

RAILROAD TIME TABLES. Louisville and Nashville and Great Southern. Memphis and Charleston. Memphis and Little Rock. Paducah and Memphis.

COMMERCIAL.

There is but little promise of an increased demand for mercantile loans, therefore our money market continues quiet and easy.

It is reported by the secretary of the national treasury that \$150,000,000 worth of the new 4 per cent bonds will find their way into the hands of the people under the new bill allowing 3 per cent certificates of \$10 or upwards to be converted in sums of \$100 into 4 per cent bonds.

The interest rates of the Bank of England were reduced last week from 5 to 4 per cent. The former rate had ruled for several months, and the reduction is a forecast of an easier as well as a healthier monetary position.

Memphis bonds, Selling, 25 1/2, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Cotton.

The market opened this forenoon steady, with moderate inquiry at previous prices.

Sales yesterday 3000 bales; to exporters 2500; spinners 400; speculators 1500. Market closed steady.

The total receipts of cotton at all United States ports yesterday was 829,349 bales, against 806,376 bales same time last year and 845,314 the year before.

Receipts of cotton at all points in this country since Friday are 70,081 bales, against 59,630 bales last week, and 85,047 bales same week last year.

Freight rates from here to New York are 70c rail and river, and 75c all-rail; to Boston 75c/80c; to New Orleans \$1 per bale by steamer, and \$1.75 by railroad.

Aside from the meats, which are unsettled and advancing, the markets are generally quiet and without fluctuation of importance.

FLOUR—Quiet. Quotations are for fighting flour, Western, \$3.50 per bushel for S, \$4 for XX, \$4.50 for XXX, \$4 for choice family, and \$4.60 for fancy.

CORN—Quiet; last sales from first hands, 42c per bushel; in a small way 41c; market fairly supplied.

The Golden Rule leaves Cincinnati on Saturday for New Orleans. The new steamer Lucy Gastrell leaves Cincinnati this evening for New Orleans.

Local inspectors Ralston and Groenewald have gone to Cairo on an inspecting tour. There is several gorges of ice in the Ohio reported between Marietta and Parkersburg.

The Anchor Line packet Commonwealth passed Vicksburg yesterday for New Orleans. Captain Thomas Darragh and his bride left last evening for Little Rock.

The E. O. Stannard passed down last evening for New Orleans after adding here 20 bales of cotton. The new Mary Houston, en route from New Orleans to Cincinnati, passed Vicksburg yesterday.

The big James Howard is loading at Cairo for New Orleans, and the City of Vicksburg for Parkersburg. Mr. Martin Jones left last evening on the Ouachita Belle for Vicksburg to settle up some old business of the Illinois.

The Hattie Nowland cleared last evening for Arkansas river with a good trip. Captain John Darragh went out in command of her. The Vint Shinkle is the regular Memphis and Cincinnati packet leaving here Saturday next for the Ohio river.

Captain J. J. Warnum is still suffering and confined to his room from the effects of a fall near Monroe street on the ice two weeks since. The Katie Hooper will arrive tomorrow night from Arkansas river, and leave on Saturday, her regular day, with a return trip for Little Rock.

Mr. J. W. Hartup, formerly an engineer of the Grand Republic, has gone to Colorado to take charge of the machinery of a quartz mill. The Illinois, Captain George Malone, will arrive in port tonight and leave tomorrow evening with a return trip for Arkansas City and the bonds.

The Josie Harry will pass Devall's Bluff to-day for Memphis and will arrive here on Friday and leave on Saturday with a return trip for Jacksonville. The U. P. Schenk passed up this morning for the Ohio river after putting off here a lot of sugar and molasses and adding a small list of cotton.

Captain John Darragh received a telegram yesterday from Captain Hemenway, dated at Pensacola, Fla., informing him that he passed there all safe with his packet, the Belle Texas, bound for St. Johns river. Mrs. Katherine A. Hobbs, mother of Wm. A. Hobbs, river editor of the Globe-Democrat, died at her residence in St. Louis last Saturday. Mr. Hobbs has our sympathy in his affliction.

The Osceola Belle, Captain Andrews, is the regular mail packet leaving to-morrow evening for Osceola and all points on the upper coast, attending promptly to all way business. There is very little business doing in the bends, the planters being unable to haul their cotton to the landings, on account of the thaw which has made the roads impassable.

The Grand Tower, of the Anchor Line, arrived at Vicksburg last evening at six o'clock and leaves there to-day at noon with a return trip for Cairo and St. Louis. Captain John Edson, well known in river circles, is lying quite ill at 134 Fourth street, Chelsea. He would appreciate a visit from any of his friends. There is very little hope of the captain recovering.

Commodore Jim Wise telegraphed Captain R. W. Lighthouse yesterday afternoon from Cincinnati, that the ice in the Ohio river at that point was rapidly thinning out and navigation would soon be fully resumed. It is the general opinion at St. Louis of old boatmen that unless there is a rise in the Osage and Gasconade rivers, the ice will not break up in the upper Mississippi until the middle of February.

The J. W. Gaff, Paris C. Brown, Cherokee, Silver Cloud, Charlie Mc Donald, John A. Wood and Grafton, which went into the mouth of Tennessee river for a safe harbor, will be able to-day to proceed on their journey, by the thaw and thinning out of the ice. The Geo. W. Cheek, of the Lee Mail line, with Captain Stacker Lee in command, is the regular mail packet leaving this evening for Friar's Point, giving special attention to all way business. Billy Smith, the popular clerk of the Coahoma, has charge of the office.

The James D. Parker cleared last evening for Cincinnati with the blue ribbon trip for several years past, having 1550 bales of cotton, 600 bbls oil, 50 bales rags, 20 bbls tallow, 30 tons scrap iron and sundries and 30 cabin passengers and a lot of deckers. A Swede named Charles Johnson, a deck passenger on the Basville, bound for St. Francis river, fell overboard from the lower deck as she was backing out from the landing yesterday, but being a good swimmer he succeeded in making the shore and was cared for last night at the station-house.

The Hard Cash, Captain Ed Postal, came in last night from White river with 550 bales and 3 bags of cotton, 106 sacks of seed, 50 empty oil barrels, 11 head of cattle and 185 packages of sundries, and reshipped at the mouth of the river 284 bales of cotton. She leaves on time this evening with a return trip for White river, going through to Jacksonville, doing all way business and making direct connection with the light-draught steamers Mill Harry and Alberta by Upper White river.

The Mary Houston, on route from New Orleans to Cincinnati, has over 1000 tons of sugar and molasses. Pittsburgh coal float at Cincinnati and Louisville is firm at 8 cents per bushel. Captain Mill Harry left last evening for Devall's Bluff by rail to rejoin his packet the Josie Harry.

The Ruth and City of Augusta, bound for New Orleans, passed Vicksburg yesterday. The Robert Mitchell, en route from Cincinnati to New Orleans, passed Evansville last evening. Thawing along the Ohio river yesterday with the ice breaking up and full restoration of navigation.

Pumped by Parsee. The brusque inquisitiveness of the Parsees was well illustrated a few weeks ago when a gentleman—say Mr. Griffin—was traveling by rail from Bombay to Calcutta. His fellow passenger was a fat and sloop Parsee, who opened a conversation with, "Just from England, sir?" "Mr. Griffin replied that such was the case. "Yes, why not?" said the descendant of Jansed. "Hope you had a pleasant passage." Mr. Griffin assured him that he had; on which he was presented with an orange and the observation, "Yes, why not? Just so. God is great! I hope your mother is well?" Mr. Griffin's mother was well, and he said so, when his irrepressible companion proceeded, "Have you a wife?" "Yes." "Of course. Why not? God is great! And she is well?" "Yes." "And happy?" "Yes." "And virtuous?" Mr. Griffin came to the conclusion that the Parsees were queer people.

Sacramento (Cal.) Record: The expulsion of the Chinese is not demanded on the ground that they represent cheap labor; if such a plea was advanced it might be turned to the prejudice of other nationalities than the Chinese. They are regarded by the thoughtful as objectionable because they represent a substitution of unchangeably foreign and hopelessly assimilable material for that which is malleable and assimilable. They do not come here with any view of permanent residence or naturalization. They bring their own peculiar and ungenial civilization with them, and wherever they go they set up a small section of the Chinese empire. There is, therefore, no parallel between this kind of cheap labor and other kinds. We can not look forward to the probability that some day all these Chinese will be American citizens, will speak English, will have adopted American habits and institutions. Chinese colonies never merge, as all experience proves.

Anthony Trollope, writing of novel reading, says that a good novel should be both realistic and sensational in the highest degree. "If a novel fails in either," he adds, "there is a failure in art. Let those readers who fancy they do not like sensational stories think of some of those passages from our great novelists which have charmed them most—of Rebecca in the castle with Ivanhoe; of the mad lady tearing the veil of the extant bride in Jane Eyre; of Lady Castlewood as, in her indignation, she explains to the Duke of Hamilton Harry Edmond's right to be present at the marriage of his Grace with Bertrix." "Truth let there be: truth of description, truth of character, human truth as to men and women. If there be such truth I do not know that a novel can be too sensational."

There's one melancholy fact about a calendar; there's no time when its days are not numbered.

STEAMBOATS. Special--For White River. THE STEAMER HARD CASH, leaving for White river, at 5 p.m., connecting at Jacksonville for all points above. R. W. LIGHTBURN, Agent.

For Helena and Friar's Point--Lee Line Steamers. GEO. W. CHEEK, master, Walker Outlaw, clerk. Will leave as above THIS DAY, Jan. 23, at 5 p.m. For freight or passage apply on board or to F. M. VINSON, Agent, No. 4 Jefferson street.

Memphis and Ohio River Packet Co. For Louisville and Cincinnati. The fine steamer VINT SHINKLE, J. A. Lindsay, clerk. Will leave as above SATURDAY, Jan. 25th, at 5 p.m. R. W. LIGHTBURN, Sup't, No. 7 Monroe street, opp. Peabody Hotel.

For Vicksburg. Regular U. S. Mail Packet for Vicksburg--The elegant steamer Ouachita Belle, M. R. Cheek, master; A. L. Cummins, clerk. Leaves for Helena, Friar's Point, Commodore Jim Wise, New Orleans and Vicksburg EVERY THURSDAY, at 5 p.m., connecting at Vicksburg with the Paris C. Brown, Cherokee, Silver Cloud, Charlie Mc Donald, John A. Wood and Grafton, which go through the mouth of Tennessee river, giving through bills of lading to all points at lowest rates. For freight or passage apply to J. T. WASHINGTON, Agent, on R. E. Lee Wharf boat.

Shippers can rely on the above arrangement being permanent. Freight received at all times on R. E. Lee Wharf boat. 121

For New Orleans. Regular Memphis and New Orleans Packet--The Vint Shinkle, J. A. Lindsay, clerk, all way and bend landings--The elegant passenger steamer HENRY FRANK, J. F. Hicks, master; Alf Watson, clerk. Leaves Memphis as above WEDNESDAY, 22d inst, 5 p.m. For freight or passage apply to J. T. WASHINGTON, Agent, on R. E. Lee Wharf boat.

For White and Black Rivers. MILD HARRY'S Memphis White and Black Rivers U. S. Mail Packets. For Indian Bay, St. Charles, Clarendon, Devall's Bluff, New Orleans, Jacksonville, West Point, Searcy, Batesville, Pechabot and Pochontash. The new steamer JOSIE HARRY, M. R. Harry, captain; J. D. Moore, clerk. Leaves Memphis on and after November 2d, EVERY SATURDAY, at 5 p.m., connecting direct with the new steamer Vint Shinkle, Mail Packet MILD HARRY for Pochabot and Pochontash, and with the daily packets to Batesville and Upper White river. Through rates to all points. Freight consigned to Mild Harry Line, Memphis or Terrene, will be promptly forwarded. J. T. WASHINGTON, Agent.

For White River. Regular Independent Memphis and White River Packet. For Augusta, Jacksonville, Searcy and way points. The Regular Independent Packet HARD CASH, E. C. Popple, master; Charles Postel, clerk. Will leave Memphis EVERY WEDNESDAY, at 5 p.m. For freight or passage apply to R. W. LIGHTBURN, No. 7 Monroe street, opp. Peabody Hotel. R. P. GLENN, on Wharf boat.

For Randolph, Fulton and Osceola. Regular Tri-Weekly Mail Packet. For Randolph, Fulton, Osceola and all way landings. The elegant passenger steamer Osceola Belle, J. G. Andrews, master; B. O. Mitchell, clerk. Leaves Memphis every MONDAY, THURSDAY and SATURDAY, at 5 p.m. For freight or passage apply on board.

For St. Francis River. Regular Semi-Weekly Mail Packet. For Marianna, Wintberg and all points on St. Francis River. The light-draught steamer BATESVILLE, J. D. Randall, master; D. B. Abrahams, clerk. Leaves Memphis every MONDAY, THURSDAY and SATURDAY, at 5 p.m. For freight or passage apply on board.

LEGAL. Trustee's Sale. At the request of the beneficiary, and in pursuance of the terms of a deed in trust made to me by S. Freeman & Co., and duly recorded in the Register's office of Shelby county, Tenn., in Book 14, page 68, of chancery mortgages, the indebtedness therein mentioned having been paid, I will sell at the highest and best bidder, for cash in hand, my office, No. 117 Main street, Memphis, Tennessee, on

Thursday, January 23, 1879, at 12 o'clock a.m., the following described personal property, to-wit: One steam engine and fixtures, two wooden tanks, two iron tanks, all the pipes, for steam and water supply, attached to and in any way belonging to the Great Factory in Port Pickering on Donora's land, formerly known as the Great Factory of J. D. Upen & Co. Also one spring wagon, one common dray, one scavenger dray and all the other attachments belonging to the same. Also one horse harness, fifty (50) shoes and about, more or less, also the houses, sheds, etc., belonging to or in any way connected with said drive. Factors including all articles in and about said factory and belonging to the same. Also the contract with J. D. Upen & Co. with the city of Memphis as scavengers, etc.

The title to this property was granted to me, but I will convey to the purchaser. Witness my hand and seal, this 11th day of January, 1879. W. H. GLENN, Trustee.

Trustee's Sale. In virtue of a deed of trust executed to me by D. H. Douglas, on the 25th of February, 1876, and recorded in the Register's office of Shelby county, Tenn., in Book 110, page 544 I will, on

On Saturday, February 15th, 1879, Between 11 a.m. and 12 m., in front of No. 285 Main street, in the city of Memphis, Tenn., proceed to sell for cash the following described property, to-wit: Five hundred (500) acres of tract of land consisting of 1153.75-100 acres, fully described below, lying in range 8, section 3, of the Eleventh township of the western part of the 1153.75-100 acre tract by a line running north and south, which tract of land is fully described as follows, to-wit: Beginning at the northeast corner of the said tract, to a stake in the ground marked J. M., the north line of the said tract, to a stake in the ground marked J. M., the east line of the said tract, to a stake in the ground marked J. M., the south line of the said tract, to a stake in the ground marked J. M., the west line of the said tract, to a stake in the ground marked J. M., the north line of the said tract, to a stake in the ground marked J. 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