. Wm. Masson is her clerk.

The Ida Darragh, Capt. Ed Nowland, is the packet Tuesday evening at 5 o'clock for Greenville, Vicksburg and all way landings. Jas. N. Thompson is in charge of her office.

The Gayoso, Capt. W. P. Hall, will arrive to-day, and leaves again Monday evening at 5 o'clock for Lake Point, Tiptonville, Point Pleasant and all way landings. Col. J. D. Fuller is her office.

The Kate Adams, Capt. Mark R. Cheek, is the United States mail packet Monday evening at 5 o'clock for Arkansas City and all way landings. W. C. Blenker has charge of her office. The Adams will connect at Terrene, mouth of White river, with the Joe Peters for all points on Arkansas river.

GENERAL NEWS.

Business quiet.

The river fell 8 inches yesterday.

Missouri river rose 9 inches at Leavenworth yesterday.

Arkansas river rose 10 inches at Fort Smith and 1 inch at Little Rock yesterday.

Receipts by river yesterday, 43 bales of cotton, 4 bags of seed cotton and 445 sacks of seed.

The Wyoming, from New Orleans, passed up last evening for Cincinnati with 300 tons of freight and a fair list of people.

The James Lee for Friars Point, and the Dean Adams for Osceola, departed on time last evening with fair trips.

The City of Cairo cleared on time yesterday morning for St. Louis. She added to her crew 500 head of cattle and a lot of sundries.

The Arkansas City passed down yesterday morning for Vicksburg. She discharged here 1601 packages of freight and added 30 tons.

The Buckeye State departed last evening for Cincinnati with a light trip. She has good engagements above here and in the Ohio river.

This opinion is almost universal among practical river men that the Tennessee chute should be opened at once as the only protection for the Memphis wharf.

Engineers have been ordered to make survey of the levee route leading from some point near the north end of Red Fork bayou to the most ellgible point on the Arkansas river.

Those who were disposed to smile at the Appeal's predictions about the encroachments of the river upon the shore on this side are beginning to wear serious countenances—the banks are going in by the acre, and already some of the most valuable city property is going to destruction. Seventy five by about 50 feet of the southwest corner of the Memphis elevator went down without warning yesterday, and the same disastrous results may occur to all of the front of that costly establishment.

Still Shrouded in Mystery.

St. Louis, May 23.—The steamer Montana, from which Philip Schneider a day or two ago alleged that he was forcibly taken by masked men at Wolf Island, on the Missouri river, last Sunday night, arrived here about midnight last night. Capt. George W. Keith, her commander, in an interview after the boat landed, corroborated Schneider's story as to the latter being taken from the boat by armed men, but denied most emphatically knowing who the men were or what their purpose was. It states that when Schneider returned to the boat he walked steadily, talked well, showed no signs of having been maltreated, nor did he tell any of the officers of the boat what had been done to him while ashore. The affair is still shrouded in mystery.

EXCHANGE CLIPPINGS.

Cincinnati *News-Journal*, Thursday: "Several delegates to the International Typographical Union suffered disappointment yesterday, expecting to go to New Orleans on the New Mary Houston. They took passage on the Ohio, and will be transferred at Memphis to one of the Anchor-Line boats."

Is a recent trial on the Thames of an electric launch 40 feet long, with a storage battery, a speed of 7 knots an hour was attained. The speed of a steam launch, with engine, boiler, coal and water for a 6 hours run, would immediate have to be 2 miles an hour greater. Comparing the electric system with steam, the advantages in favor of electricity are an entire absence of noise, great cleanliness and very small room needed for machinery, and when once charged it is ready at a moment's notice.

"Waiz" in Cincinnati *Commercial Gazette:* "Shawnetown proposes no longer to let the floods fool with her as they have done during the past three years. Mr. Milspaugh, of that city, came here on the Dexter yesterday to take a look at the Cairo levees and sewerage system, with a view of getting points applicable to his place. The Shawnee levees are being raised, widened and generally strengthened, and are to be so much higher and stronger than any flood that has yet been known as to insure the safety of the place hereafter. The whole country will applaud the action. Cairo levees have proven to the world that a city on very low ground can be made secure against floods, and many places will so protect themselves in the future."

Louisville *Courier-Journal*, Thursday: "It seems that all forms of efforts to manage a line of steamboats to run successfully between Cincinnati and New Orleans have proven miserable failures, and past experience seems to have gone for naught. The time has now come when steamboats must make more money and have less 'monkeying.' A change for the better is needed, and that change will inevitably come at an early day. A new deal is necessary, and new players must take a hand in the game. A line will be organized to run between Cincinnati and New Orleans, which will be successfully run by one man, instead of from five to forty. It will be run in the interest of the company, not any one man or any one boat. It will be run to make money, and not to lose it; to make friends, not enemies. And we are glad to note the fact that it will not be as 'a house divided against itself,' but as one organization—one family under one head. Let it come; the sooner the better. It will be better for the boats and better for business. There never was a better opportunity offered than to organize such a line of boats right now. There is scarcely a railroad in the country that is not bankrupt and begging for business, and there never was a more bright and beautiful prospect opening up for boats to do a big business than now. Come on with your new line."

WEATHER AND RIVERS.

New Orleans, May 23.—Arrived: Guiding Star, Cincinnati. No departures.

Cincinnati, May 23.—Noon—River 15 feet 10 inches, and falling. Weather cloudy and warm; thermometer 76°. No arrivals or departures.

Wheeling, May 23.—Noon—River 8 feet and stationary. Weather warm, light rain. Night—River 8 feet, and stationary. Weather cloudy and warm.

Cairo, May 23.—Noon—River 27 feet 2 inches, and falling. Weather cloudy and warm. Arrived: City of Baton Rouge, St. Louis, 11 a.m. No departures. Night—River 26 feet 10 inches, and falling. Weather cloudy; thermometer 78°. Arrived: Mississippi and Emma Etheridge, below, 3 p.m. No departures.

Pittsburg, May 23.—Noon—River 5 feet 3 inches, and falling. Weather clear and very warm. Night—River 5 feet 2 inches, and falling. Weather clear and very warm.

St. Louis, May 23.—River fallen 3 inches, and is now 18 feet 7 inches by the gauge. Weather clear and cool. No arrivals except towboats. Departed: Powell, Ouchita river.

Evansville, May 23.—Noon—River falling, with 14 feet 8 inches on the sauce. Weather clear and warm. No arrivals. Departed: Andy Baum, Cincinnati. Night—River falling, with 14 feet 2 inches on the gauge. Weather warm, with signs of rain; thermometer 71° to 83°. Arrived: Ohio, Cincinnati. She will get away at midnight with 800 dry barrels and other freight. No departures except local packets.

Louisville, May 23.—Noon—River falling, with 7 feet 6 inches in the canal and 5 feet 6 inches in the chute on the falls. Business dull. Weather clear and warm. No arrivals or departures. Night—River falling, with 7 feet 7 inches in the canal and 5 feet 9 inches on the falls. Business dull. Weather clear and warm. Arrived: Golden Rule, New Orleans. Departed: Golden Rule, Cincinnati; Henry Brown and tow, New Orleans.

Office Signal Service, U. S. A., Memphis, Tenn., May 23, 1884.

The following observations are taken at the same moment of time (1:08 p.m.) at all the stations named:

Stations.	Above low water.		Changes. Rise.		Changes. Fall.	
	Feet	Inch	Feet	Inch	Feet	Inch
Cairo	27		.....	.....	.....	9
Chattanooga	5	8	.....	8	.....	.....
Cincinnati	15	10	.....	.....	1	3
Davenport	8	5	.....	.....	.....	.....
Dubuque	10	6	.....	.....	.....	2
Fort Smith	2	6	.....	10	.....	.....
Helena	.....	.....	.....	.....	.....	.....
Keokuk	9	2	.....	.....	.....	.....
La Crosse	6	1	.....	.....	.....	2
Leavenw'th	10	11	.....	9	.....	.....
Little Rock	11	4	.....	1	.....	.....
Louisville	7	6	.....	.....	.....	.....
Memphis	23	2	.....	.....	.....	8
Nashville	5	6	.....	.....	.....	11
New Orleans	7	9	.....	.....	2	2
Omaha	7	4	.....	.....	.....	.....
Pittsburg	5	3	.....	.....	.....	10
Shreveport	30	6	.....	.....	.....	.....
St. Louis	18	10	.....	.....	.....	6
St. Paul	7	8	.....	1	.....	.....
Vicksburg	44	6	.....	.....	.....	1

†Below high-water mark, 1874.
*Below bench-mark.

[*See Additional River on Fourth Page.*]

MOVEMENTS OF OCEAN STEAMERS.

New Orleans, May 23.—Cleared: Explorer, Liverpool. Arrived: Kate Carroll, Rustan.

A Pretty Woman's Secret.

Fear of discovery, when she resorts to false hair and dyes, is a source of constant anxiety to her. The very persons from whom she most desires to hide the waning of her charms are the ones most likely to make the discovery. But there is no reason why she should not regain and retain all the beauty of hair that was her pride in youth. Let her use Ayer's Hair Vigor, and, not only will her hair cease to fall out, but a new growth will appear where the scalp has been denuded; and locks that are turning gray, or have actually grown white, will return to their pristine freshness and brilliance of color. Ayer's Hair Vigor cures

Hereditary Baldness.

George Mayer, *Flatonia, Texas*, was bald at 23 years of age, as his ancestors had been for several generations. One bottle of Hair Vigor started a growth of soft, downy hair all over his scalp, which soon became thick, long, and vigorous.

Ayer's Hair Vigor

Is *not a dye*, but, by healthful stimulation of the roots and color glands, specially restores to its original color hair that is

Turning Gray.

Mrs. Catherine Dennis, *Point of Rocks, Md.*, had her hair suddenly blanched by fright, during the late civil war. Ayer's Hair Vigor restored it to its natural color, and made it softer, glossier, and more abundant than it had been before.

Scalp Diseases

Which cause dryness, brittleness, and falling of the hair, dandruff, itching, and annoying sores, are all quickly cured by Ayer's Hair Vigor. It cured Herbert Boyd, *Minneapolis, Minn.*, of intolerable itching of the scalp; J. N. Carter, Jr., *Occoquan, Va.*, of Scald Head; Mrs. D. V. S. Lovelace, *Lorenzville, Ga.*, of Tetter Sores; Miss Bessie H. Bedloe, *Burlington, Vt.*, of Scalp Disease and Dandruff. Terpidity of the roots of the hair which, if neglected, may result in incurable baldness, is readily cured by Ayer's Hair Vigor. As

A Toilet Luxury

Ayer's Hair Vigor has no equal. It is colorless, cleanly, delightfully perfumed, and has the effect of making the hair soft, pliant, and glossy.

Ayer's Hair Vigor,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists.

Cures in 1 TO 3 DAYS. Guaranteed not to stain linen. G has taken the lead in all cities in which it has been introduced, and has given satisfaction in every instance. MURPHY MFG., Pawtucket, R.I.

Mf'd only by the Evans Chemical Co. Cincinnati, O. G has won the favor of the public and now stands among the foremost articles of the kind. A. L. SMITH, Rockford, Ill.

MOTHER'S FRIEND!

A PRECIOUS BOON TO WOMAN

Words of Praise.

I most earnestly entreat every female expecting to be confined to use Mother's Relief. Coupled with this entreaty I will add that during a long obstetrical practice (forty-four years), I have never known it to fail to produce a safe and quick delivery.

H. J. HOLMES, M.D.

A lady from one of the counties of Middle Georgia who has been acting as midwife for many years, writes: "I have disposed of all the Mother's Friend you sent me, and I am delighted with it. In every instance where it has been used its effects have been all that I could ask. I consider it a great blessing."

A gentleman writes: "My wife used your Mother's Friend at her fourth confinement, and her testimony is that she passed through it with one-half the suffering of either of her former confinements, and recovered from its effects in much less time. She also recommended it to a lady friend who was about to be confined for the first time, and she says: 'I have never seen any one pass through this great trial with so much ease and so little suffering.'"

A QUICK AND EASY TIME.

A distinguished physician of Mississippi writes: "Every one expecting to be confined should use the Mother's Friend, for during a long obstetric practice I have never known it to fail to produce a quick and safe delivery."

This remedy is one about which we cannot publish certificates, but it is a most wonderful liniment to be used after the first two or three months.

Send for our Treatise on the Health and Happiness of Woman, mailed free, which gives full particulars.

THE BRADFIELD REGULATOR CO., Box 25, Atlanta, Ga.

HENNINGS IMPROVED SOFT ELASTIC SECTION CORSET

is warranted to wear longer, fit the form better and give more satisfaction than any other corset in the market, or price paid will be refunded. Try the Hennings Chicago's best physicians, accoucheurs, nurses, etc. Best features free. Postage 10c. Ask your merchant for them. HOTCHKISS, JONES & CO., Makers of Corsets, 240 & 242 Randolph St., Chicago. For sale by

HUNTER BROS.

OLD POINT COMFORT, VIRGINIA, HYGEIA HOTEL,

Situated 100 yards from Fort Monroe. Open all the year. Equal to any hotel in the U. S. Surroundings unsurpassed; appointments, table and service unexcelled. Bathing, boating, fishing and driving specially attractive. Pre-eminently a resort for Western and Southern people. Terms less for equal accommodations than any resort in the country. Pure ocean air, free from malaria, and conducive to refreshing sleep. Send for descriptive pamphlet. H. PHORBUS, Prop'r.

H. A. THOMS,

UNDERTAKER,

204 MAIN STREET, MEMPHIS,

Metallic cases, Caskets, Coffins, Burial Robes, etc., etc. C.O.D. Orders by Telegraph promptly filled.

STEAMBOATS.

FOR LOUISVILLE AND CINCINNATI

Memphis and Cincinnati Packet Co.—FOR LOUISVILLE AND CINCINNATI.

OHIO,

M. M. Deem ..... master, Will leave as above on TUESDAY, May 27th, at 5 p.m. For freight or passage apply R.W. LIGHTBURNE, Agent, 7 Monroe st.

FOR CAIRO AND ST. LOUIS.

St. Louis and New Orleans Anchor Line U.S. Mail—FOR CAIRO AND ST. LOUIS.

City of Helena,

McCord ..... master, Will leave Elevator Building SUNDAY, May 25th, at 10 a.m., reserving the right to pass all landings the captain may deem unsafe. For freight or passage apply to C. L. Hall, Pass. Agt. AD STORM, Sup't.

FOR VICKSBURG.

St. Louis and New Orleans Anchor Line U.S. Mail—FOR VICKSBURG.

Belle Memphis

Moore ..... master, Will leave Elevator Building SUNDAY, May 25th, at 10 a.m., reserving the right to pass all landings the captain may deem unsafe. For freight or passage apply to C. L. Hall, Pass. Agt. AD STORM, Sup't.

FOR NEW ORLEANS.

St. Louis and New Orleans Anchor Line U.S. MAIL—FOR NEW ORLEANS.

City of Baton Rouge,

Bixby ..... master, Leaves the Elevator Building SATURDAY, May 24th, at 5 o'clock p.m., or right to pass all landings the captain may deem unsafe. For freight or passage apply to C. L. Hall, Pass. Agt. AD STORM, Sup't.

LEE LINE STEAMERS.

Memphis, Friars Point and Memphis and Osceola Packet Company.

For Helena, Glendale, Friars Point and all Way Landings—Steamer

KATE ADAMS,

Stack Lee ..... master | Platt Rhodes ..... clerk Will leave every MONDAY, TUESDAY, WEDNESDAY and FRIDAY, at 5 o'clock p.m.

For Randolph, Fulton, Osceola and Way Landings—Steamer

DEAN ADAMS,

J. H. Cooper, master ..... J. W. Smithers ..... clerk Leaves as above every MONDAY, WEDNESDAY and FRIDAY, at 5 p.m. The boats of this line reserve the right to pass all landings the captain may deem unsafe. Office, No. 4 Madison st.

JAMES LEE, JR., Superintendent.

FOR HALES POINT.

For Hales Point, Tiptonville, Point Pleasant and all Way Landings—Steamer

GLENDORA,

W. P. Hall ..... master | J. D. Fuller ..... clerk will leave for HALES Point and all way landings EVERY MONDAY AND THURSDAY, at 5 p.m. For freight or passage apply on board.

FOR WHITE RIVER.

Memphis & White River Pkt. Co. U. S. MAIL LINE.

STR. CHICKASAW,

E. C. Postal ..... master | C. M. Postal ..... clerk

Clarendon, Devalls Bluff, Des Arc, Augusta, Jacksonport and Searcy. LEAVES MEMPHIS EVERY SUNDAY (TUESDAY) at 5 p.m. Through rates to all points. Freight or passage apply at Memphis and White River Packet Co.'s office, or will be forwarded promptly. H. C. LOWE, Agent, on Wharfboat.

FOR ST. FRANCIS RIVER.

For Upper St. Frances River—Mail Line.

Light steamers running in connection with the Memphis and Little Rock Railroad Rock R.R. deliver freight promptly to Wittsburg, Tyronza, Marion, Jonesboro and intermediate landings. Freight received at all times at M. and L. R. R. depot, and through bills lading given. J. D. RANDALL.

The St Francis River Transportation Co's Fine Side-Wheel U. S. Mail Steamer

Rene Macready,

A. L. Benning ..... master, Will leave Memphis EVERY TUESDAY AND SATURDAY, at 5 o'clock, for Marianna, the Cut-Off, and intermediate landings on St. Francis river. The captain reserves the right to pass all landings he deems unsafe. O. K. JOPLIN, Superintendent.

Milt Harry White River Mail Line

SAVE TIME AND MONEY BY TAKING The Memphis and Little Rock Railroad and Harry Lieve, who delivers Mail for any and all points on White river. Direct connections made, and freight received by Memphis and Little Rock Railroad and shipped through DAILY without delay. On arrival on trains,

Str. Milt Harry,

leaves Devalls Bluff for Indian Bay, Clarendon and all way landings every TUESDAY and FRIDAY at 10 a.m. Leave Devalls Bluff for DeArc, Augusta, Jacksonport and Newport every WEDNESDAY and SATURDAY, at 12 p.m. For Rates and Bills Lading sent to No. 7 Monroe st. Passenger Tickets for sale at Memphis and Little Rock Railroad ticket offices, 278 and 282 Main st. For cheap rates and full information apply to R. W. LIGHTBURNE, Agent, 7 Monroe st. JAMES B. FRANKLIN, Passenger Agent. ☞ C.O.D.'s paid at No. 7 Monroe street.

Memphis, Arkansas City, Vicksburg and Arkansas River Pkt. Co.—U.S. Mail Line.

For Helena, Friars Point, Concordia, Terrene, Arkansas City and Pine Bluff R. R.—The New Passenger Steamer

KATE ADAMS,

M. R. Cheek ..... master | W. C. Blenker ..... clerk Leaves Memphis every MONDAY and THURSDAY, at 5 p.m., connecting at Terrene with U.S. Mail Packet for all points on Arkansas river.

For Helena, Friars Point, Terrene, Arkansas City, Greenville and Vicksburg, connecting at Vicksburg with Cotton Belt route, Yazoo river and all railroads for New Orleans.—The New Passenger Steamer

Ida Darragh,

Ed. Nowland ..... master | J. N. Thompson ..... clerk. Leaves Memphis every TUESDAY at 5 p.m. Freight for the above points will be received at all times at the Company's Wharfboat, foot of Union street.

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