Local Matters.

Saturday Morning, December 31, '59.

☞ See valuable cotton plantations for sale on long time, by G. N. Robinson & Co., 233 Main street.

LATE PAPERS.—We are indebted to Mr. C. Emery of the lower wharfboat, for late papers.

☞ Among the passengers by railroad from Columbus last evening were Mr. and Mrs. W. J. Florence, and Mr Frank Smith, of this city.

☞ Admiral Dan Ahl, president of the St. Louis and Memphis mail company, will arrive in this city by railroad to-day.

CHOICE READING.—Our young friend, Mr. Ed. Worsham, at the upper wharfboat, keeps a full supply of all the popular papers and cheap publications of the day.

IN ADVANCE.—We are indebted to Mr. H. Borden, the indefatigable local agent of the Adams Express company, for a Cincinnati paper, thirty-six hours old.

☞ C. M. Campbell, of the *Avalanche*, who has been in Washington City for some weeks, has returned to his editorial post. We are pleased to see him looking improved in health.

☞ C. H. Whitmore, Esq., the able Representative from Fayette, Shelby and Tipton, and T. C. Anderson, Esq., the talented Representative in the Arkansas Legislature, from Philips county, were in the city yesterday.

BUILDING AND LOAN ASSOCIATION.—Stockholders will bear in mind that the instalments are due to-day, and that the funds will be positively loaned to the highest bidder to-night.

DISTINGUISHED.—Among the visitors to the city are Gen. A. B. Bradford and Col. W. H. Tison, marshal for the northern district of Mississippi. They are stopping at the Gayoso.

☞ If you are in want of anything in the clothes line, go to Sproule & McCown's. They are constantly replenishing their stock, and consequently you will have desirable goods to select from.

☞ We had the pleasure of a visit yesterday from our friend J. E. R. Ray, Esq., Secretary for the State of Tennessee, who is now on a short visit to the city on private business. He will receive a cordial greeting from his numerous warm friends in this locality.

☞ We take pleasure in recommending our readers to the daguerrian rooms of Vassalla & Co., at 262 Main street, as the place to obtain fine likenesses. These celebrated artists stand unrivalled in the picture world, for the superiority and durability of their pictures.

BRONSON'S REMAINS.—The remains of the late Lloyd Bronson, the artist, which were received from Little Rock yesterday, have been shipped by way of Cincinnati to New York, and will be placed in the family burying-ground, in Oneida county, New York.

SUDDEN DEATH.—The Coroner was called upon yesterday to hold an inquest on the body of Mary Duffy, who resided on Winchester street, and who died while laboring over the wash-tub yesterday morning. The verdict of the jury was to the effect that the deceased died from natural causes.

DEATH OF AN OLD STEAMBOATMAN.—We regret to announce the death of Capt. John W. Riley, the late commander of the steamer Pocahontas. The sad event occurred in Cincinnati on Monday last. Capt. Riley was well known in this city, and left Memphis for Cincinnati only a few weeks since to attend the funeral of his wife. He was an estimable man and a popular, efficient boatman.

EVER AHEAD.—We issued the President's Message in an extra form last evening, a short time after its receipt—the express, about an hour in advance of our cotemporaries. It has ever been our custom to keep our readers advised of important events a little in advance of our neighbors, and if our brethren were anticipated last evening, they must attribute it to the indulgence of a weakness on our part always to keep a little ahead.

AN UNUSUAL OCCURRENCE.—As the year 1860 breaks upon a busy, toiling world, bringing with it its twelve moons of joys and sorrows mingled, it will also usher in an event which has not signalized any other twenty cycle since the morning stars first sang their choral hymn. That event is the opening and exhibition, on Monday next, January 2d, in the Clay Building, of an entirely new, select, cheap and seasonable stock of staple and fancy dry goods, by Rice, Lull & Co. The public, regardless of sex, sect or station, expect to be present on so interesting an occasion.

GENUINE WINE.—We have had the pleasure of tasting some genuine champagne wine of Mr. Jacob Ziegler's brand. We know it is a bold thing to pronounce an imported wine genuine, but we are able to do so in the present instance, because the reliable and highly respectable firm of Harris, Wormeley & Co., on Front Row, between Monroe and Union, have themselves imported the wine of which we speak in unbroken packages, direct from France. These, therefore, who want a genuine, healthy and superior champagne to treat their friends with at New Year's now know where to get it. The same house has arrived brandies and other liquors, and the best of groceries; their establishment is a popular one, and deserves its good name.

AN IMPORTANT QUESTION DECIDED.—By a recent decision in the supreme court of this State, in the case of steamer *Glendale* vs. A. V. evans & Co., of Memphis, the court decided that "if goods are delivered to a drayman, carman, or any one else, not authorized by the consignee to receive them, it is at the risk of the carrier," that boats cannot deposit goods intrusted to them, on the wharf, without public notice to the consignee, and be exonerated from their liability; but a boat notifying the consignee will be exempt. The usage, or custom, of any port cannot be allowed to supercede the necessity of notification to consignees; nor can the custom of delivering to draymen supersede such notice, as custom cannot change the law in this respect. When carriers make the wrong delivery, the value of self goods, if lost, should be assessed, not at their original cost, but their value when they were to have been delivered, at the time of delivery.

"AN EVIL CUSTOM."—A correspondent, "Justice," replies to a paragraph in this department of the paper yesterday, in reference to the evil custom which prevails here of compelling steamboatmen to pay freight from the landing to the stores and warehouses of consignees in this city. There is no controversy between "Justice" and ourselves as to the origin or existence of the custom. It appears rather ridiculous, however, that steamboatmen should permit in the observance of a rule so to the operations of which they so loudly complain, if it is impossible for them to avert its observance. The allusion of our correspondent to "locals" and "newspaper editors" is a trifle cool, but we would have lived so long for little purpose if our experience had not taught us a modicum of forbearance toward those who deem themselves superior to the influence of "button holes," and altogether too shrewd to be gulled by "*ex-parte* statements."

NEW MEMPHIS THEATRE.—At the theater last night, *The Merchant of Venice* was well produced to a fashionable and appreciative audience. As "Shylock," Mr. Anderson gave another evidence of his ability as a delineator of the conceptions of the Thespian philosopher of Avon, and won the meed of the earnest enthusiasm of an intelligent audience. As "Portia," in the court scene, Miss Elsworthy was the personification of a young LL. D. The piece was somewhat marred by the elimination of several of the scenes, but in the main, the idea of the author was well presented, and perhaps in less felicitous phrase correctly placed upon the stage. The evening's entertainment closed with the comedy of Katarina and Petruchio, which dismissed the audience in good humor with themselves and the rest of mankind. To-night will be produced the popular production of Schiller, *The Robbers*—Charles de Moor," Mr. Anderson—to conclude with the *Fair One with the Golden Locks*.

ECLECTIC MAGAZINE.—This magazine is published by W. H. Bidwell, No. 5 Beekman street, New York; it is published monthly on good paper, and is beautifully illustrated by engravings; the price is $5 a year, the twelve numbers making three volumes of 600 pages each. We have been receiving the work during the year, and find it to contain excellent selections from all the best English and Scotch quarterlies and monthlies. As a depository of the choicest literature in the English language, it deserves an entrance into every family, and a place in every library. Now is the time to subscribe; five dollars forwarded to the publisher will bring a useful and interesting guest to the house each month. A large engraving will be presented to each new subscriber; two engravings, "Going to Church," and "Returned from Market," have been sent by the publishers; subscribers can have their choice, two subscribers can have both. Specimens of the engravings may be seen at the Commercial office, where the agent of the publisher, Mr. E. Parker, may be found; he will show specimens, receive subscriptions, and receipt.

Steamer Martha Putnam Destroyed by Fire.

THE BOAT AND CARGO DESTROYED.

We are indebted to the courtesy of Mr. Jos. G. Kendall, chief electrician of the telegraph office, for the particulars of the destruction by fire at Cairo yesterday morning of the steamer Martha Putnam. The fire occurred about the stock, and was communicated from the stove on the deck of the boat. The conflagration was sudden, and it was but a short time after the fire was discovered until the boat was burned to the water's edge. Of course the boat, together with the cargo, was a total loss. It is the opinion, however, that the lives were lost, although there was a large number of emigrants on board, whose baggage was destroyed in the general conflagration. The books and all the papers and effects of the boat were also lost.

The Martha Putnam was a regular Cincinnati and St. Louis packet, and was bound for St. Louis, having on board a large number of emigrants and about two hundred and fifty tons of freight. Owing to the suspension of navigation between St. Louis and Cairo, she had been detained at Cairo several days. There was an insurance of $10,000 on the boat and of $1,500 on the cargo. Passengers by the railroad to this city from Cairo last evening, witnessed the conflagration, and accredited the above telegraphic report.

THE SUNDAY APPEAL.—Our Sunday edition, to-morrow, will be an unusually interesting No., and, in addition to the letter list, will contain a vast amount of reading matter, prepared expressly for Sunday entertainment. By the way, the publication of the official list of letters for the coming quarter has been awarded to the APPEAL in consideration of its superior circulation. This award was made without competition, as none of our contemporaries had sufficient temerity to compare their circulation with that of the APPEAL. We have by far a larger number of subscribers than any other daily paper in the city, and a number of patrons beyond precedent in the history of the daily press in Memphis. *Advertisers should bear this fact in mind.*

THE FLORENCES.—Mr. and Mrs. W. J. Florence arrived in this city last evening, and will commence a brief engagement at the new theatre Monday evening. The Florences are old favorites, not only in this city but elsewhere, and their appearance will excite an enthusiasm among our theater-goers at this time than few other artistes could induce. This is somewhat the tex it of personal admiration, but mostly an indulgence of a taste for the refinement and elegance of art. They come fortified with new pieces and new songs, with which to delight old admirers, and there are few of us who will not be attracted by the broad humor of "uncle Billy Florence," or won by the grace and sweetness of his charming lady.

HOLIDAY EXTRAS.—For extra good things for New Years, in the way of game, fish, venison, turkeys, and a dozen similar nice articles, all calculated to promote holiday enjoyment; especially for those alluring, appetizing delicacies, Baltimore oysters, call up on Pancoast & Boggs, on Madison street, one door east of Specht's saloon; they have a fine stock of such things as the housekeeper wants at the present moment.

"An Evil Custom."

HOTCHKISS APPEAL! I notice an article in your paper of yesterday under the above caption, and some comments of censure on the conduct of this city, and as there are always two sides to every story, I shall give you the facts in the case as they really are. Your information is doubtless obtained from that self-sacrificing individual, who makes it his duty—having no particular business of his own to attend to—to button-whole every "local" he meets on the streets, and post him upon the subject of public and private grievances, whether imaginary or not, and the writer of this is often astonished that newspapers should suffer themselves so frequently to go off "half-cocked" with articles of censure on *ex-parte* statements.

Now it is a well known fact here among business men, that the custom complained of was not only inaugurated by steamboatmen themselves, but that it has been continued and kept up by them, solely for their own convenience and to save expense in discharging their cargoes. In every city of any commercial importance, except at this place, steamboats are required to put their freight well up on the landing, in convenient and accessible places, and each consignee's jet to itself, so that he can count the packages and receipt the whole at the landing as per bill of lading. Here a different system seems to have been substituted, to, solely for the accommodation of the boatmen—and money seems to think, for the benefit or advantage of the merchants.

The packets that run in this trade have pursued a different course to the usual one, and as before stated, solely for their own accommodation, and upon the score of economy. They prefer to send all their freight away as it comes out of the hold, and from the stage plank, as long as they can get days to haul it, for the reason that it saves them the time and labor that would be necessary to carry it roll it up the landing, so as to be out of the way of a sudden rise of the river, and consequent convenient for the consignees to receive. Should drays be scarce or difficult to procure, they will take the chances of getting them another day, and discharge the whole let near the water's edge, in a "higgledy, piggledy," heterogeneous mass, hoping to be more successful in procuring drays the next day, or, if not, to leave it with their agent to deliver; and, finally, should they fail in getting it drayed from behind piles of salt, railroad iron, lumber, etc., by offering extra pay to drayers, hoping to get the draymen to do the work the boat hands should have done, they come up to the city and charge a blustering and authoritative way with a notice to come down and receive his freight.

The writer has gone down to the landing under circumstances precisely like the above, and found his cotton in the edge of the river—sometimes afloat from a sudden rise—and mixed with piles of lumber, or placed behind pyramids of salt, railroad iron, machinery, etc., along with other cottons consigned to various merchants; and speak to a drayman to haul cotton under such circumstances, and he will laugh at you, knowing well that it would be worth to him at least fifty cents per bale to clear a way sufficient to get at the cotton, to say nothing of the loading, hauling and unloading. Right here I would say something of the habit our wharfmaster has of letting the landing be blocked up and encumbered by salt, railroad iron, lumber, machinery, etc., which frequently lie there for weeks, and sometimes months, to the disadvantage of both boats and merchants. This practice should by all means be discontinued.

The writer for the past two months has paid twenty-five cents for every single bale of cotton drayed from the river, and the number has not by any means been small, all for the reason that he did not wish to discommode our very *accommodating packets*. It is true, it went against the grain greatly, but *very* body submitted to this rule of the boats, and rather than to be thought contentious, the writer paid these exorbitant charges. He does not deny that the dray ran earned their money, but then he was paying them for work steamboat hands and clerks should have done. I am glad, Messrs. Editors, that this subject has been brought up, for the reason that I think good will grow out of it, but must be permitted to say again, locals are frequently a little too fast with their causes. JUSTICE!

TRUSTEE'S SALE

Of Valuable Lands in Crittenden and St. Francis Counties, Arkansas.

IN pursuance of the trust vested in me by a deed made to David Lemoyne and M. Lemoyne, his wife, and R. Mitchener and R. T. Mason, on the 10th day of December, 1857, and by virtue of the power therein conferred, I will, on Saturday, the 14th day of January, 1860, in the city of New Orleans, at the usual place, in the front of the Exchange Coffee House, commencing at 12 o'clock, M., and continuing from hour to hour until the sale is ended, offer for sale, certain tracts of land situated, and being in the county of Mississippi and State of Arkansas, as follows, to wit: The south-east ¼ of section 29; the north-east ¼ of the north-west ¼ of section 32; the west ½ of the north-east ¼ of section 29; the south-east ¼ of the north-west ¼ and lots 3 and 4 of the south-east ¼ of section 29; the south-west ¼ of the south-east ¼ of section 29; the north-west ¼ of the south-east ¼ of section 29; the north ½ of the south-west ¼ of section 29; the north ½ of the south-west ¼ of section 21; the south ½ of the south-east ¼ of section 21; the south ½ of the south-west ¼ of section 21; the south ½ of the south-east ¼ of section 20; the south-west ¼ of the south-west ¼ of section 21; the south-east ¼ of the south-west ¼ of section 21; the south-west ¼ of the south-west ¼ of section 21 in township 7, range 8 east.

Also, the west ½ of section 27; all south of the Hatchie River, containing 320 acres, more or less; the south-east ¼ of section 32; the south-west ¼ of the south-west ¼ of section 32—all in township 7 north, range 7 east; the north ½ of the south-west ¼ of section 19, and the east ½ of the south-west ¼ of section 7 in township 8 north, range 7 east.

On the south side Hatchie River, containing 1,000 acres, more or less, and being the south ½ of section 34 in township 7 north, range 7 east; the north ½ of the south-west ¼ of section 3, and the east ½ of the south-west ¼ of section 3 in township 8 north, range 7 east.

Also, that lot in Crittenden county, Arkansas, the following, to-wit: The south ½ of the south-east ¼ of section 19; the north-east ¼ and the south ½ of section 1; the south-east ¼ of section 24; the north-east ¼ and south-east ¼ of section 25; the south-east ¼ of section 18; the south-west ¼ of section 24