CITY NEWS.

Arrival and Departure of the Mails from the Memphis Postoffice.

Chattanooga, Richmond, Washington, New York, Baltimore, and all cities East and South; Columbus, Ga., and Montgomery, Ala.; all stations on the Memphis and Charleston, Mississippi Central, Mobile and Ohio, Nashville and Chattanooga and East Tennessee Railroads, arrive at 2:30 p.m.; close at 11:20 a.m.

Cairo, Chicago, St. Louis, Nashville, Louisville, Cincinnati, Cleveland, Pittsburg, Philadelphia, Buffalo, Albany, New York, and all cities North and West, arrive at 12:40 p.m.; closes at 2 & 6 p.m.

New Orleans, Baton Rouge, Jackson, Vicksburg, Natchez and all cities South, arrive at 3 p.m.; closes at 10:45 a.m.

All stations on the Mississippi and Tennessee, New Orleans and Jackson and Southern railroads, arrive at 3 p.m.; closes at 10:45 p.m.

Memphis and Little Rock Railroad, Little Rock, Madison, (Sundays excepted,) arrive at 3 p.m.; close at 5 p.m.

Marion, Wittsburg and Claiborne, Ark., tri-weekly; Monday, Wednesday and Friday, arrive at 10 a.m.; close at 11 a.m.

Olive Branch and Byhalia, Miss., (semi-weekly) Monday and Friday, arrive at 4 p.m.; close at 5 p.m.

Cuba and Big Creek, Tenn., (weekly) Friday, arrive at 10 a.m.; close at 11 a.m.

Little Rock and Helena, and all landings on White river, (semi-weekly) Tuesday and Saturday, arrive at 9 a.m.; close at 4 p.m.

Pine Bluff and Helena, and all landings on Arkansas river (tri-weekly) Tuesday, Thursday and Saturday, arrive at 9 a.m.; close at 4 p.m.

All landings on the Mississippi river south, (semi-weekly) Tuesday and Saturday, arrive at 9 a.m.; close at 4 p.m.

All landings on the Mississippi river north, (semi-weekly) Monday and Thursday, arrive at 9 a.m.; close at 3:30 p.m.

JOSIAH DELOACH, P. M.

To PRINTERS.—We have for sale a font of long primer type nearly new, suitable for a country weekly. For price apply or address APPEAL office.
KEATING, ENGLISH & Co.

OFFICE HOURS.—The established office hours of our Business Department shall hereafter be from 8 a.m. to 10 p.m., and we hope our advertisers will conform to this rule.

BUSINESS NOTICE.—No contracts or obligations assumed or made by any individual owner or employee of this office will be paid at our counter or recognized as an offset to any bills due the same. The party making any bill must settle it himself in person. KEATING, ENGLISH & Co.

HOTEL, STEAMBOAT, RESTAURANT AND OYSTER SALOON KEEPERS will find Worcestershire Sauce and Tomato Catsup by the gallon, and Jellies in six pound cans, at John Lilly's, No. 351 Main street.

THE wide awake readers of the APPEAL will observe that to-day a rare chance is given to make a small investment turn out handsomely in the purchase of the lot to be sold at 9 o'clock this morning by Messrs. Royster, Trezevant & Co., on the premises, at the corner of Lauderdale and Jackson streets. Get your breakfast early and be on hand for the first choice. The property is valuable, the title perfect and the sale positive. Now is your time.

LAW REPORTS.

Municipal Court.

GREEN P. FOUTE, JUDGE.

The following judgments were taken yesterday:

Chilton vs Worsham, judgment for defendant—writs of inquiry awarded.

Butler vs Christian et al, dismissed at plaintiff's costs.

Hughes vs Smith, dismissed at plaintiff's costs.

Williams et al vs Davidson, dismissed at plaintiff's costs.

Fitzpatrick vs Bauman et al, judgment for plaintiff for $90 40.

Lorenzi vs Galieno, judgment for plaintiff, $983 40.

The cases set for trial to-day are as follows:

485 McDonough vs McLean et al.
618 Norris vs Wagoner et al.
649 Bass vs Miller.
866 Davis vs Horton et al.
657 Bullock et al vs Hughes.
660 Loeb et al vs Lyons et al.
676 Taylor vs Tuttle et al.
678 Smith vs Brinkley.
691 Friend et al vs Alexander & Co.
962 Page vs Hesse, Levy & Co.
696 Same vs same.
734 Staten vs Fraime.
735 Norment et al vs Worsham.
738 Rocco & Co. vs Smith et al.
739 Rocco vs Hollender.
741 Berlin vs Fraime.
747 Elliott vs Morrissey.
758 Williams vs Gainor.
763 Russel, Grove & Co. vs Carter.
764 Lemmon vs Finnie.
777 Rocco vs Vaccaro et al.
784 Van Alstyne vs steamer Lady.
786 Smith vs Crenshaw.
789 Murray vs Singleton.
805 State of Tennessee vs Whitemore et al.
807 Walker vs Tyler.
808 Sawyer vs Ivinson.
809 Oakley vs Bates.
812 First National Bank vs Cockerell.
813 " " " " Waldron & Co.
814 Hayden et al vs Keath.
815 Peyton vs Blum.

The attorneys on behalf of Sheriff Curry in the Dickens habeas corpus case presented a petition for a supercedeas to Judge Hawkins of the Supreme Court to set aside the order of Judge Foute on Sheriff Curry to produce before him the body of Thomas Dickens. Judge Hawkins, on account of the novelty and importance of the legal questions involved, preferred that the case should be heard on argument before the Supreme Court to sit at Knoxville on Monday next, consequently the following notice was served on the attorneys of Thomas Dickens:

Supreme Court Tennessee—To Hon. Green P. Foute, Judge of the Municipal Court of Memphis, Thomas Dickens and the Attorneys General, C. W. Adams, Col. George Gantt, Col. A. J. Kellar and T. P. Chambers:

Please take notice that A. P. Curry, Sheriff of Shelby county, Tenn., will, on Monday, the 13th day of September, 1869, at 10 o'clock a.m., or so soon thereafter as the same can by said Court be heard, apply to the Supreme Court at Knoxville for writs of supercedeas and such other orders and writs as may be necessary and proper to revise, supercede and set aside the order of the Hon. Green P. Foute, Judge of the Municipal Court of Memphis, on A. P. Curry, Sheriff of Shelby county, to produce before him the body of Thomas Dickens on a writ of habeas corpus, etc. The said Thomas Dickens being held by said Curry, as Sheriff of Shelby county, by virtue of a capias issued by the Criminal Court of Memphis, on an indictment against said Thomas Dickens and Samuel Dickens, for murder in the first degree.

H. P. Curry, Sheriff of Shelby county, by John Bullock, one of his attorneys. Attorneys for petitioner: John Bullock, Beecher & Belcher, John Hallum, John F. Sale. Endorsed, executed September 7, 1869, etc., on T. P. Chambers, C. W. Adams, George Gantt, Thomas Dickens and G. P. Foute, etc.

It seems to be understood between counsel that Col. John Bullock will represent the sheriff at Knoxville, and Gen. C. W. Adams will represent Thomas Dickens. The other attorneys will send up briefs.

Chancery Court.

A. ALSTON, CLERK AND MASTER.

The Clerk and Master requests that the attorney having the papers in the case of E. L. Belcher, admr., vs D. Wickersham et al, will return them immediately to the office. All files of papers from the Chancery Court in the hands of attorneys must be returned to the office at once, as the clerk is desirous to re-arrange the same in the rule and hearing departments.

BUY F. Y. Shirts, furnishing goods, etc., of Wiggans & Thorn, Manufacturers, 233 Main street, Clay Building.

CITY MATTERS.

Meeting of the Board of Mayor and Aldermen.

Mayor's Message---Reports of City Officers.

Suggestions and Recommendations. Miscellaneous Business.

The Board met yesterday afternoon pursuant to adjournment. Present—Alderman Cartwright, Chairman, and Aldermen Foley, Glancy, Marshall, Joyce, Durff, Black, Dyer, Holst, O'Donnell, Cicalla, Gallagher, Ogden, Moffet, Wolcott, Ellis and Williams.

The following was then read by the clerk.

MAYOR'S MESSAGE.

MAYOR'S OFFICE,
MEMPHIS, TENN., September 7, 1869.

Gentlemen of the Board: It is to be regretted for the public interest involved that you failed to have a quorum for the transaction of business of pressing importance at the last regular and called meetings. A number of you, however, were absent from the city.

The season is most rapidly passing in which the Nicholson pavement may be preserved from early loss by tarring or other process (if in your judgment that is not the best, or is insufficient), your early and earnest attention and action are necessary.

When you directed the improvement of the way to Elmwood Cemetery your expectations of the means necessary had not been frustrated. The work, as the City Engineer informs me, will likely cost about $7000. Our changed financial condition makes it proper that before proceeding with it I submit the matter to you, as you may deem it proper to defer it for the present. And, in fact, it is now too late to be done to advantage.

I directed the street force to the improvement of Poplar street so far as indispensably necessary under the instructions of the Engineer, and that most important thoroughfare is now passable for the coming winter.

The caving condition of a portion of the Wharf claims your attention. I recommend that the subject be referred to our intelligent Engineer in order to some early remedial action. A paper from him to the Acting Chairman of the Landing Committee, J. O. Durf, accompanies this message.

Mr. A. Hitzfield, who is cheaply and successfully lighting with his gas certain parts of the city, presents to the city, delivering the same in this office, seven volumes of the Ordinances, etc., of the city of Baltimore, from which, as from the experience of an elder sister, some additional light may be had to guide us as valuable as that the donor dispenses in our streets.

Our finances continue to be to me a subject of painful anxiety, and claims your earnest attention. The current expenses reduced so greatly from their former amount, for several months past are unpaid, whilst some of the city's notes and collaterals to secure them have been sold necessarily to our prejudice, as others are likely to be. It is fruitless to discuss the causes of this embarrassment (temporary, as I hope, but bad enough). The system pursued under this administration, whether the best or not, was just elevating us to a high and enviable financial position at home and abroad. The old indebtedness, laying like a millstone about our necks, was fast fading away and we are preparing to meet all our engagements, including interest in cash, promptly, and yet reduce future taxation. In fact a reduction of five per cent. had already been made by the Board. The future was bright and cheering. The system, however, was disturbed and the plans assailed and defeated, and obstacles and difficulties piled up before us. We were denied the use of the means and temporary relief at hand and necessary. All were visited with injunctions upon our available resources, which yet hold, and our assets, however sufficient in amount, are unavailable at present. The tax books just completed in the County Clerk's office are not yet in the hands of our efficient Collector, so as to furnish us any relief from the incoming taxes, and all informed on the subject know that under former laws the past due taxes of a vast amount themselves are not available for present relief. In this, our embarrassment, I have worked and yet do, as heretofore, invoke the wisdom and aid of our citizens equally interested with us and of sound judgment. We invite investigation into and a knowledge of our affairs and the causes and reasons of our condition whilst those only who are ignorant of the facts may carp the intelligent inquirer, who will trouble himself to be posted from our books and records, will, as he does, give us his sympathy and the aid of a friendly counsel. The interests of the city are the interests of all her citizens. I trust it may not be necessary, but yet fear it may, that compelled by law and the courts, and defeated otherwise, we shall have to collect a sum sufficient to pay the matured and maturing indebtedness in a manner at once prompt, nervous and harsh.

J. T. SWAYNE,
Acting Mayor.

Upon motion it was received, filed and ordered to be published.

COMPTROLLER'S REPORT.

MEMPHIS, TENN., September 7, 1869.

To the Honorable the Board of Mayor and Aldermen of the City of Memphis:

Gentlemen: I find on the books of my office that S. Tate and others, purchasers of the stock owned by the city of Memphis in the Memphis and Charleston Railroad, are in arrears to the amount of $42,672, without counting $15,000 said to have been paid by said Company to the Bank of Tennessee, which the city has never received.

I would recommend the appointment of a special committee to take the matter in hand, and force the parties to comply strictly with the agreements and terms of the contract, or submit to a forfeiture of the stock, which the Board of Mayor and Aldermen have a right to declare in the event purchasers do not comply with the provisions of the contract.

The purchasers have not, in my judgment, complied with the plain meaning of the agreement, which requires them to protect the coupon interest as it falls due semi-annually. They say they have to purchase past due coupons to make good the amount they should have paid promptly, thus assisting in the breaking down of the city's credit by throwing a debt on her that they should have paid themselves, and thus enabling them to discharge their indebtedness to the city at from twenty-five to thirty per cent. discount, which should have been paid in par funds. But even with this advantage claimed by the purchasers, they fail to keep their interest paid up and permit forty-two or forty-three thousand dollars of past-due indebtedness to remain out on the market and augment the already large amount of outstanding city securities, but for which we might at the time be collecting the city tax in money and paying our own indebtedness in cash. Some of the party composing the company who bought the stock have paid up in full all they owed on account of said stock, but the larger portion has been paid in the manner here set forth, turning about 25 per cent. of the amount on the shoulders of the city.

In almost every case where the parties have made purchases of bonds, to hand over to the city as per agreement, they have taken off the falling due coupon and drawn the money whenever the city was able to pay the interest, thus making the city furnish them the cash wherewith to buy passed due coupons at 25 per cent. discount to pay indebtedness to the city which was due from them in cash or New York exchange.

I do not think the city is fairly dealt with by the purchasers of the stock, and as she has ample means to enforce a strict compliance on the part of the purchasers, I think she should avail herself of the privilege at the earliest moment. I herewith hand you a copy of the agreement between the purchasers of the stock and the city of Memphis for your inspection, which I would be pleased if you would examine closely and see if my conclusions have been correctly drawn.

All of which is respectfully submitted.
R. D. BAUGH,
City Comptroller.

Upon motion the report was received and ordered to be published, and a Committee, consisting of Aldermen Black, Moffet and Cicalla, was appointed to examine into the matter.

ANOTHER REPORT OF COMPTROLLER.

MEMPHIS, TENN., Sept. 7, 1869.

To the Honorable the Board of Mayor and Aldermen of the city of Memphis:

Gentlemen: In all the propositions which have been made by parties to purchase the stock in the Memphis and Little Rock Railroad owned by the city of Memphis, I believe there never has been any positive agreement on the part of parties proposed to purchase the stock to have the road completed by any given time. This, in my judgment, should be the great desideratum with the city. The stock should not pass into the hands of any company who would not furnish the means to complete the road, and the President and Directors of the road should be required to give good security that the road shall be completed in six months, or return the stock to the city. This arrangement can be made with a responsible party through the President of the road, Mr. R. C. Brinkley, who will draw up the contract with the parties purchasing the stock, so that the stock will revert to the city if the road is not finished in the six months.

The party proposing to purchase will deposit the amount of money necessary to complete and equip the road, and pay the city 75 cents for the stock.

It is thought that the stock is worth more money, and ought not to be sold for less than $100,000. I have no doubt that the stock could be sold at its par value, say $572,000, to a party whose interests it would not be to complete the road. But the city would make money by giving the stock away to a party who would furnish the means to complete the road, and furthermore bind himself to equip and complete the road in six months, and would lose money by selling the stock at par to a party who would give no such guarantee. If the stock should pass into the hands whose interests it would not be to complete the road, the city of Memphis would lose all of her trade west of the Mississippi river, and the whole of it would be transferred to St. Louis.

Our stock in that road is worthless unless the road is completed, and it cannot be completed without means, and capitalists will not put their funds into a railroad without a large prospective interest is likely to accrue to them. I am instructed by Mr. R. C. Brinkley, President of the road, to say to your honorable body that he will give a good guarantee to the city that the road shall be completed in six months from the time arrangements are entered into between the city of Memphis and the parties wishing to purchase. I do not think the city could do better than to make the arrangements proposed.

The City Attorney informs me that injunctions (against the sale of stock) taken out by the First National Bank can be dissolved at any time the city may require it.

By the sale of the stock the city will accomplish the completion of the road, and enable her also to protect her stock in the Mississippi and Tennessee Railroad, which is mortgaged for $20,000, which amount has to be paid in October next.

Believing the foregoing proposition to be the best and surest for the completion of the road, and believing it to be the only source left the city by which money can be obtained to carry on the city government, I think the sale ought to be made and relieve us from our present embarrassed condition.

I have thought proper to make these suggestions in connection with the proposition made by Mr. R. C. Brinkley, President of the road, with a view of calling your attention to the importance of the subject, believing that you will give it the investigation which I think its importance demands. Very respectfully,
Your obedient servant,
R. D. BAUGH,
City Comptroller.

Upon motion the report was received and referred to the Finance Committee.

ENGINEER'S REPORT.

CITY ENGINEER'S OFFICE,
MEMPHIS, TENN., September 6, 1869.

J. O. Durff, Acting Chairman of Landing Committee:

Sir: In compliance with your request I submit the following views as to the encroachment of the Mississippi in front of the upper portion of the city. For a period of about twenty years previous to 1860 the deposits in front of the upper landing had been steadily going on. The shore line, which was formerly at the foot of the bluff, had moved out during that time, at some points, 100 feet, and houses are now standing, some of them valuable, where the largest S. B. formerly floated. The course of the current which produced these accretions was the resultants of the several currents around and between the islands about the city. The principal immediate cause of the abraseous at the city was probably the closing of the Tennessee chute, which was probably produced by the change in the direction of the current and cutter of the Tennessee shore above that by similar changes and cuttings on the Arkansas shore above, and so on, alternating from side to side of the river. Thus a change at our front and cut off, for instance, may produce and effect hundreds of miles below, modified, perhaps, by the abraseous, and resulting from the new directions of the currents at intermediate points, two distinct plans seem to present themselves, by which to prevent the further encroachments of the river, now amounts to as much as 300 feet at some points, one by wing dams and the other to open the Tennessee chute, with the hope of re-establishing nearly the same relations of the currents that existed before its closing, the others by works immediately in front of the city, to deflect the current from the shore or prevent the washing, by covering the slope of the bank with some material which will not be moved by the current.

The plan of making a cut-off above the city by opening the Tennessee chute or otherwise, is a much greater undertaking; will necessitate encountering greater physical force; be more uncertain in its results, and might accomplish too much, so as to require additional works to control the power of our own creation.

If the original shore line above the chute could be re-established of materials which would not wash, and the sunken boats, which probably accelerate the filling, removed, it is not probable the channel would reopen, or that it would remain open, if cut out, since the current, owing to changes above, would not strike the shore at the same angle, and the head of Island 42 (old Hen) which formerly served to divide the current, has been washed away. If the physical difficulties necessary to change the current were overcome and the cut-off made, it would be exceedingly difficult to control both the amount and direction of the water coming through, so that it should neither wash nor fill. If it should fill it would be only less injurious than the cutting, and might effect the entire front of the city.

As I am not yet in possession of all the facts, local and general, bearing on the question I shall not in this paper attempt to give an estimate of the amount of material or cost of the work, but from the facts at hand will express the opinion that operations at the place where the abrasions are taking place, such as building short piers or jetties into the river or facing the slope of the bank with stone by dropping loose blocks near the shore and permitting them to slide down until they obtain firm footing at the bed of the river, will be found to give more certain results.

Many other means have been tried with success on other rivers, such as piles, bundles of facines and locks, or panniers filled with sand and gravel, some of which are entirely impracticable and others of doubtful utility in this instance, because of great depth of the water and strength of the current.

There is nothing that falls within the provinces of engineering that present greater difficulties or produces more uncertain results than an interference with the complicated natural causes which control the regium of rivers, and no works ought to be attempted until all of the facts bearing on the question have been obtained by a careful survey and soundings. In this instance I think we should also carefully collect all of the information with regard to work of a similar character which have been constructed on the Mississippi river.

Respectfully,
J. H. HUMPHRIES,
City Engineer.

Upon motion the report was received and ordered to be published.

COMPTROLLER'S REPORT.

COMPTROLLER'S OFFICE,
MEMPHIS, TENN., September 6, 1869.

Hon. Board of Mayor and Aldermen:

Gentlemen: My receipts and disbursements for the month of August, are as follows:

RECEIPTS.

Taxes, by Bowen, 40th corp. year		$ 366 57
" " 41st " "		2037 55
Expenses "		86 50
Penalties		277 60
Wharfage, by Goode		3269 80
Market stalls—Bonner	$561 00	
" " Connolly	497 00—	1058 25
Proceeds bonds city Compt		1313 34
City Hospital Marines Trader		384 00
Excess of disbursements over receipts		680 08
		$9413 49

DISBURSEMENTS.

Ledger balances	$7292 82
Coupons	1310 00
Interest	217 17
Expense	18 50
Memphis & Little Rock R. R	665 00
	$9413 49

Respectfully submitted.
R. D. BAUGH, City Compt.

CITY TAX COLLECTOR'S REPORT.

OFFICE OF CITY TAX COLLECTOR,
MEMPHIS, Sept. 6, 1869.

Hon. Board of Mayor and Aldermen:

Gentlemen: My collections for the month of August, 1869, amount to $2,708 02. All of which is respectfully submitted.
JOHN H. BOWEN,
City Tax Collector.

PRIVILEGE COLLECTOR'S REPORT.

OFFICE TAX COLLECTOR ON PRIVILEGES,
MEMPHIS, September 1, 1869.

Hon. Board of Mayor and Aldermen:

Gentlemen: The collections of the office for the month of August, amounted to $11,751. I am, very respectfully, etc.,
J. L. CHANDLER,
Tax Collector on Privileges.

WHARFMASTER'S REPORT.

MEMPHIS, TENN., Sept. 4, 1869.

Hon. Board of Mayor and Aldermen:

My collections for August, amount to $3,269 80. Respectfully,
ROBERT GOODE, Wharfmaster.

MONTHLY REPORT CITY HOSPITAL.

CITY HOSPITAL, MEMPHIS, Sept. 1, '69.

Hon. Board Mayor and Aldermen:

Gentlemen: I have the honor to submit the following report for the month ending August 31:

Number of patients remaining at last report	62
Admitted during the month	66
Treated	128
Discharged	54
Died	8
Remaining, August 3	66

Received from pay ward during the month and turned over to City Treasurer, $10. Herewith is enclosed a statement of the Marine account for the month, amounting to $194 54, a copy of which has been furnished the Surveyor of Customs for settlement with the City Treasurer.

Respectfully, G. B. THORNTON,
Physician in charge.

STATEMENT OF THE MEMPHIS GENERAL HOSPITAL, AS MARINE HOSPITAL OF THE THIRD CLASS, FOR AUGUST, 1869.

Number of patients in Hospital on the 1st of August	6
Admitted during the month	10
Discharged " " "	6
Deceased " " "	1
Remaining on the last day of August	9
Aggregate number of days relief during August	157

EXPENDITURES DURING AUGUST:

Board, medicines and nursing	$157 00
Burials	75 00
Miscellaneous	--- --
Total	$164 50

G. B. THORNTON,
Physician in charge.

DISPENSARY.

August 31, 1869.—Memphis City Dispensary, in account city Memphis Dr.

To am't rec'd from City Treasury	$93 05
September 4.—By am't paid G. W. Jones & Co., Druggists, Cr	93 05
Balance	0000

In connection with the above account, I would respectfully submit the following report for the month:

The number of patients registered during August is 510; number of prescriptions issued 670; character of disease, that which is prevalent during the season.

I deem it proper to detail an account of the operations and expenditures of the Dispensary for the year ending August 31, 1869. It was opened August 7 for the admission of patients, since then to the 31st ult. there have been registered 416 patients; to these 6000 prescriptions have been issued.

The amount of money for which I hold proper vouchers, paid me either by the Treasurer, or through orders on our city Comptroller, is $1068 28. There is yet due for druggist hire, servant and other small bills for printing $339 00, which money to the city's finances I have been unable to pay. This sum would make the total expenses for the year, $139,728. Estimating the cost by what has actually been paid, the amount per month is $88 19; by what has to be paid for the year $116 44. In the one case averaging about 21 cents per prescription; in the other 23 cents. This includes cost of filling up. Making due allowance for errors or omissions on part of druggist and physician in recording, and I have no hesitation in putting the cost down to 20 cents a prescription.

If we take into account medicines actually in hand, which will go into the next year, it reduces it still more. These figures show an exceedingly small cost for the year; much suffering has been relieved, and many poor have had the means furnished them during their attacks, which they would have been utterly unable to purchase. Constant vigilance has been used to prevent imposition on the part of those able to provide medical attendance for themselves.

All of which is respectfully submitted. ALEXANDER ERSKINE, M. D.,
Dean Faculty Memphis Med. College.

NORTH MARKET MASTER'S REPORT.

MEMPHIS, September 6, 1869.

To the Hon. Board of Mayor and Aldermen, City of Memphis:

Gentlemen: My collection for the month of August, 1869, amounts to $502 00 inclusive to date. All of which is respectfully submitted. PETER CONNOLLY,
Market Master North Market.

SOUTH MARKET MASTER'S REPORT.

MEMPHIS, September 1, 1869.

Hon. Board of Mayor and Aldermen:

Gents: My collections for the month of August, 1869, amount to $561 25.
Respectfully submitted.
CHAS. BORNER,
Market Master South M. Market.

CITY ENGINEER'S REPORT.

CITY ENGINEER'S OFFICE,
MEMPHIS, TENN., September 6, 1869.

To the Board of Mayor and Aldermen:

Gentlemen: The following are the expenses of this department for the month of August:

Salaries—		
J. H. Humphreys	$166 66	
A. J. Murray	150 00	
L. G. Williams	75 00	
C. P. Marshall	60 00—	$451 66
Office Expenses—		
Young & Bros	5 00	
A. French	11 00—	16 00
Gas Light—		
Randall & Heath		404 85
Wells and Cisterns—		
Randall & Heath		31 30
Total		$903 81

I herewith submit a profile of Tennessee street, with a grade which will drain the water from Butler to Trezevant, in accordance with your resolution.

Respectfully, J. H. HUMPHREYS,
City Engineer.

CITY INSPECTOR'S REPORT.

CITY INSPECTOR'S OFFICE, Sept. 7, '69.

The Hon. Board Mayor and Aldermen:

Gentlemen: I have received for the month of August—

For weighing Coal	$125 80
" " Sundries	68 00
Total	$193 80

Respectfully submitted.
J. H. CASH, City Inspector.

REPORT OF LUMBER INSPECTOR.

Hon. Board of Mayor and Aldermen:

Gentlemen: I have measured and inspected during the month ending August 31, 295,744 feet of lumber. Fees for same, $88 76.
M. BOLAND,
City Lumber Inspector.

Memphis, Sept. 1, 1869.

The reports of standing committees was then called for, when Alderman Moffet, Chairman of the Committee on Accounts, read the budget of expenses for the month, including all the various departments of the city government.

Alderman Foley objected to allowing a salary to Mayor Leftwich during his absence, but the report as made was adopted.

The Improvement Committee offered a partial report through Alderman O'Donnell, its Chairman but upon motion it was laid over until the next regular meeting.

The Committee on Finance, Alderman Holst, Chairman, being called upon, reported adversely to the petition of B. F. Green. In reference to a resolution before the Committee, and referred to them at a previous meeting, prohibiting officers of the city from overdrawing their accounts, as well as paying money out of the City Treasury to parties indebted to the city, the Committee stated that there was already ordinances on the statute books covering the matter. The report as read was adopted.

The Committee on Ordinances made no report.

Alderman Cartright, Chairman of the Landing Committee, stated that owing to his absence the Committee had not met, and asked for further time.

Alderman O'Donnell arose and said that the matter before this Committee had already been delayed too long—that the Board would finally have to take the matter in hand and might as well do it now as at any future time. Considerable discussion here arose, during which Alderman Cartright left the Chair and again asked for more time.

Alderman Gallagher said that the Landing Committee had in their possession a petition signed by many merchants asking the city not to interfere with the wharfboats.

Alderman Moffet said he would not give a cent for a petition. Many of those who signed the one alluded to would have signed another one the same day to remove them. Petitions are becoming a farce.

An allusion was made to a wharfboat just arrived and now lying at the levee.

Upon motion, further time was granted the Committee, and Mr. Cartright resumed the Chair.

The Committee on Fire Department reported in favor of allowing William Ryan $50 damages, incurred upon his premises. This caused another lively discussion, in which the quiet and unobtrusive Gallagher put in his oar and said that the property did not belong to Ryan, who was merely a tenant, but as Ryan had made the repairs at his own expense and claimed $50, the report was finally adopted.

The same committee on the petition of Stovall & Blair, owners of the Kit Williams Block, who prayed that the privilege given parties to build a shed and establish a wood yard next door to their Block on Second street should be rescinded, reported adversely, but put some restrictions on the style of roof to be put up. Adopted.

The petition of Jas. McKnight, G. W. Baxter, John Curran, John Long and A. J. White to put up wooden shed or addition to tenement already erected, were referred to the Fire Committee.

A petition was received asking the repeal of privilege given on the 15th of June to build a wooden shed on Second street. Privilege modified.

The following Committees made no report: Printing, Markets, Navy Yard, Officers' Bonds, Public Parks, Water Works, Gas, and Real Estate.

The Paving Committee was granted further time.

The following privileges were then granted: To erect a gas post on the corner of alley on Market, between Front and Main.

Two lamp posts on Jefferson street, near Lauderdale.

The report of special committees being called for, Alderman Vincent made a report, declaring the house on the northwest corner of Shelby and Gayoso streets a nuisance, and police asked to abate it. Adopted.

A petition from several citizens of the First Ward, in reference to condition of streets in that ward, and praying that they be improved, was granted.

A petition asking for the establishment of a gas post on the northeast corner of Third and Auction streets, was referred to Gas Committee.

A complaint of C. P. Moody in relation to the condition of lots on Shelby, below Beal street, was referred to Improvement Committee.

A petition asking the suppression of a dance house on Fourth street, between Jefferson and Court streets, was granted.

A petition, numerously signed, was then read asking a reduction of the tax upon theaters. The Board were evidently aware of the injustice of the former tax, and were prepared to make a reduction in keeping with that of other cities. A jocose gentleman of the Board remarked that the season tickets just distributed among the members had no influence he was sure upon the action of any member present.

An ordinance was then read a second and final time making the tax $500 instead of $1400, as heretofore.

A petition asking permission to build a shed upon the bluff was referred to the Fire Committee.

C. B. Galloway & Co., formerly of the Worsham House, asked that a part of the tax paid by them on above hotel be refunded. It was referred to the Metropolitan Police. [Guess they won't refund.—ED.]

A petition from the fishermen located at the mouth of Wolf was read, asking privilege to retain their present location. This petition created some discussion, in which Capt. John Ford, of the tug Nettie Jones, got a turning over. It was referred to the Landing Committee, and the Wharfmaster was instructed not to molest the petitioners until the matter is disposed of by the Committee.

A petition from the sale stable keepers was then read, asking protection from transient or strolling traders, who pay no taxes. Referred to Ordinance Committee.

The petition of R. P. Bolling, asking permission to inclose a portion of the bluff, for the purpose of repacking wet or damaged cotton, was referred to the Wharfmaster.

Petition for privilege of putting up a shed on Union street was referred to Fire Committee.

A petition to erect a cow shed in rear of house No. 72 Front street, was objected to by Alderman Glancy, who owns the adjoining property. A lively skirmish sprung out of the request, but it was tabled by a vote of 8 to 7. [This petition was finally granted in another shape.—ED.]

The petition of J. H. Cash regarding the condition of a bridge near his office, and from citizens about the condition of the pavement in front of J. M. Tighe's lot on Promenade street were referred to Street Commissioner.

The petition of M. E. Eddins and others, asking permission to build a slaughter-house on Beal street, was referred to Improvement Committee.

The following petitions were referred to the proper committees: Mr. Hitzfield, for portable gas. Mrs. Leech, asking pay for filling up street in front of her property, caused by change of grade. Chamber of Commerce, relative to selling of loose cotton by other than regular merchants. Improvement of Bull Run street. Restricting sale of produce on flatboats by transient traders who pay only a light privilege tax. W. H. Stevens relative to taxes assessed against the house lately occupied by Bishop Quintard, which is church property, and not liable to taxation. Managers of the Refuge of the Good Shepherd asking the use of a portion of Exchange Building, the Navy Yard or other building for purposes of the institution. Citizens of Jefferson street extended in relation to grading and paving that street; and some other petitions which were referred without being read.

At this point Jeemes Gallagher moved to adjourn, but no attention was paid to the motion.

The following resolutions were adopted:

That a committee of three, consisting of Aldermen Moffet, O'Donnell and Joyce be appointed to confer with Mr. Woodruff of the Memphis and Ohio Railroad, in reference to the right of way through Winchester avenue, lately ordered opened by the city; that four lamp posts be erected on Adams street, between the bayou and Boundary avenue; that Lauderdale street, between Vance and South be repaired; that the Wharfmaster be empowered to employ six men to remove the stone pavement likely to slide into the river; that the present grade of Tennessee street be adopted; that patent roofing be permitted to be placed on the Ledger office.

Col. Marge read to the Board a petition from John H. Speed, asking the Board to make no further improvement on 100 acres of land donated by him to the city and known as Central Park. The petition claims that the conditions entered into by the city have not been fulfilled, and that the land reverts back to the donor. Referred to Park Committee. [The city has spent over $13,000 on this property.—ED.]

A petition of the liquor dealers of the city was referred to Ordinance Committee without being read.

The Street Commissioner was, upon motion, ordered to repair the Nicholson pavement at corner of Main and Monroe streets.

A resolution directing the Landing Committee and City Engineer to visit Cairo, St. Louis, Louisville and Cincinnati to examine into the means adopted by these points to prevent the caving in of their respective landings was lost for want of a second.

An ordinance prohibiting the sale of less than a whole sheep, hog or goat from wagons, except upon payment of a tax of $2000, was very properly lost by a vote of 6 to 9.

At this point Gallagher was full. He had a scheme to promulgate about finances—the weather, crops, sternwheel steamboats, ferries, or something, but a motion to adjourn, which was carried, cut him off, and he quit the hall thinking he was shabbily treated—persecuted for the sake of the Union and his beaten ticket securely pinned in his inside vest pocket.

LARGE AUCTION SALE!!! of Dry Goods, Clothing, Boots, Shoes, Hats, Caps, etc., this (Thursday) morning at 10 o'clock, by
GOTTLIEB & EZEKIEL,
Corner Second and Adams streets.

SHELBY COUNTY TURNPIKE COMPANY—(Poplar street road).—At a meeting held on the evening of 6th inst., at the store of Royster, Trezevant & Co., the following named gentlemen were elected Directors of said Company: Wm. T. Avery, J. Cummings Johnson, Geo. C. Holmes, H. A. Montgomery, F. W. Royster, John Steele and N. M. Trezevant, and said Directors unanimously elected Wm. T. Avery, Esq., as President.

OYSTERS, oysters! fruits, fruits! and celery, game and dressed poultry in season, still in the lead! J. D. Edwards, 278 Second street, old stand. He is now receiving fresh oysters daily, and he guarantees that he will keep the best brands of oysters this season that has been in Memphis for the last five years, as he has made arrangements this season to have his oysters selected expressly for the Memphis market, and he is now ready to fill all shipping orders that he may receive at lower prices than any firm in the oyster trade.
J. D. EDWARDS, 278 Second street.

THE "Belle Memphis," one of the most popular saloons in the city, will to-day make a new bid for public favor, and spread, from 10 to 12 o'clock, a magnificent lunch. Remember the place—"Belle Memphis," 14 Adams street. A. BOHMS, Prop.

H. WADE & Co., 297 Main street, call the attention of merchants and book-keepers to their large and choice stock of Blank Books, Writing Paper, Envelopes, etc.

JOE LOCKE, 236½ Main street, has Die Modenwelt, Leslie's, Demorest, Peterson, Godey's Lady's Magazine, Harper, Galaxy, Lippincott, New Eclectic for September, besides a host of other sporting, phunny, rural, literary, police, scientific, Irish, German and French weeklies, Chicago, St. Louis, Louisville, Nashville and New York dailies, stationery, etc., etc.

H. WADE & Co., 297 Main street, keep on hand all the Books used in the Public Schools, and sell them at small advance on their cost, for cash.

Twenty-five thousand dollars to oan on collateral at Bob Grindrod's, 43 and 41 Beal street. Ellen Grindrod, proprietor.

BILLS of Exchange on all the principal cities of Europe for sale in sums to suit at First National Bank, No. 14 Madison street.

SOMETHING FOR THE LADIES TO READ.—Our Mr. B. Lowenstein, who has been in Europe for the past four (4) months, will return on Friday next and open for the inspection of the Ladies a handsome line of Black and Colored Silks and Satins, Velvets, Laces, Trimmings and Velvet Cloaks. Mr. Lowenstein has visited all the celebrated manufactories on the continent and feels satisfied that for richness and variety they cannot be equaled in this market. Some of the styles belong exclusively to ourselves, and we invite all who wish to look at handsome goods, and at prices lower than they can be found elsewhere to call on the day mentioned. We have already received by express a few pieces of Black Silks of our own importations which will be opened this morning and sold very cheap.
B. LOWENSTEIN & BROS.

THE German National Bank of this city sells foreign exchange on all the principal cities of Europe at New York rates.

LARGE AUCTION SALE!!! of Dry Goods; Clothing, Boots, Shoes, Hats, Caps, etc., this (Thursday) morning at 10 o'clock, by
GOTTLIEB & EZEKIEL,
Corner Second and Adams streets.

GET YOUR ICE at Charley N. Martin's, No. 34 Jefferson street. Free delivery.

NOTICE.—All draymen who have paid to John League their State and county tax upon drays, will bring their receipts to me that they may be turned over to our attorneys for collection. Parties who have lost their receipts will give in their names so that the money may be collected. By order of the Committee.
T. W. O'DONNELL,
Pres't Draymen's Association.
Evening papers copy one time.

JOSEPH J. LEVETT & Co.—This, the oldest shoe house in the city, is out in an advertisement this morning inviting country dealers and merchants to inspect their stock of goods. We have pleasure in re-endorsing this house to our friends. Their location is 336 Main street, near Union.

TO LITTLE ROCK IN TWENTY-FOUR HOURS.—The General Agent and Superintendent of the Little Rock Railroad announces that on and after Monday next passengers by this line will be carried through to Little Rock in twenty-four hours, with only thirty miles of staging on a good road. This sounds well and bespeaks the speedy completion of the railroad that, above all others, is an absolute necessity to the growth and prosperity of Memphis. Ho! for Little Rock.

Personal.

—Mr. David Bidwell, of the firm of Spaulding & Bidwell, lessees of the New Memphis Theater, is in the city on his way to New Orleans.

—Martin Griffin, Esq., Cashier of the German National Bank, returned yesterday from a brief visit to St. Louis.

—Mr. John Ainslie and family, who have been absent on a visit to Missouri for some weeks past, will arrive at home this morning on the Belle St. Louis.

—Mr. Henry Farmer, who has been ill of varioloid for some days, is recovering.

BROOKS, NEELY & Co.—The particular attention of planters, country merchants and others is directed to the card of this eminently reliable house, 276 Front street. They have a fine and well selected assortment of goods on hand, purchased from manufactures and first hands, and put up in packages attractive and satisfactory to the buyer. Country merchants will find it to their advantage to give Brooks, Neely & Co. a call.

H. WADE & Co., 297 Main street, two doors north of the Peabody Hotel, are extensive wholesale and retail dealers in School Books, Sabbath School Books, Law and Medical and Miscellaneous Books generally. They are large dealers, also, in Blank Books, Writing Papers and Envelopes.

RIVER NEWS.

BOATS LEAVING THIS DAY.

BELLE ST. LOUIS .... St. Louis, 5 p.m.
OZARK .... White river, 5 p.m.
GREAT REPUBLIC .... New Orleans, 5 p.m.

ARRIVALS.

Steamer G. W. Cheek, Friar's Point.
" Gladiola, Louisville.

DEPARTURES.

Steamer G. W. Cheek, Friar's Point.
" Lady Withaup, St. Francis river.
" Gladiola, Red river.

IN PORT.

Ozark, Guidon.

RIVERS WEATHER AND BUSINESS.

NASHVILLE, September 3.—The weather is fair and cool. The river is rising slowly.

CAIRO, September 8.—Up—Bee, 9 a.m.; Julia, 2 p.m.

Down—Nick Longworth, 5 p.m.

The river fell three inches. The weather is clear and cool.

LOUISVILLE, September 8.—The Minneola is aground on the Portland bar.

ST. LOUIS, September 8.—Arrived—Continental. Departed—City of Cairo.

NEW ORLEANS, September 8.—Arrived, Pauline Carroll from St. Louis, and the Barronquilla from Pittsburg. Departed, Commonwealth and Mohawk for St. Louis.

ST. LOUIS, September 8.—The river is falling steadily.

LOUISVILLE, September 8.—The river is still falling, with 3 feet 1 inch in the canal.

The river at this point is on the decline, having fallen 3 inches in the past 24 hours, being 21 feet 7 inches below the high water mark of 1867.

Business at the levee was very dull yesterday. The weather was less bleak than on Tuesday, and the sun shone clear most of the day.

MISCELLANEOUS.

The Ozark, Capt. H. Blasdell, leaves this afternoon for White river and all points to Jacksonport. She is an excellent steamboat.

The Dan Able will soon be on the track again under her old commander, Capt. Lee. She will make three trips per week to Friar's Point.

The White river packet, Fairy Queen, Capt. Ellis, leaves for Deval's Bluff and Little Rock to-morrow morning at 10 a.m. Capt. Larry Harmstad is her agent, as he is also for the Nick Longworth, which passes down to-day.

Red River, between Alexandria and Shreveport, is enjoying a fair stage of low water navigation. Up freights are taken from New Orleans and carried at high water rates—75c for dry, and $1 00 for wet bbls, and passage $20.

The R. E. Lee commences to load at Cairo to-day, and leaves there on Saturday.

The Stonewall leaves St. Louis to-day, bound South.

The first new boat for the Arkansas Packet Company leaves Cincinnati on the 15th inst.

Capt. S. O. Heinenway has chartered the T. D. Hine to run in the N. O. and lower coast trade. Capt. H. is well known here.

The Lizzie Gill leaves St. Louis to-day.

The Ozark was receiving liberal quantities of freight, and prospects for a good trip this evening were good.

The small business transacted by the Cheek summed up the business of the day.

The towboat Fulton brought Capt. Larry Harmstad's new wharfboat here yesterday.

The Mississippi Valley Tranportation Company's steamer Atlantic passed down last evening with a big tow.

The Belle St. Louis, Capt. Zeigler, is the mail packet for St. Louis to-day.

The Great Republic, Capt. W. B. Donaldson, will be down to-day on her way to New Orleans. She is an elegant steamer, and offers superior inducements to passengers.

Items were scarce at the landing yesterday.

The Ozark was receiving freight handsomely.

The Lady Withaup left last evening for St. Francis with a barge in tow loaded with produce and merchandise.

The Cheek brought six bales of new cotton to the city yesterday.

The Cora S. is expected in port to-day.

Low water in the Ohio has lately caused an advance in coal.

The Arkansas is down to three feet, and so is the Ohio. Steamers of light draft are in demand.

The following correspondence has been handed us.

Editors Appeal: It was only a day or two ago that some of our most prominent merchants and steamboatmen were deploring the loss and still rapid encroachments on the levee by the caving in of the bank, and most undoubtedly what little levee room we have remaining should be kept clean for our local packets, and not be cumbered up with an old worn out wharfboat that had to be pumped some half dozen times to prevent its sinking during her voyage to this port. Will our city authorities permit such a wreck to remain at our levee. LOCAL PACKET.

The new steamer Gladiator passed down last night. She is destined for Red river.

The Nick Longworth is due this morning, on her way to New Orleans. Capt. Lew Kates and Eugene Bowers are her chief officers.

The Guidon leaves for the Arkansas to-morrow, in the interest of the Arkansas Packet Company.

STEAMBOATS.

FOR WHITE RIVER.

Memphis and White River Packet Company, United States Mail Line. For Jacksonport and Way Landings.
OZARK .... Blasdell, master
This superb passenger packet will leave as above
THURSDAY, 9th inst., at 5 p.m.
T. A. KENDIG, Agent.
se8 304 Front street, Mosby Block.

FOR CINCINNATI.

Memphis and Cincinnati Packet Company—For Cairo, Louisville and Cincinnati.
CORA S .... Hicks King, master
This elegant and swift steamer will leave as above
FRIDAY, 10th inst., at 5 p.m.
LARRY HARMSTAD, Agent.
sep8 No. 22½ Madison street.

FOR NEW ORLEANS.

Regular New Orleans Packet—For Vicksburg, Natchez and New Orleans.
GREAT REPUBLIC .... Donaldson, master
This elegant passenger steamer will leave as above
THURSDAY, 9th inst., at 4 p.m.
RICHARD W. LIGHTBURNE, Agent,
se8 No. 4 Jefferson street.

FOR FRIAR'S POINT.

Regular Memphis and Friar's Point Tri-Weekly Packet.

FOR HELENA AND FRIAR'S POINT.

GEORGE W. CHEEK ...... Geo. Malone, master
This elegant passenger packet will leave as above every MONDAY, WEDNESDAY and FRIDAY, at 5 p.m.
MORTON, ALLEN & CO., Agents, Friar's Point.
PENNY & CO., Agents, Helena.
GRUBBS & CO., Agents, Delta.
J. McMULLEN, Agent, Delta.
For freight or passage apply on board. se8

Friar's Point, Helena and Bends Packet.

DAN ABLE, - JAMES LEE, Master

CLERKS:
STACK LEE AND CHARLEY JACKSON.

Leaves Memphis, commencing September 20th—Mondays, Wednesdays and Fridays, at 5 o'clock p.m.
Leaves Friar's Point—Tuesdays, Thursdays and Saturdays, at 10 o'clock a.m.
ELLIOTT & MILLER, Memphis.
MORTON, ALLEN & CO., Friar's Point.
se8 PENNEY & BURKE, Helena.

FOR ST. LOUIS.

Memphis and St. Louis U. S. Mail Line

FOR HICKMAN, COLUMBUS, CAIRO AND ST. LOUIS.

ONE of the Company's fine Passenger Steamers will leave as follows:
JULIA, MONDAY, Sept. 6, at 5 p.m.
BELLE MEMPHIS, TUESDAY, Sept. 7, 5 p.m.
BELLE ST. LOUIS, THURSDAY, Sept. 9, 5 p.m.
MARBLE CITY, FRIDAY, Sept. 10, at 5 p.m.
CITY OF CAIRO, SATURDAY, Sept. 11, at 5 p.m.
Tickets for all points, via Memphis and St. Louis Packets, North, East and West. Apply to General Railroad Ticket Office, 278 Main street. FLEM. CALVERT, Sup't.
SAM C. WEAVER, Ticket Agent. sep5

FOR VICKSBURG.

United States Mail---For Vicksburg.

ONE of the Company's fine Passenger Steamers will leave on the following days, making all Way Landings between Memphis and Vicksburg:
MARBLE CITY, SATURDAY, Sept. 4, at 5 p.m.
RUBICON, MONDAY, Sept. 6, at 5 p.m.
LUMINARY, SATURDAY, Sept. 11, at 5 p.m.
JULIA, MONDAY, Sept. 13, at 5 p.m.
Freight received at the St. Louis Wharfboat.
se1 FLEM. CALVERT, Sup't.

FOR WHITE RIVER.

Speed, Safety and Comfort---Elliott Line.

Memphis and White River U. S. Mail Packet, For Helena, Friar's Point, Devall's Bluff, Little Rock, Hot Springs, Searcy, Des Arc, Augusta and Jacksonport.
LEGAL TENDER .... John D. Elliott, master
This first-class side-wheel passenger steamer will leave as above
EVERY TUESDAY, at 5 o'clock p.m.
Connects with steamer Mollie Gratz for all points on Upper White and Black rivers.
ELLIOTT & MILLER, Agents,
Promenade and Jefferson Sts., opp. Landing.
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FOR PINE BLUFF.

Memphis and Pine Bluff Packet.

GUIDON .... Clay Rice, Master
THIS elegant steamer will leave Memphis on WEDNESDAY, September 15th, and will ply regularly as a weekly packet between Memphis and Pine Bluff. She is owned by the merchants and planters along the lower Arkansas, and will pay especial attention to all business entrusted to her. All freights should be shipped in care of ELLIOTT & MILLER, Agents,
au29 No. 1 Promenade street.

FOR HALE'S POINT.

HALE'S POINT TRI-WEEKLY PACKET.

COMMENCING ON OR ABOUT THE FIFTEENTH OF SEPTEMBER.

THE Memphis and St. Louis Packet Co. will run their fine side-wheel Passenger Steamer, ST. JOSEPH, between Memphis and Hale's Point, leaving Memphis Monday, Wednesday and Friday evening, at 5 o'clock; returning, will leave Hale's Point Tuesday, Thursday and Saturday, at 12 o'clock m., arriving at Memphis early the following morning.
HENRY W. SMITH, President.
FLEM. CALVERT, Superintendent. s7

For Arkansas and Texas.

TRAVELERS OR EMIGRANTS going to Arkansas or Texas should cross the river at this point on steamer
LAURA .... Cheek master
to Cheek's Landing. Four miles of land travel saved. Boat makes four trips daily.
sep2