Local Matters.

Saturday Morning, 11 May 14, 1859.

☞ We received by the Memphis and Ohio Railroad yesterday, a Cincinnati Commercial of the previous day.

☞ We are indebted to A. P. Randall, Esq., the efficient mail agent on the steamer Southerner, for favors.

☞ The Hon. A. G. Brown, of Mississippi, is entitled to our thanks for a copy of the Congressional Globe for the years 1857 and 1858.

STEAM AHEAD.—On Second street, just north of Exchange, we yesterday saw a portable steam engine busily at work pumping the water from a stagnant pond.

☞ Wesley and McKenzie Sabbath schools will hold their pic-nic at the Fair grounds to-day, and not at Fort Pickering, as was originally intended. They meet at Wesley chapel at 8 o'clock.

☞ We had the pleasure of a visit yesterday from our friend, Col. F. P. Redwood, the able and efficient Senator from Monroe county in the late Arkansas Legislature. The Colonel is a staunch and unswerving Democrat, and well merits the honorable position he has held with distinction and service to his State.

PHRENOLOGY AND PHYSIOLOGY.—At the Gaiety Theatre, to-night Prof. O. S. Fowler, of New York, will deliver the first of his course of lectures. His subject is Health and Phrenology, embracing remarks upon the laws and ends of life, the organism of character, the conditions of health, the characteristics of physical formation, and other interesting subjects.

WESTMINSTER REVIEW.—The April number of this sterling periodical has reached us; its contents embrace: "Yorkshire," "Morals of Trade," "Weimar and its Celebrities," "The Drama in Paris," "The Italian Question," "Adam Bede," "De Lamennais," "England's Position in Europe," "Cotemporary Literature."

A BOOK A WEEK.—The American Sunday School Union, at Philadelphia, have resolved to publish one of their elegant new books every week "Broken Cisterns; or The Story of Jessie Worthington," will be the first publication. The agents in this city for these publications are Messrs. Lehman & Co., corner of Jefferson and Main streets.

☞ The firemens' celebration of yesterday-day indeed. Manassas, Dupree & Co., to postpone their sale of Union street property until this morning at 10 o'clock. An omnibus will leave the corner of Main and Madison streets at 10 o'clock precisely, and all who want property of this character should not fail to attend this sale, as it will be sold regardless of price.

THE NEW PROCEEDS.—The ladies who had charge of the fair at Odd Fellows' Hall, for the benefit of the First Baptist Church, which entertainment closed Thursday evening, had a final settlement of the business yesterday, and rejoiced the net proceeds of the three entertainments to be a fraction under $1,000. The creditors deserve the prayers of the church and the thanks of the entire Christian community for the noble effort which they made to liquidate a needed fund of the church. The proceeds will be devoted to the improvement of the church edifice.

TUNED EDITOR.—It will be a source of gratification to the numerous friends of Dr. F. V. Carr, the well known artist, to learn that he has tuned editor were enough, and will hereafter contribute the good things, the new things, and the funny things for which he has long been justly famous, to the columns of the Evening Ledger. The Dorcheste productions under the nom de plume of "Julius Cæsar Grindstone," through the medium of the APPEAL, gave our readers much enjoyment and did the author credit. We welcome our old friend to the editorial.

MEMPHIS AND OHIO ROAD.—This road evidences its vitality in public patronage by a "lighting flow." As a proof of it, we received, by the four o'clock p. m. train of yesterday, (12th,) the New York Herald of the 10th and the Cincinnati Commercial of the 12th. We learn that passengers came in on that train who left Chicago at 11 a. m. on the 12th, in thirty-two hours from that city to Memphis—an hour under the schedule time.

A road leading from New York through such important cities as Buffalo, Cleveland, Chicago, Pittsburg, Cincinnati and Louisville, and on such time as we made, should have the great United States mail for this point from all these places.

FALL OF A PORTION OF AN ICE HOUSE.—At eleven o'clock yesterday morning, as the firemen's procession was passing the spot, one half of the western wall of the ice house of Messrs. Duval, Algeo & Co., on Beale street, between Second and Main streets, suddenly fell, crushing to its descent a wagon and other or less important objects, but doing harm to no one. Mr. Algeo and one of the hands employed on the building were in the office at the time, but they received no injury. The mass of ruin was very great, as the entire wall was the height of five stories, and one hundred and fifty feet in length. A corresponding extent of roof fell with the wall. The remote cause of the fall was the hasty manner in which the building—which was put up in 1857—was constructed. This hastiness was the effect of the requirements of Messrs. Duval, Algeo & Co., and not in any degree the fault of the builders. Since getting in the stock for the present summer, which is a very large one, the wall has gradually bulged outward and was evidently in an insecure condition, as it had been braced, and other precautions taken, and it was intended to rebuild in the fall. It would probably have stood very well until that time, as the weight resting upon it would be lightened daily, but on Thursday morning, after the firemen had played lively strains, to which the firemen and their fair partners were seen dancing with joyous vigor. The sight was an inspiring one, but we could not join the merry group, for notices posted on the grounds forbade all to participate but "firemen and invited guests;" we had not the honor to be in the first category, and the firemen had neglected to put us in the last. The day closed joyously and without accident.

The number of men present in the procession was as follows: No. 1's, 36; No. 2's, 70; No. 3's, 81; No. 4's, 58; No. 6's, 49; No. 7's, 62; Hook and Ladder, 38; total, 394. We thank Capt. Miller for his assistance in obtaining information.

THE REMAINS OF MRS. REV. V. GLIME.—We have already announced that the body of Mrs. Rev. V. Glime, the wife of the late clerk of the steamer St. Nicholas, had been recovered from the river at Delta, a short distance below Helena. The body of Mrs. G., together with that of a man whose name is unknown, was found by a party of wood-choppers, at one o'clock on Wednesday, among which party was a Mr. Shoemaker. When the tidings that the body had been found reached Helena, Mr. J. B. Nichols, the popular agent of the Overland Mail Company, was there on business, and having known the deceased personally, and having been one of the warmest admirers of Capt. Glime in his life-time, he became interested, procuring a skiff at once, proceeded to Delta, at which point the body was found, and took charge of the remains, which were at once transferred to the care of Capt. A. L. Welton, of the Victoria, and which reached this city Thursday night. The body of the deceased was in most excellent preservation under the circumstances, and bore no marks of burns, scalds, or violence of any kind. Mr. Nichols found upon the hand of the deceased, the identical diamond ring inscribed "Mattie," a handkerchief upon which her maiden name was written, and possessed himself of a lock of her hair, all of which are now in possession of Capt. Welton. The remains will be conveyed to St. Louis by the steamer J. H. Dickey, which boat will depart this afternoon.

WIFE WHIPPING.—The domestic amusement of wife-whipping in this city, seems to grow with the heated town. There were two cases of the sort before the recorder yesterday. William Banks, an old offender in that category, had whipped his wife again, and his punishment was assessed at one hundred and three days on the chain-gang, in default of a fine of $50. For costs, John Burke had had a difficulty with his wife, and came out second best. A portion of them were in checked shirts and black pants.

The President of the day of the Relief, No. 7, Fire Company was A. R. Jewel, Jno. Robinson, President. The men made a most striking appearance in their yellow shirts, faced with black, black pants, and glazed, round hats. The engine, Defiance, was drawn by four handsome, dark gray horses, furnished by Sexton Smith. The No. 7 is our youngest company, but the young fellows looked well; there is the right stuff in them.

The Pioneer Hook and Ladder Company were preceded by across in blue coats and black pants, bearing aloft their hooks and ladder carriage was drawn by six splendid gray horses, furnished by Whitney & Co., and followed by a fine band and a banner. The men were in their handsome new uniform of white shirts, black pants and black glazed hats.

The procession was closed in by carriages containing ladies, members of the City Council and citizens.

At the grove where the festivities took place, ample preparations had been made, the firemen partook of a plain dinner, and on elevated stand Professor Heinig's band played lively strains, to which the firemen and their fair partners were seen dancing with joyous vigor. The sight was an inspiring one, but we could not join the merry group, for notices posted on the grounds forbade all to participate but "firemen and invited guests;" we had not the honor to be in the first category, and the firemen had neglected to put us in the last. The day closed joyously and without accident.

The number of men present in the procession was as follows: No. 1's, 36; No. 2's, 70; No. 3's, 81; No. 4's, 58; No. 6's, 49; No. 7's, 62; Hook and Ladder, 38; total, 394. We thank Capt. Miller for his assistance in obtaining information.

THE REMAINS OF MRS. REV. V. GLIME.—We have already announced that the body of Mrs. Rev. V. Glime, the wife of the late clerk of the steamer St. Nicholas, had been recovered from the river at Delta, a short distance below Helena. The body of Mrs. G., together with that of a man whose name is unknown, was found by a party of wood-choppers, at one o'clock on Wednesday, among which party was a Mr. Shoemaker. When the tidings that the body had been found reached Helena, Mr. J. B. Nichols, the popular agent of the Overland Mail Company, was there on business, and having known the deceased personally, and having been one of the warmest admirers of Capt. Glime in his life-time, he became interested, procuring a skiff at once, proceeded to Delta, at which point the body was found, and took charge of the remains, which were at once transferred to the care of Capt. A. L. Welton, of the Victoria, and which reached this city Thursday night. The body of the deceased was in most excellent preservation under the circumstances, and bore no marks of burns, scalds, or violence of any kind. Mr. Nichols found upon the hand of the deceased, the identical diamond ring inscribed "Mattie," a handkerchief upon which her maiden name was written, and possessed himself of a lock of her hair, all of which are now in possession of Capt. Welton. The remains will be conveyed to St. Louis by the steamer J. H. Dickey, which boat will depart this afternoon.

WIFE WHIPPING.—The domestic amusement of wife-whipping in this city, seems to grow with the heated town. There were two cases of the sort before the recorder yesterday. William Banks, an old offender in that category, had whipped his wife again, and his punishment was assessed at one hundred and three days on the chain-gang, in default of a fine of $50. For costs, John Burke had had a difficulty with his wife, and came out second best. A portion of them were in checked shirts and black pants.

The President of the day of the Relief, No. 7, Fire Company was A. R. Jewel, Jno. Robinson, President. The men made a most striking appearance in their yellow shirts, faced with black, black pants, and glazed, round hats. The engine, Defiance, was drawn by four handsome, dark gray horses, furnished by Sexton Smith. The No. 7 is our youngest company, but the young fellows looked well; there is the right stuff in them.

The Pioneer Hook and Ladder Company were preceded by across in blue coats and black pants, bearing aloft their hooks and ladder carriage was drawn by six splendid gray horses, furnished by Whitney & Co., and followed by a fine band and a banner. The men were in their handsome new uniform of white shirts, black pants and black glazed hats.

The procession was closed in by carriages containing ladies, members of the City Council and citizens.

At the grove where the festivities took place, ample preparations had been made, the firemen partook of a plain dinner, and on elevated stand Professor Heinig's band played lively strains, to which the firemen and their fair partners were seen dancing with joyous vigor. The sight was an inspiring one, but we could not join the merry group, for notices posted on the grounds forbade all to participate but "firemen and invited guests;" we had not the honor to be in the first category, and the firemen had neglected to put us in the last. The day closed joyously and without accident.

Duval, Algeo & Co. desire us to assure their friends and customers that their business will not in any way be affected by this accident. They this winter laid in a very heavy extra stock. Owing to the excellent manner in which the ice was packed only a single ton of it fell with the wall; the exposed space was quickly covered by tarpaulin, but owing to exposure to the atmosphere, perhaps a hundred tons may be lost, but that will be all, leaving amply sufficient to supply all demands outside and inside the city. The loss of ice will amount to about $2,000, and the entire loss will be $5,000. Immediately after the accident between thirty and forty men were set to clear away the ruins, and in a very few days the wall will be built up again.

A RAWDON RUN.—The good steamer Scotland, the well-known New Orleans and Nashville packet, arrived at this port on Wednesday last, and would have landed here much earlier, perhaps, but for the intervention of an accident, the like of which rarely occurs. When the boat arrived in the vicinity of Napoleon, it was found necessary to "wood," and with that view a wood-boat was taken in tow. The wood was transferred to the steamer, and the boat was straightened up in the river. The night was a very dark one, and the commander made his usual round from roof to hold, to satisfy himself that everything was in order, and resigning his watch, turned in for the night. Nothing occurred during the night to mar the pleasure of the trip; albeit when he arose in the morning, the captain was a little surprised to learn that he had not yet passed Napoleon. After duly surveying the landmarks, he suggested to the pilot that the boat was running down stream. The pilot rather thought not, but the captain maintained that the boat was headed for New Orleans. Finally, yielding to the higher authority of the captain, the pilot very reluctantly tacked the boat about, and in due time the Scotland arrived at Napoleon—seeing which, the pilot for the first time, discovered that he had actually run Rawdon down stream, under the impression that he was running up.

This circumstance reminds us of the *fast* passage made by the pilot of the steamer Martha Jewett, with which many of our steamboat men are familiar. During a trip to New Orleans, in her fastest day, she was closely pursued by a rival steamer. The Martha, too, stopped to wood, and shortly after shoving out from the wood yard, the pilot became bewildered, and turned the Martha's bow up stream. After running upon that tack for some time, the steamer's course was changed again, and she again passed down by the wood yard at which she had previously wooded. The rival steamer soon hove in sight at the wood yard in question, and took a supply of fuel. The captain of the rival steamer asked them, at the wood yard, how long it had been since the Martha Jewett had passed down, and was told that three boats bearing that name had passed that point that night—one going up, and two going down; and, sure enough, the Martha had been running at random—it night. These little episodes in the history of steamboating are not calculated to heighten one's faith in the infallibility of the knowledge of Mississippi pilots.

☞ G. R. Locke & Co., sell a variety of fine oil paintings at auction, at 3 o'clock this evening.

FIREMEN'S ANNUAL PARADE.

TURNOUT OF THE ENTIRE FORCE

SPLENDID PROCESSION

Yesterday morning broke brightly with a promise of a fine and favorable day; the rain of the early part of the week had laid the dust, the sun had dried the mud, and everything was in first rate order for the occasion. At 9 o'clock the procession was formed on Main street in the neighborhood of Court Square, and from that place the members of the various companies, with bands of music, flags and banners, paraded all the principal streets of the city. The procession attracted great admiration. The windows throughout the streets it passed were crowded with ladies, and the procession was frequently saluted with gratifying marks of approbation. The Grand Marshal of the day, H. H. Potter, Esq., pe formed his duties in an admirable manner, and so well were the arrangements made that the whole proceeding was an entire success.

The procession was headed by the Grand Marshal and his aids, on horseback. The independent fire company No. 1, came after, preceded by a fine band of music and a large flag. Of this company the President of the day was H. H. Paynter, Nich. Frick, Marshal. A portion of the men wore the handsome new uniform of the company, gray coats, white pants, and firemen's hats; the remainder wore the old uniform of red shirts and black pants. The engine Bloff City, was decorated with wreaths and small flags, and drawn by four horses, furnished by Mr. Stewart. The hose carriage, Reindeer, was beautifully decorated. It was ornamented by a doe in tri-color, beneath which appeared a beautiful young lady, representing the Goddess of Liberty. She was supported by two juvenile firemen, one on each hand. The Goddess was elegantly personated by Miss Keturah Harley. The President carried in his hand a very large and richly ornamented silver trumpet, which was presented, three weeks ago, to this fire company, by Mr. Vincent Bacigalupo, whose house, at the corner of Front Row and Washington street, was saved by their incredible exertions.

The Liberty, No. 2, Fire Company, J. Whitsitt, President of the day, T. W. Cox, Marshal, made a decidedly handsome appearance in their uniform of red shirts, black pants and glazed round black hats. They were preceded by Hessing's band. Their engine, Gray Eagle, was drawn by themselves; it was surmounted by a very elegant canopy of white, blue and red, beneath which stood a lovely girl, Miss Lizzie Gibbs, representing the Goddess of Liberty; a little boy, dressed in the uniform of the company, stood at each hand of the Goddess. The engine was followed by a juvenile band with fife and drums. The hose carriage, Veteran, was beautifully ornamented in colors trimmed with evergreens and flowers; it was followed by a fine large flag. The Threes were decidedly admired.

The Mechanic's (No. 4,) Fire Company, Mr F. Rizk, President of the day, Robert Allen, Marshal, had a decidedly neat uniform of blue coats, black pants, and black firemen's hats. They had a flag and banner, and the Hose Carriage, Tennessee, was tastefully festooned with flowers, evergreens and small flags. It bore four charming girls, their number answering to that of the company, the No. 4. They were Miss Emma Steinkuhl, Miss Matilda Wandoth, Miss Jenny Warner and Miss Sarah Rebecca Brown. The engine, Citizen's Gift, was drawn by four horses, furnished by James Doherty. The excellent band accompanying the No. 4's is their own, and was led by Wm. Kehoe; this also had a drum and fife band, which, too, belongs to the musical No. 4's. The fours made a very attractive portion of the procession.

The President of the day of the No. 5, Invincible, Fire Company, was Samuel Richards, Marshal, J. B. Gutti; their uniform was red shirts, black pants and fireman's hats. The bowmen, or Shelby Reds, made a very fancy appearance; they wore red pants stuck in long boots, white shirts and jockey caps; they had the name "Shelby Reds" on the blue top of their boots. The engine, Invincible, was drawn by four black horses furnished by D. F. Wright. The hose carriage, Telegraph, was tastefully decked with wreaths and flowers, and followed by negro drummers and a banner. The hose reel, Hornet, was drawn by the juvenile members of the company; it was pleasingly decorated with festoons and flowers, and followed by a fine band in large flags. The No. 5's are a fine looking set of young fellows.

The Washington No. 6 Fire Company, President of the day, Dennis Ryan, Marshal, Capt. O'Neil, were in green coats, faced with red, white pants and green glazed hats. They had a band, flag and banner, but having paraded on Tuesday last, they had no engine or hose reel. A portion of them were in checked shirts and black pants.

The President of the day of the Relief, No. 7, Fire Company was A. R. Jewel, Jno. Robinson, President. The men made a most striking appearance in their yellow shirts, faced with black, black pants, and glazed, round hats. The engine, Defiance, was drawn by four handsome, dark gray horses, furnished by Sexton Smith. The No. 7 is our youngest company, but the young fellows looked well; there is the right stuff in them.

The Pioneer Hook and Ladder Company were preceded by across in blue coats and black pants, bearing aloft their hooks and ladder carriage was drawn by six splendid gray horses, furnished by Whitney & Co., and followed by a fine band and a banner. The men were in their handsome new uniform of white shirts, black pants and black glazed hats.

The procession was closed in by carriages containing ladies, members of the City Council and citizens.

At the grove where the festivities took place, ample preparations had been made, the firemen partook of a plain dinner, and on elevated stand Professor Heinig's band played lively strains, to which the firemen and their fair partners were seen dancing with joyous vigor. The sight was an inspiring one, but we could not join the merry group, for notices posted on the grounds forbade all to participate but "firemen and invited guests;" we had not the honor to be in the first category, and the firemen had neglected to put us in the last. The day closed joyously and without accident.

The number of men present in the procession was as follows: No. 1's, 36; No. 2's, 70; No. 3's, 81; No. 4's, 58; No. 6's, 49; No. 7's, 62; Hook and Ladder, 38; total, 394. We thank Capt. Miller for his assistance in obtaining information.

THE REMAINS OF MRS. REV. V. GLIME.—We have already announced that the body of Mrs. Rev. V. Glime, the wife of the late clerk of the steamer St. Nicholas, had been recovered from the river at Delta, a short distance below Helena. The body of Mrs. G., together with that of a man whose name is unknown, was found by a party of wood-choppers, at one o'clock on Wednesday, among which party was a Mr. Shoemaker. When the tidings that the body had been found reached Helena, Mr. J. B. Nichols, the popular agent of the Overland Mail Company, was there on business, and having known the deceased personally, and having been one of the warmest admirers of Capt. Glime in his life-time, he became interested, procuring a skiff at once, proceeded to Delta, at which point the body was found, and took charge of the remains, which were at once transferred to the care of Capt. A. L. Welton, of the Victoria, and which reached this city Thursday night. The body of the deceased was in most excellent preservation under the circumstances, and bore no marks of burns, scalds, or violence of any kind. Mr. Nichols found upon the hand of the deceased, the identical diamond ring inscribed "Mattie," a handkerchief upon which her maiden name was written, and possessed himself of a lock of her hair, all of which are now in possession of Capt. Welton. The remains will be conveyed to St. Louis by the steamer J. H. Dickey, which boat will depart this afternoon.

WIFE WHIPPING.—The domestic amusement of wife-whipping in this city, seems to grow with the heated town. There were two cases of the sort before the recorder yesterday. William Banks, an old offender in that category, had whipped his wife again, and his punishment was assessed at one hundred and three days on the chain-gang, in default of a fine of $50. For costs, John Burke had had a difficulty with his wife, and came out second best