Local Matters.

Friday Morning.....March 23, 1860.

$10 Reward.

We will pay the above reward for the apprehension, with sufficient proof to convict, of every thief detected in stealing the APPEAL from the desks of city subscribers. MCCLANAHAN, THOMPSON & HILL.

February 8, 1860.

GEN. S. H. HEMPSTEAD.—Gen. S. H. Hempstead of Little Rock, is in the city. He is stopping at the Gayoso.

FIRE.—The alarm of fire about 7 o'clock last evening, proceeded from the suburbs of the city on the Hernando plank road.

☞ For clothing, shirts, or any other kinds of goods you want to wear, go to Tickner, Robbins & Co.'s, next door to the Planters' Bank, on Jefferson street.

☞ A lady of experience, and who can give the best references, wishes a situation as house keeper either in a hotel or private family. See her card in another column.

WASHINGTON STREET THEATRE.—The play of *Grisold*, was presented by a German company to a large audience at this place of amusement last evening.

THEFT OR TRUST.—A thief entered a new building on Madison street, on Wednesday night, and stole a number of valuable tools, the property of the workmen.

LATE PAPERS.—We are indebted to Mr. Ed. Worsham, news agent at Messrs. J. D. Morton & Co.'s wharf-boat, for papers in advance of the mails.

☞ The auction sale of the material of the dwelling of A. T. Ayres, Esq., was sold yesterday by Messrs. Marat Dupree & Co., to A. T. Norton, for $800.

RECORD COURT.—His honor Mayor Baugh presided in this tribunal yesterday. Not all delinquents were arraigned, all of whom were sent to the Chain gang.

CHANGE.—Judge L. T. Huston, of Louisville, a leading and influential member of the national Democracy, and a gentleman well known throughout the South and West, is at the Worsham House.

DESTRUCTION OF MUNATT.—Thos. P. Myatt, charged with the murder of the late Jas. Webb, will be examined before the criminal court this morning upon an application for bail.

GEN. P. R. STARKE.—This distinguished gentleman, late Commissioner from the State of Mississippi to Virginia, reached this city yesterday from Richmond. He will be a passenger by the H. R. W. Hill for the South to day.

CRIMINAL COURT.—The case of John, slave of Mr. James Elder, who was charged with the murder of a white man, terminated yesterday in the conviction of the accused of manslaughter. The amount of the punishment had not been assessed.

SOMETHING RARE.—Messrs. J. P. Smith & Co. received yesterday from Missouri a fatted heifer, of eight hundred pounds in weight, which will be on exhibition and for sale at their stall, No. 15 in the lower market, to-morrow morning. So it had been spoken for before offered for sale in this city.

MAIL ROBBER ARRESTED.—A man named J. H. Smith, alias Jo Lathop, Smith was arrested at Sardis, Miss., on a charge of robbing the mails in Obion county, Tenn., in the month of January last. It is alleged that he appropriated a small sum of money and other valuables. The accused will be sent to Cheatham county for trial.

DANGEROUS ROBBERY.—A thief entered Brown in the account of Mrs. Virgnon's boarding house, on Third street, between Madison and Court streets, about 11 o'clock yesterday morning, and, breaking open the drawers of a bureau, stole some hundred dollars in money, and about fifty dollars worth of jewelry. The thief made his escape with his booty.

NEGRO SWINDLERS.—We have before us a handbill dated Metropolis, Ill., stating that on the 16th of last month, a negro woman, Bridgeth Alexander, aged 50, and her son, Peter Ross, a mulatto boy, aged 25, were brought to the Kentucky shore, and have been brought down the river to be sold as slaves, by the aid of forged papers. Persons seeing the parties are requested to communicate with Wm. McBeany, of Metropolis, Ill., with James Simmons, of Jessies, Weakly county, Tenn., with whom the husband of the woman resides.

CHEAP HANGING.—Notwithstanding the enormous crime, the last punishment is very seldom resorted to. If any motive of economy prevents sentences of suspension be not carried into effect, the objection is done away, for in an advertisement we publish this morning, William Kinnan undertakes, for an astonishingly small compensation, to hang, in the most satisfactory manner, at the desire of any citizen, any house, door, parlor, chamber, or other hell. This is a good opportunity for every one to get their hanging done cheap. Mr. Kinnan will be found at his shop, corner of Union street and Second alley.

CHAMBER OF COMMERCE.—One hundred and twenty-seven merchants and citizens of this city of first standing, have signed their names as members of the Memphis Chamber of Commerce; they are requested to meet this afternoon at four o'clock at Odd-Fellows Hall, for the purpose of organizing the Chamber. We learn that the attendance will be large, members generally desiring to be present at the first meeting of the Chamber, as most likely to become historical. In St. Louis, Cincinnati, and other cities where Chambers of Commerce are established, a very large proportion of the merchants would not accept the position of mayor of the city, but it is well known that there is not one who would not be proud and gratified to be elected President of the Chamber of Commerce. Something of the same spirit already exists in Memphis—the members are proud of the institution they are about to organize, and will be present in large numbers.

THE LAMENTATIONS OF MEMPHIS.—"Dust thou art," says every inhabitant of Memphis now-a-days, as he finds grit in his teeth, must on his tongue, and dust in his eyes, nose, ears, and every where else. The position, think of the sand wheeling in majestic columns along the vast and wheel deserts of Arabia, as immense multitudes of dust envelope them as with a shroud, hiding from their view the friend with whom they are walking, and the stores and houses by which they are borne onward. The keepers of back stores, dry goods, millinery, and other stores where fancy goods and fabrics are kept, look on with disparting hearts, as they see their property made worthless by the overwhelming inroads of the dust. Residents are compelled to sit suffering in their houses, because every door and window must exclude the flying clouds of universal dust. All feel the air and carry misery to everybody. Are the spiritualizing privileges which the Council have granted to be put to use, or are the great tubs on the third floor to remain a useless encumbrance? We hope their proprietor will lose no time in coming to the relief of his dusty fellow-citizens.

NORTH MEMPHIS.—The enhancement in value of real estate in North Memphis has induced many of those who have hitherto confined themselves to speculations in South Memphis property to direct their attention to that located north of Poplar street. The numerous buildings now being erected, the magnificence of the new Hotel, the tendency of business up Main street, the completion of the "City Buildings" and the progress of the "Webster Block," the immense amount of capital being invested in manufacturing establishments in and around the Navy Yard, and above all, the rapid growth of Chelsea,—all these facts palpable and apparent to every one have induced speculators and business men to direct their attention to North Memphis as the best theater for profitable real estate operations. May, too, reflect that the terminus of a Rail Road, penetrating the richest portions of Tennessee and Kentucky, and connecting us with the Cincinnati system of roads is permanently fixed in the northern portion of the city. From these facts have arisen the unprecedented prosperity of North Memphis, which is as permanent as it has been rapid and unparalleled.

BENEFIT OF THE REFUGEES.—The entertainment at the new theater this evening has been set apart for the benefit of Mr. Peter Richings and his charming daughter, Miss Caroline. The programme for the occasion has been judiciously selected, embracing three attractions which, in the hands of the beneficiaries, will be potent to fill the house in every part. The curtain will rise upon the *Serious Family* and go down upon the laughable farce of the *Little Savage*. As if that were not sufficient, however, Miss Caroline promises to chant the Marseillaise. The cast of the *Serious Family* will be a powerful one, Mr. Richings as "Aminadab Sleek," Miss Richings as "Mrs. Delmaine," Mr. Dawson as "Capt. Maguire," Mr. Whalley as "Chas. Torrens," and Miss Stanley as "Mrs. Torrens." Miss Richings will appear in the afterpiece, in which we will also have a glimpse at those universal favorites, Messrs. Griffiths and Dawson. As this is the last night but one of the Richingses, their admirers will avail themselves of the opportunity to pay their respects.

Council Meeting.

Council met last night in extraordinary session, the President, Ald. Kerrigan, in the chair.

Ald. Lofland reported that owing to a failure to get a quorum of the meeting of the special committee on street railroads, no compromise had been effected between the friends and the companies of such a railroad.

Ald. Hamilton presented a petition from the President of the Memphis and St. Louis packet company, asking permission to place a wharf at the landing in front their freight during bad weather. Referred to the wharf committee with power to act.

On motion from Alderman Rider and Mayor the President of the Board was authorized to telegraph to Nashville, regarding the Legislature so to amend the city charter as to permit the Board to appoint temporary city officers in such cases as the resignation of the citizens of the city. Remarks also to have the Chief of Police elected by the Board. Adopted.

WHARFBOAT PRIVILEGES.

A resolution, offered by Ald. Rider, was adopted, directing the city attorney to draw up contracts between the city and the proprietors of the several wharf-boats at the landing.

Ald. Sherwood wished such privileges as had been granted to individuals when such drinking saloons as that of the lower wharf-boat were kept, causing more moral injury than any other saloons of the kind in the city.

Ald. Lofland said if a class of drinking saloons existed, the owners should be brought before the city recorder and fined.

STREET RAILROADS.

The motion of Ald. Hamilton, that propositions had been sent from the outside of street railroads were read.

Ald. Lofland read a letter from Mr. Cassitt of this city, now of New York, stating that he had received no answer from any part of the country to his letter of Saturday, the 10th inst. The Memphis and Overton opposing amount and third rate street railroad in that city are on Memphis now want such railroad, which other and larger cities have offered, but it would be an obstruction to traffic, and be an obstruction to streets where heavy business is done. He might not be in Memphis to see the Board, but this city, I know that on Chestnut and Market streets, in Philadelphia the railroads are immense, and when of the heavy business houses will have to remove to the outskirts of the city, which they cannot. Now by the Memphis and Overton, it is said, will be down to the business, to transportation from the suburbs. Without conditions do the same?

A second letter from Baltimore, read to the same effect, advised the Board to keep her streets clear.

A third letter from Broadway, New York, by Mr. Worsham, said railroads were considered a nuisance on greatest streets and money had been offered to Broadway to keep them out of it. It they refuse the character of that city, as one of the best of second and third rate streets.

A fourth letter to Dunbar & Sharpe, from Jas. Shillito & Co., Cincinnati, said the cars were abandoned because to recall trade; cars passed every five minutes and each 25 charge of carriages, omnibus or loss keepers of inns and other heavy business stores do that title the cars on their streets.

A fourth letter from St. Louis said the railroad is no material effect on rents or the value of property on Fourth street—the rents are 25 to 50 cents cheaper on new but as good to property as broad streets.

The mayor stated that Mr. Dunlavy, lately in Philadelphia, learned there that the roads were doing good to property; the people were delighted with them, and would not do without them.

Ald. Lofland read a resolution that council adopt as a principle that no street railroad be granted the use of any street unless the one part of a majority of the property owners on the street in question be first obtained.

Ald. Burnett, why, we have in 10 years, had learned there that the street railroads had hitherto exercised no appreciable influence upon the value of the property on the street, along which they ran, but they were regarded as a public institution among the people and general good. Property on Main street, and Front, and the streets leading at right angles with the river are narrow and have single tracks; the wider streets generally have double tracks. The mayor said they did not pay well to those who owned the stock.

Ald. Hamilton asked whether the board had not better adopt in report the charter obtained by the railroad company from the legislature.

The president said he had never seen the charter, and if present it would be read and considered.

Mr. Kirk, you feel of the city railroad, said he had not the copy of the charter with him.

Ald. Douglas said if the company had obtained a charter inconsistent with the contract with the city, of course the contract was broken.

The chairman said it would put the city in a ludicrous light with the company as individuals only, and as a chartered corporation.

Mr. Kirk retired to obtain the charter; the board in the mean time went on with other business.

MISCELLANEOUS.

A letter from W. T. Avery, Esq., was read, stating that he had introduced a bill for establishing a land board of inspectors in this city.

A "CERTAIN HOUSE."

Ald. Lenow presented a petition about "certain houses," which was referred to the violence committee.

Ald. Street desired to have it read. The request was not complied with.

Two petitions for leave to make brick on the block were referred to a committee.

A resolution allowing the city marshal $17 a month for the keeping of his horse was adopted.

A resolution was offered by Ald. Barrett, directing the city engineer to run the west line of the Pigeon house road.

STREET RAILROAD.

The charter was brought in and read. It bears powerful marks.

Ald. Rider offered a resolution that the charter of the People's Passenger railroad be accepted and spread upon the minutes.

Ald. Stone offered a resolution that the contract with the company be consummated.

Ald. Nelson offered a resolution empowering the city attorney, mayor, and a committee of three aldermen, to draw up a contract with the company and submit it to the next meeting of council.

Ald. Lofland offered an ordinance substituting Front Row for Main street in the place on which the street railroad shall be laid.

Ald. Perkins moved to amend, striking out Front Row as well as Main street.

Ald. Rider moved to rip the road across the river and open the surface to Hopefield. No second.

The same moved to refer the matter to a committee to see whether the company will accept Front Row for Main street. Withdrawn.

Ald. Perkins thought Main street so worthy of respect as the company. Their commissioner deserved attention. He wanted to see the question between the remonstrants and the railroad settled.

Ald. Lofland thought everybody wanted to see whether the location on Main street was to be retained or not.

Ald. Nelson was of opinion that an absolute contract had been made with the street railroad company, which was a contract without the consent of council.

Ald. Douglass said there was a wish to have the location tested to-night—for thought he saw a Gordian knot. He knew as to warrant the saying, "Strange, that they should be so anxious to get rid of it." The company had spent $100,000 in the city and were ready to lay down the rails, if the question be settled. Let members say whether they are willing to respect the past action of the board. He would like to know whether gentlemen were prepared to go.

[Ald. Street, Yes, sir, to-night.]

Gentlemen, I do not know whether gentlemen are prepared to do the question to-night.

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[Ald. Street, Yes, sir, to-night.]

Gentlemen, I do not know whether gentlemen are prepared to do the question to-night.

At his request the clerk read the action of the Board asking for leave.

He continued—Mr. Kirk and there acting with him had a contract with the city and had no wish to violate its provisions. A resolution of the Board had absolutely accepted the bid of these gentlemen. Whether the particulars had been put in writing or not made no difference, the contract was made and was shallow—it could not be broken without the consent of the parties. Would the board repudiate that contract? That was the question. If a contract was made, the board could not go behind it. He respected Mr. Nelson and the remonstrants, but the board was in a peculiar position. It had made a contract, and had not the power to do it would have if the Pigeonry did not. The board had sanctioned the company to apply to the legislature for a charter; that charter contained them as confederates, and they were under the action of the board. Let members say whether they are willing to respect the company. He considered a contract with the company.

Ald. Lofland thought all view the legal points in the controversy. He looked to the fact that it required to repeal those who pay one-fifth of the city revenue and $1,000 annually, to remove the obstructions to the improvement when the contract was made and had no compunctions about submitting Front Row for Main street. He should vote for it. He saw no good to be expected from further conference with the company. He had promised to Mr. Kirk, the proprietor of Front Row for Main street—to have two years for building the road—in the meantime the company could modify the Main street, go on, and if they connected Main street could again be adopted.

Ald. Rider said some kind of contract existed with the railroad, and had the remonstrances come before the contract was made, he should have considered it entitled to every attention—now the contract must be carried out in good faith. As a citizen, he was willing for the road to be built.

Ald. Burnett was of opinion that it injury would be done by placing the railroad upon Main street, a large compensation should be paid the company and the company change be made. He would do unto to the contract, and would not have Main street torn up. Front, all he had learned he believed the railroad, so far from being an injury, would be a benefit to Main street. He might be wrong, however. He considered Mr. Cassitt's letter entitled to great consideration. It would be wrong to force, for twenty-five years, the railroad upon men opposed to it. He believed a compromise would be made.

Ald. Douglass asked what he would do if Front Row should make the same direction as Main street.

Ald. Burnett said he would pay the company and pay the road somewhere. If it would hurt the citizens or the city.

Ald. Lofland said the city owned promissory Front Row from the navy yard to Howard's Row, and had rights there and the street had plenty of space.

Ald. Street thought the Main street property better judge of their interests than the board. He would not put the question to a vote but wished.

Ald. Street said the company had forfeited the property interest by delay; they had asked the Board to permit them to get a charter, but not for an extension of time. He thought the railroad, however, would be no injury to property on Main street. Not meeting with the sanction of Main street, and the public interest not requiring it there, he should vote to rescind the contract, or if or Main street was concerned—no damage could be recovered by the company, as they had done nothing toward building the road. Three months had elapsed before they offered to come forward to close the contract. Ald. Douglass was mistaken about the Main street people not having opposed the road before the contract was entered into; they had sent in a petition against the road in S. Lowder last.

Ald. Douglass said fifty respectable gentlemen of Main street had expressed the willingness to have the road on that street.

Ald. Perkins had examined as analyzed that matter—there were only forty-seven names—he could not find more than three of them owned real estate on Main street.

Ald. Stewart said the board had sanctioned the company in getting a charter, and did so knowing a delay would occur in consequence. He could not object to the company's proceedings on the ground of delay.

Ald. Hamilton wished the president of the railroad to state whether they were willing to compromise. He wished it to be ascertained whether the proper number of the proprietors of the road were Memphis people. There should be Baltimore men in.

Ald. Kortrecht moved that it recede from the engagement to place the road on Main street; and refused to refer the whole matter to the special committee, instructing them to inquire what compensation might be due to the company for any damage they may sustain. The resolution contained a moral yet no legal right to any any compensation.

The vote stood on the resolution to recede from placing the road on Main street as follows: Ayes—Messrs. Drew, Tyler, Street, Leland, Hamilton, Townsend, Burnett, Gardner, Perkins—8. Noes—Messrs. Rider, Nelson, Douglass—5.

The resolution recognizing a "moral right," was also lost. The resolution that compensation ought to be made, was lost. Amendment lost, and the original resolution unanimous. The subject was directed to referred to the special committee.

Port of Memphis.

River and Steamboat Matters.

STEAMBOATS LEAVING TO-DAY.

R. R. W. HILL, Cast Street.....NEW ORLEANS.
DR. FRANKLIN, Capt. Cook.....

RIVER, WEATHER AND BUSINESS.—The river was falling yesterday at the rate of four inches in twenty-four hours. The Arkansas came down from Little Rock, and the Yazoo boat, which arrived yesterday, reports there least six inches in Little Rock, and but a foot more in the Yazoo. The weather was clear, warm and dry yesterday, with a high wind during the greater part of the day. Business quiet and unchanged.

ARRIVED AND DEPARTED.—The R. R. Hill, from Vicksburg; the Platte Valley, from St. Louis; the Mount Vernon, from Cincinnati, and the Sam Reed, from the Arkansas river, were the local packets that arrived yesterday. Both the Platte Valley and McDaniel were leaving throughout the latter having a heavy consignment of lumber for shipment to Vicksburg. The Mississippi St. Louis at 10 feet on the shoals, and the Platte Valley, Red Rock, Ohio, Mississippi, Arkansas, Ark. Rivers, Bolivar, Yazoo, Big Black, Tallahatchie, Yocona, Tippah, Hatchie, Wolf, Loosahatchie, Nonconnah, Big Creek, Cypress, Obion, Forked Deer, Big Sandy, Red River, Cumberland, Tennessee, Clinch, Holston, Muddy, Green, Kentucky, Big Sandy, Guyandotte, Kanawha, Monongahela, Ohio, Wabash, Illinois, Illinois, Illinois