Local Matters.

Friday Morning, 11 o'clock, April 29, 1859.

☞ We are indebted to Mr. Borden, of the Adams Express Company, for late papers.

MONEY LOST.—Mr. R. G. Clark, No. 16 Front Row, lost a sum of money yesterday. See advertisement in to-day's paper.

☞ At ten o'clock to-day, negroes, tobacco, new furniture, old furniture and sundries will be sold at 264 Main street, by G. B. Locke & Co.

THE CHAIN GANG.—This municipal institution is in a flourishing condition, consisting, as it does, of forty-eight working men.

LOVE IN A COTTAGE.—We commence the publication of the beautiful story, to-day, let no sighing swain, nor sentimental fair one, fail to read it.

A BROKEN UP BANK.—The worst broken up bank we have seen lately is opposite the Commercial Hotel. It will take but a few days to obliterate it entirely.

MEDICAL CONVENTION.—Drs. Keller, Robards and Rice have been elected Delegates from the Memphis Medical Association to the American Medical Convention, which meets at Louisville, Ky., on the 3d inst; they left yesterday on the *M. Lollar*.

IMPROVEMENT.—The old stable at the corner of Main and Gayoso streets is in the course of demolition. We hear that five handsome stores are to be built on the ground, of five stories high, the whole to be finished in a style fully equal to to our best buildings.

DEATH ON THE RIVER.—A gentleman from Fort Smith, Ark., named Becker, or Baker, got on board the *Chanselor* at Napoleon on Wednesday, and died before the boat reached this port yesterday. The body was left here for interment.

FAIR IN CONTEMPLATION.—The ladies of Dr. Deane's (the First Baptist) Church have it in contemplation to hold a fair, at Odd Fellows' Hall, for the benefit of the church. The entertainments will be held on the evenings of the 10th, 11th and 12th May.

CITY FOR OUR MEMPHIS WEEKLY.—We are indebted to Mr. J. W. Echols, at Dyersburg, Tenn., for a club of subscribers to our Weekly, for which we thank his city, and are hereby returned. We shall continue our efforts to make the APPEAL worthy of the liberal patronage which is being extended to it.

A STRAY BALLOON.—An object far above the south-western horizon was seen from this city yesterday, which, as it approached, was discovered to be a balloon of large dimensions. It finally settled down out of sight, and the curious were left in doubt as to whence it came or whither it went.

THE GAIETY.—Mrs. Sinclair and Mr. Sedley made their first appearance last evening in *Much Ado about Nothing*, and they fully sustained the good opinion which preceded them. They will appear this evening in the new play of *Marie Antoinette*, an entertainment to conclude with the *Maid with the Milking Pail*.

RECORDER'S COURT.—Although there was a large number of delinquents before the Recorder yesterday, no particular case merits mention. Twelve cases were disposed of and fines to the amount of $86 were assessed, but $10 of which were collected. Eight additions were made to the chain gang.

A SINGLE TESTIMONIAL.—We announced a day or two ago that there was a number of native Africans for sale in this city. A gentleman of this city purchased one of the most likely boys in the lot yesterday, and presented him to his friend Mr. William Bonner, one of the proprietors of the Memphis Race Course. Old Dorrit would have appreciated such a gift as a "slight testimonial."

FATAL AFFRAY.—We learn from Mr. C. D. Taylor, the clerk of the steamer *Evansville*, that a shooting affray occurred at Aberdeen, Ark., on Saturday last, between a man named Rose and his brother-in-law, whose name was unknown to our informant. Rose was fatally wounded, and died suddenly. The quarrel originated about a very trifling matter. The homicide was arrested and held for trial.

DR. SCALE'S STOCK.—In our allusion to the splendid horses, desirable milch cows, and magnificent buggies of Dr. Scales yesterday, the types made us say that he was from Lexington, Ky. Lexington is a very good place to come from, but everybody knows that Dr. Job Scales resides in Covington, Ky. His headquarters is at Mr. Charlie May's Gaiety Stables.

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EQUESTRIAN FEAT.—As Col. Latham was driving a couple of spirited horses last evening, up Front Row, they ran off when just below Madison street, and dashed into the sidewalk under the awning, opposite Cherry's Exchange office door yesterday evening some yards, as well did the Colonel handle the ribbons, they safely emerged from the narrow and dangerous passage, the awning posts being neatly avoided. At Jefferson street the drivers made them turn handsomely round a heap of gravel, a wheel dropped off, but the career of the gallant gentleman was not stopped. As it was just at the close of day, drays and teams were standing about, but they were handsomely passed, and the race ended at the Worsham House with no other injury than the loss of the two hind wheels of the vehicle, a broken wheel being also left behind in the run. The Memphis races commence on Monday, but better specimens of equestrianism will not be exhibited than the feat of this gentleman, not of the turf, but of the track. The Colonel never lost the cigar he had in his mouth during the run, but was coolly sucking it when his perilous but involuntary task was concluded.

THE DIFFERENCE.—The National Race Course has been established recently in the vicinity of Louisville, and the enterprise has received the encouragement of the first citizens of that locality. In connection with the establishment of this new race-course, the *Journal* very justly observes: "We are aware that some of our readers are opposed to all racing, and such may object to the establishment of the present course. Let us suggest to these gentlemen that we have but a choice of alternatives. The question is not whether racing shall exist, but whether it shall be placed in reputable or kept in disreputable hands. Racing already exists and will continue to exist. The present effort is to place it on a higher basis, and to make the course unobjectionable to the management. It is with this view that we support the enterprise and commend it to our readers." It may not be unprofitable in this connection to trace the difference between the things in Louisville and at this city in reference to this same matter. The National Race Course has been located at a distance of five miles from Louisville, and the Louisville and Frankfort Railroad Company, upon whose thoroughfare the course is located, with commendable liberality, have agreed, not only to make a switch at the course, but to donate the Association the entire net receipts of the road for transporting passengers at the first meeting. The road has made another and still more important agreement, namely, to give to the Association the entire net receipts of one day at each and every subsequent meeting, the day to be selected by the officers of the Association! The Memphis Race Course has been located at about the same distance from Memphis as that of the National Course from Louisville, upon one of the leading railroads, and the travel to and from the course has been a source of great profit to the road. Indeed, we are informed that at the last fall meeting, (the first meeting after the organization of the Club,) the railroad company in question, netted no less than $3,000 from passengers to and from the race-course; and in all probability the profits from that source will be greatly in excess of those of the autumn. We are somewhat surprised to learn that, notwithstanding the great pecuniary advantage which accrues to the railroad company from the establishment of the race course upon the line of the road, the company, so far from offering any encouragement to the gentlemen who have, at great expense, established the course, or to the Jockey Club, they have not deemed it worth while to erect even a covered platform in the vicinity of the grounds, wherewith to shelter passengers from the sun or rain while awaiting the arrival of the trains. Justice, not to say generosity, would seem to suggest to the railroad company that they should not only supply everything necessary to the comfort of passengers, but that they should in some measure, emulate the example of the Louisville and Frankfort Railroad Company, and evince some appreciation of the great pecuniary favor which they receive semi-annually from those who attend the races. We suggest that a piece of plate, to be designated the "Railroad Plate," or a "Railroad Purse," or a "Railroad Sweepstake," or something of the sort, would not be inappropriate for the coming week; and we presume anything of that character would be kindly received by the Jockey Club.

CAYCE'S REAL ESTATE SALE.—Messrs. Cayce & Son sold forty lots of ground on yesterday, as follows:

Lot 29, west side Dunlap avenue, 52 feet front by 1934 deep, at $11.00 per foot, purchased by James Davis, $572.00; 28, west side Dunlap avenue, 52 by 1934, 9.75, James Davis, $507.00; 27, west side Dunlap avenue 52 by 1934, $8.75, E. M. Alexander, $455.00; 26, west side Dunlap avenue, 52 by 1934, $8.75, E. M. Alexander, $455.00; 25, west side Dunlap avenue, 52 by 1934, $8.75, Rev. William Bonner, one of the proprietors of the Memphis Race Course. Old Dorrit would have appreciated such a gift as a "slight testimonial."

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Port of Memphis.

No advertisements of Steamboats inserted except through Agents in this city, who will be held responsible for advertising fees.

River News.

[*For particulars see advertisements.*]

STEAMBOATS LEAVING TODAY.

For White River.....THE 3 SISTERS.
For Cairo.....ECLIPSE.
For Louisville.....JOHN RAINE.

ARRIVALS YESTERDAY.

L. M. Rawson, N. Orleans, Ingersoll.....J. S. Lewis, Chattanooga.....Hornet, Wade, Vicksburg, Mary Cook, Memphis, Louisville, Daniel Boone.....Napoleon, A. T. Lacy.....S. Orleans, Cora Perry.....Pittsburg, D. G. Taylor.....Cincinnati.

DEPARTURES YESTERDAY.

L. M. Rawson, N. Orleans, Ingersoll.....J. S. Lewis, Chattanooga.....New Orleans, Jas. Montgomery.....N. O. J. H. Lacey.....St. Louis, Mary, St Letter, Louisville, J. C. Child.....Vicksburg, D. G. Taylor, New Orleans.

At this point last evening the river had fallen one half an inch during the preceding twenty-four hours, at which time the water was within seventeen and one half inches of the highest point of last year, and within twelve and one-half inches of the highest water level of this season.

The river at St. Louis yesterday, as we learn by telegraph, was stationary, having receded two inches during the preceding night.

The river on the Ohio is gradually slackening at Louisville, while at Pittsburg the water is slowly receding.

The weather remained and nearly pleasant, with a very light fall of rain during the day, and considerable shower last night.

We learn from the officers of the Daniel Boone, that Napoleon reported that the Mississippi is falling at that point, having fallen about eight inches three days the beginning of the decline.

The Arkansas river is falling at Little Rock, and so far down as the Salt water bend in Mississippi will hardly of a decline.

White river was also falling at every point, and planting operations were going on swimmingly when the Frances left Clarendon, at the beginning of the week.

The St. Francis river is falling, and the water in that region has not touched even the bushes of planting. That region is now in a blooming condition, and the farmers are in excellent spirits. We learn from the officers of the W. H. Langley, from the St. Francis river yesterday, that our fellow-citizen Mr. Wm. G. Fort, who has a fine plantation about thirty miles from the mouth of the river, but has planted planting there hundred acres of cotton on his place. It plants, therefore, that, notwithstanding the unprecedented overflow, King Cotton will have a fifteen acreage in St. Francis.

The Tyre river, on the 23d, was on a stand, and was three six inches higher than last year.

The Tallahatchie river has fallen to a very low ebb, at Grenada, Mississippi.

The Alabama river, at last accounts, was in a good boating order, but was by no means full.

The Cumberland river was swelling rapidly at Nashville, with from two six inches on the shoals.

During last last trip the steamer W. H. Langley from St. Francis river, extended her run up the L'Anguille river, a tributary to the St. Francis, to the distance of twenty miles—about twenty miles farther than a boat ever before penetrated into the bowels of that country. About 5,000 bales cotton came out of the L'Anguille country. For the sake of business to Memphis, we trust that the L'anguille will continue permanently to her new trade.

The fine passenger steamer Capitol has been engaged to run permanently in the Memphis and New Orleans packet line, and will leave on Monday next for this port. The Capitol is a fast boat, and is in splendid repair. We understand she will make regular trips. We will be supply ship to it. She will be under the command of Capt. J. B. Clarke, the fine popular commander of the defunct Bee Picayune.

We have published that Capt. P. G. Bennett and Mr. G. P. Kilmer, of the W. H. Langley, to Mr. C. D. Taylor, of the Evansville, and to Mr. Potts, of the Daniel Boone, for papers, miscellanea and other favors.

Regarding the trip of the Alice Adams to Louisville, Capt. Lamb put a number where just above Owens' and, Ordinarily the Captain is as gentle as a lamb, but when he becomes exasperated he is as terrible as a lion.

The Commodore Perry arrived from Pittsburg last evening, with a heavy cargo and cabins full from her port. She will return from this port Saturday. The Perry comes to load down to the south.

The J. P. Jones took 100 bales cotton last evening for St. Louis.

The Imperial, from St. Louis yesterday, awaited the arrival of the train here, and received some additions to her passenger list.

The Daniel Boone arrived from Napoleon yesterday afternoon, with a good passenger trip.

The Mose McLellan, for Louisville, and the J. H. Lacey, for St. Louis, departed last evening, and the Evansville for Louisville from White river.

With very light offerings, freights to the various points command the following rates:

To New Orleans—Prime freights 35 cents; Middling 30@25; Fine freights are taken at 40@45; Bulky freight, per hand, way bills 40 a 50c.

To Vicksburg—Cotton rates are as New Orleans.

To St. Louis—Prime freights 30 a 35c, and other articles in proportion.

To Pittsburg—Prime freights 35 a 40c.

To Cincinnati—Prime freights shade less 30 a 35c, and other articles in proportion.

To Louisville—Prime freights 30c.

To Nashville—Prime freights 25 a 30c per 100 lbs, and other freights in proportion.

For White River—Prime freights to Jacksport 40 a 50c; Middle 35 a 120 per bale; Fine 60 a 75c per bale.

To Arkansas River—Prime freights is 40c; Fine 40c per bale; Bulky 40c per bale.

FOR WHITE RIVER.—The popular steamer Evansville, Capt. Abner Baird, is receiving for White and Little Red rivers, and will leave at the usual hour this afternoon. The Evansville has splendid passenger accommodations, with attentive and efficient officers. There is no clerk who understands better the wants of travelers than Mr. C. D. Taylor, who has charge of the office. Messrs. Pirtle & Bowen are the agents.

OUR CAIRO LETTER.

CAIRO, April 27, A. M., 1859.

DEAR APPEAL: The rivers at this point again commenced to fall yesterday, after having been stationary for three days. The fall has so far been very slight. The weather continues cloudy and disagreeable, raining the day and a clear day with a strong wind last night.

A few Louisville packets are slowly creeping up the Illinois and Missouri rivers, and also the packet Mississippi cleared at Evansville. At Louisville the Ohio is rolling pretty hard, with over eleven feet water on the falls. At Cincinnati it is also reported rising, but nothing at Pittsburg or Wheeling. Our operations here in the channel. This river will not produce any more of a rise here, but will tend to keep the river up. The Cumberland is still reported falling.

Business continues very dull.

The S. G. Tyler came up early in the morning, and the Rockport and John J. Roe are expected. The Roe left Louisville on the 20th, and the Rockport on the 21st.

Nothing new in the vicinity of this place. Cairo is rather quiet, but will come alive when the river gets