Daily Appeal.

RIVER AND STEAMBOAT MATTERS.

RIVER, WEATHER AND BUSINESS.—The River is still good for two and sixteen inches during the last forty-eight hours. The Mississippi was stationary at St. Louis, Wednesday, with six feet six inches water in the channel and in Cairo. The Mississippi river is falling below Kaskaskia, and settling above. No change in the Illinois; it is pretty hard to navigate. The Missouri continues in a bad condition; there had been a rise of seven inches below Rock City, up to last Saturday evening. There have been heavy rains in the upper Ohio, and a rise may be expected from that region, although we have had no such intelligence by telegraph. The Cumberland river is falling, with five feet water on the shoals, Tuesday. The St. Francis river is falling, with six feet water in the channel. The weather was again very warm yesterday, the thermometer indicating ninety degrees in the shade in the afternoon. There was more than the usual activity at the landing yesterday.

ARRIVED AND DEPARTED.—The Platte Valley, from St. Louis, via H. D. Mason and Victoria, from Yazoo, the South Bend, from the Arkansas river, and the W. H. Langley, from the St. Francis river, embraced the regular packet arrivals yesterday. The Mason had a full cabin register and a large amount of freight, including 1,800 sacks cotton and 50 bales cotton. The Victoria came up rather light. The Platte Valley was heavily laden with produce, and her manifest included 4,000 sacks corn. The Langley brought a cargo of shingles. Of the local packets, the H. D. Mason, for Vicksburg, and the Platte Valley, for St. Louis, departed, both having excellent trips. The Platte Valley took up 1,700 sacks cotton seed, and the Mason had an unusual number of passengers for the season. The National arrived from New Orleans Wednesday evening and took about 200 bales cotton for the Ohio river, refusing several consignments that offered. The old Natchez passed down with the new Natchez in tow; both heavily freighted. The machinery of the old boat will be transferred to the new craft at New Orleans. The Science arrived from the Arkansas river yesterday, and unexpected receiving orders for the Ohio. She will take about 300 bales. The Universe, from Cincinnati for New Orleans, passed down, and the Eastport, from New Orleans for Nashville, and the Uncle Sam, from New Orleans for Louisville, passed up, all with good paying trips.

INCIDENTS.—The receipts of cotton by river yesterday embraced 92 bales, and the shipments 920 bales, which, never were before in the Memphis river.....The H. D. Mason appeared at our landing yesterday with a set of new chimney tops, which are somewhat peculiar in their formation, but really beautiful in appearance. They were manufactured in Pittsburg, and are the first specimens of their kind of work ever done there. The mementos were presented by Capt. Dick Mason.....The storm in the Ohio Monday was more destructive than in this region. The Louisville Journal says the storm overtook the steamer Uncle Sam, below Madison, Indiana. Its report and severe was the storm that the pilot deemed it imprudent to attempt to land, and kept her headed in the channel, by which hazardous and good judgment no doubt the boat and many valuable lives were saved, as certain destruction awaited her had she been run ashore during the terrific storm, and there is no doubt but she would have shared the fate of the ill-fated Rosina, which was lying a complete wreck upon the Ohio River, two miles distant from where the storm overtook and the boat otherwise shattered in quite a miserable manner. The starboard side of the forward cabin was carried away, several feet under water, and all her outer cabins and pilot house demolished. Her hurricane deck was torn up and lying time, in pieces by the side of the boat. The freight on deck, cabin furniture, and every thing movable seemed to possess no disposition to take motion, and nothing but the physical resistance of the engines and stanch craft prevented the most direful consequences. The Sunday encountered numerous wrecks between Vevay and Madison, and from the most reliable information we learn that twenty-five coal boats were sunk, besides many other craft lost. The Kentucky coasted down the river Monday morning, and reported the most disastrous effects of the storm on the shores of Kentucky. The Rosina was a new boat, built at Pittsburg, worth $10,000, owned by Capt. John M'Clure, Jr., and R. K. List, and insured in Wheeling offices for $8,000. The hull will be towed to Louisville, and the engine delivered under protest.....We are informed by a gentleman just from the Mississippi of the 6th, that she and the Queen of the West by lightwood, and the supposition is, that the Orb was crowded on a bluff in the Queen of the West, which opened the starboard side, and she sunk in deep water, carrying out and sinking with the chute of Picket River Island, the steamer Orb was found to be sinking, and before the chutes could get their clothes, the cook and steward were. All the crew escaped safe on the barge P. K. Kelley, which was in tow, loaded with coal, and the cook and steward got with their lives and some clothing. After the discovery of the leak the cook and steward were informed, and the Queen of the West, which opened the starboard side, and she sunk in deep water, carrying out