Daily Appeal.

RIVER AND STEAMBOAT MATTERS.

STEAMERS LEAVING TO-MORROW.

For St. Louis, Capt. Smith.....Louisville
For St. Louis, Capt. Smith.....Louisville

RIVER, WEATHER AND BUSINESS.—The river was rapidly falling at Louisville, yesterday, but with double-enough for a good boat. The Alleghanies at St. Louis Thursday night was rising at the rate of one inch a twenty-four hours, with six feet water in the channel at Cairo. The Illinois river is falling slowly, only thirty-three inches in the channel below Naples, thirty inches between Kaskaskia and Pecatonica, twenty-eight inches between Peoria and Lasalle. The upper Mississippi was rising slowly from St. Paul down, with three and a half feet on the upper bar, three feet on the Lower Rapids, five and a half feet on the bar below Keokuk. The river has risen five inches at Keokuk on Wednesday. The Missouri river is falling, with three and a half feet in the channel. The St. Louis Republican says that the ice in that ugly stream (the Missouri river) have a bad chance of a jam, for we have not now frequent, 'with connection inhabitants of St. Jos are having their prayers answered—that the Missouri will come 'dry up.' They promised to freeze up the bone-mill, and the river seems to be doing them. We have nothing more to say about the river than that given by one rash reporter meeting, which does the city feet, six inches in the canal at Louisville and the river at a stand. The Louisville Courier says it now seemed as if the waters at our gauge would stand night, and continued to pour down stream without intermission for six hours, accompanied by incessant lightning and thunder, and the streets were literally flooded with water. The rain, if general, will cause an immediate and very big rise in the river. The weather was again very warm, long yesterday, the mercury ranging high up in the thirties. There was the usual activity at the landing.

ARRIVES AND DEPARTURES.—There was but one local packet arrival yesterday, the J. H. Dickey came down from St. Louis, looked as bright as a new pin. She has received an elegant new outfit and undergone a thorough renovation and painting. The Dickey had a fine trip, low water in her favor, and brought an unusually large amount of freight and merchandise. She departed again last evening, taking thirty-nine bales cotton. The W. A. Lounsy for St. Francis river, the Victoria for Vicksburg, and the New South Bend, for Arkansas river, departed all well freighted, and having good passenger lists. The Skylark, Capt. Ed. Riley, of the new St. Louis and Vicksburg packet line, passed down last evening with a fine freight. She discharged several heavy consignments for St. Francisville. The Granite State arrived from the Cherokee Rock with another load of stone for the city wharf. Our port list below will indicate the transient arrivals and departures.

INCIDENTS.—The receipts of cotton by river during the week ending yesterday embraced 378 bales. The shipments during the same period were as follows:

	Bales.
For the Ohio river	1,[illegible]
For St. Louis	450
For St. Louis	42

No bales shipped during the week.....[illegible]

By private dispatch from Louisville, last evening, we learned that the steamer Fincherner, under command of Capt. J. B. Archer, would arrive at this port Sunday evening, and leave again for Louisville Tuesday evening. Capt. Chas. S. Morrison, the "poet laureate" of the river, and Amos Lucy, was a passenger by the J. H. Dickey bound for Louisville, Friday. We learn that Capt. Morrison is engaged in preparing his pocket work on the rivers of America during the trip. Business is dull in the Upper Mississippi, and the Amos Lucy has been laid up for a few days.

The Cincinnati Commercial of the 25th says: Mr. Albert Wardell has accepted the position of freight clerk on the coming Skylark.....The coal barge Kate Hays, belonging to the Memphis and St. Louis packet company which was sunk by the Philadelphia, two months ago, after an encounter with the Philadelphia, was raised yesterday and towed into port.....The Columbus and Cairo packet B. F. Cheney broke a shaft and started a cylinder head on her way to Cairo, Wednesday. The Diligent has been engaged to take her place until her repairs are complete.....Capt. Hudson's new Arkansas river packet will leave Louisville on Monday. She has been named the Frontier City.....The Gladiator left Cincinnati for this port Thursday morning, with 30 passengers, 44 horses and 10 buggies. She will arrive here this evening.....

The Cincinnati Commercial says the Wheeling Boats, worked during the season of 1859, by Capt. Wilson, of Wheeling, made a very short trains between Jamestown, just as beginning to approaching, and had run out a line and made it fast, when the prows resulting there, named Orange Blossom, cast it off. She was afterwards completely wrecked. The contract of Mossrs. Neede be terminated. Nearly now, gentlemen to the steam, two lightning, are speedlight and the other two represent the children of Mr. George Wright, a pilot on the Kanawha valley, were drowned in the Kanawha river, at the mouth of Poker. They were playing on the bank, when one slipped into the river. The other passed down the river to rescue her sister, when both were drowned.....The St. Louis Republican of Thursday evening, says: Capt. Lewis would leave St. Louis for Vicksburg yesterday, and that she will be ready to take her place in the Memphis line her next regular trip. We think the advertisement should be.....Capt. Frazier, clerk of the Ben Lomond, Capt. H. Tucker, and Chief Engineer Gilmore, of the Ben Lomond, left St. Louis yesterday morning for Memphis.....The W. Fisher No. 2 will arrive from the St. Francis river to day.....The St. Francis No. 2 will leave for White river on Tuesday.

Boats Leaving To-morrow.

FOR LOUISVILLE.—The elegant new steamer, Gen. Quitman, Capt. Fox, 2 hours and 47 minutes from New Orleans to Memphis, a passenger monthly and freight packet for the season, will leave for the above port on the season, and of course a good freighter. C. H. Charles Reynolds, has charge of the office.

FOR ST. LOUIS.—The popular steamer Jos. H. Lindsay, Capt. Fitzhugh, will leave for the above port this evening, and will have room for passengers or freight. Her accommodations for passengers are unsurpassed. Mr. Tedcastle is the clerk.

Port List.

ARRIVALS YESTERDAY.

Red River.....Nashville.....Arrow.....N. Orleans
Crescent City.....Louisville.....Ben Lomond.....N. Orleans
J. B. Prince.....N. Orleans.....L. W. Kennett.....N. Orl.
W. M. Morrison.....N. Orl.....Morgan Land.....N. Orleans
Woodford.....Louisville.....Sky Larkin.....St. Louis
J. H. Dickey.....St. Louis.....Gladiator.....Ohio river

DEPARTURES YESTERDAY.

Red River.....N. Orleans.....Arrow.....Louisville
Crescent City.....Louisville.....Ben Lomond.....N. Orl.
J. B. Prince.....Cincinnati.....L. W. Kennett.....St. Louis
W. M. Morrison.....N. Orl.....Morgan Land.....N. Orleans
Forest Rose.....N. Orl.....Cora Anderson.....N. Orl.
Woodford.....N. Orleans.....Sky Larkin.....York.ness
Arch Bold.....Ark. river.....Gladiator.....Ohio river
W. H. Lewis.....St. Louis.....J. H. Dickey.....St. Louis

Regular Packets.

For Louisville.

THE splendid passenger packet GEN. QUITMAN, Capt. Fox, will leave as above SUNDAY, 27th, at 10 A. M. [illegible]

For New Orleans and the Bends.

SPRING AND SUMMER ARRANGEMENT. THE A1 PASSENGER PACKET BOAT ROBT. LEDGER SIMMONS, Gen. R. Kirk Commander, [illegible]

Leaving New Orleans. Leaving Memphis.
Saturday.....May 12, 6 P. M. Friday.....May 18, 3 P. M.
Monday.....May 14, [illegible] Sunday.....May 20, [illegible]
Wednesday.....June 6, [illegible] Wednesday.....June 6, [illegible]
Friday.....June 29, [illegible] Saturday.....June 30, [illegible]
Sunday.....July 15, [illegible] Monday.....July 16, [illegible]
Wednesday.....Aug. 1, [illegible] Friday.....Aug. 10, [illegible]
Friday.....Aug. 31, [illegible] Sunday.....Aug. 26, [illegible]
Monday.....Sept. 17, [illegible] Friday.....Sept. 21, [illegible]
Friday.....Oct. 12, [illegible] Sunday.....Oct. 7, [illegible]
Monday.....Oct. 29, [illegible] Friday.....Nov. 2, [illegible]
Friday.....Nov. 23, [illegible] Sunday.....Nov. 18, [illegible]
Monday.....Dec. 10, [illegible] Friday.....Dec. 14, [illegible]

Connecting at Memphis with the Memphis and Charleston and the Memphis and Ohio Railroads, offering the shortest and most direct route to Atlanta, Ga., and Charleston, S. C.

Passengers and shippers can rely on these arrangements.

For freight, passage, or through tickets, apply to THOS. H. WILLIAMS & CO., Agents, [illegible]

The Mound City Packet.

WILL, from this date until further notice, run regularly, and have Memphis every day at 5 P. M., and Cairo every day at 9 A. M., and 4 P. M. Leave Memphis at 10 A. M., and 11 A. M., and 1 A. and 4 P. M.

The Mound City commodious and well adapted for pleasure trips to Mound City.

GEO. W. CHEEK, Captain.

1859. 1860.

United States Mail Packet

FOR

HELENA, WITTSBURG

AND

ST. FRANCIS RIVER.

THE new and elegant side-wheel packet ST. FRANCIS NO. 2, T. R. WOMACK, master, Joe Wirt Adams, clerk, will leave on the first trip SUNDAY, the 27th October 21, and every Tuesday thereafter during the season. Particular attention will be paid to freight on this boat to all ways as well as through business. For freight or passage apply on board or to

LARRY HARNSTAD, Agent,
Cor. Front Row and Madison-st.

Memphis and Arkansas River

UNITED STATES MAIL LINE,

Composed of the following fast and elegant side-wheel Steamers:

KEO-WINE.....J. W. Smith, Master
SOUTH BEND.....[illegible]
LADY WALTON.....Wm S. Newlands.
R. H. SUCKER.....Thos. Parmalee.

THE above boats have now entered upon a regular weekly trade between Memphis and Bolivar, United States Mail route, and will hereafter leave Memphis on Tuesdays, Thursdays and Saturdays at 3 o'clock P. M., connecting at Bolivar with the packets on and Cassidy, and at Little Rock with steamers for Pacificville, Van Buren and Fort Smith, Fayetteville Springs and South Arkansas.

For particulars apply to

JOHN D. ADAMS, Proprietor,
or LARRY HARNSTAD, Agent,
Cor. Front Row and Madison streets.

1859. SEASON ARRANGEMENT. 1860

TUESDAY PACKET FOR WHITE RIVER.

THE magnificent and fast side-wheel steamer, R. N. WILSON, J. E. Sherrill, master, will commence her regular trips to Augusta, on the first TUESDAY in September, and will leave Memphis every TUESDAY thereafter during the season. Shippers can rely on her leaving in the TRADE DURING THE SEASON

And giving prompt attention to all way and through business.

For freight or passage apply to

[illegible] or MORTON, PRIGOT & CO., Agents.

Notice.

WE, the undersigned proprietors of the Ferryboat Redwing, give notice that we will, on the Ferryboat Redwing, receive and receipt for all freight for shipment over the Memphis and Little Rock Rail road, and will be responsible for the same until transferred to the cars, on the suitable accidents excepted. We will also receipt in the Company's Agent for all freight shipped and paid road for Memphis, and will convey the same across the river, safely unshipped at the arrival of freight and account charges. RICHARDSON & STUART.

N. B.—We have a large and commodious hay for storage. [illegible]

Common Law and Chancery.

Thomas W. Preston, C. Bower, and Thomas Preston, Jr., Executors of Thomas Preston, deceased, vs. Lyle Hill, of the Supreme Law and Chancery Court of the City of Memphis, Shelby County, Tennessee.

THE petition in the above cause is filed for the purpose of correcting the sureties and bounds in the division of a certain tract of land, known as Andrew Jackson's plantation, in our state, bounded on the East by Randolph road; on the South by land belonging to Rudolph Pall; in the city of Memphis, Tennessee, and application will be made to publication, on the 26th day of May, 1860, of the above court, to have said corrected, which application will be granted unless the original heirs and counsel of said land, and be signed by the Clerk of said Court, from affidavit that defendant Lyle Hill, is a resident of the State of Mississippi; it is ordered that publication be made in the Memphis Daily Appeal, a newspaper printed in the city of the State of the Supreme Law and Chancery Court of the city of Memphis, and proof, answer or demur to the petition in the above styled cause, unless the same will be taken to be confessed as to the said defendant Lyle Hill, and that a copy of this order be published in the Memphis Daily Appeal, for four successive weeks.

MARCUS J. WRIGHT, C. R. M.

M. A. J. WHEELER, D. C. R.

Tyree & Revell, solicitors for complainants. [illegible]

THOMAS CRIDER,

Architect,

HAS removed his office to No. 189 Webster Block, third story. [illegible]

Official List of Letters.

LIST OF LETTERS

REMAINING in the Post Office at Memphis, Tenn., on the 25th DAY OF MAY, 1860. Persons calling for these should say they are advertised.

Delivered to be advertised in the Memphis Arrangements in the following section of the New Post Office Law, approved March 3, 1855:

SECTION 3. And be it further enacted, That Lists of Letters remaining unclaimed for in any Post Office, in any city, town, or village, where a newspaper shall be printed, shall hereafter be published once only in the newspaper, which being issued nearest to the office, shall have the longest circulation within the range of delivery of such office, to be decided by the Postmaster at said office.—New Post Office Law passed March 3.

Office open at 1 o'clock precisely on Sunday evening, and closes at 3 o'clock.

No papers given out on Sunday.

Any body calling for letters will please say that they are advertised.

Ladies' List.

[illegible]

Gentlemen's List.

[illegible]

Italian Letters.

[illegible]

French Letters.

[illegible]

Initials.

[illegible]

Address Memphis Ohio
Made agent of Overland State Company.
Merchants' Hotel.

WM. H. CARROLL, Postmaster.

MEMPHIS, May 25, 1860.

Insurance Agencies.

BLUFF CITY INSURANCE COMPANY
MEMPHIS, TENN.
OFFICE—WITH SOUTHERN BANK.
MAIN STREET.

Capital.....$200,000.00
Surplus.....17,407.67

Directors:

H. LAIRD, President. T. W. WILKINSON, Secy.
A. M. GATES. T. W. WILKINSON.
J. D. WILLIAMS. C. C. CLEAVES.
O. R. CHURCH.

Charter for 99 years for all kinds of Insurance. ALL LOSSES PROMPTLY PAID.

STATEMENT

OF THE CONDITION OF THE

City Fire Insurance Company of Hartford.

JANUARY 1, 1860.

To the Controller of the Sinking Department:

The name of the company is the CITY FIRE INSURANCE COMPANY of HARTFORD, located at Hartford, Connecticut.

The Capital Stock of the Company is.....$250,000
The amount of Capital Stock paid up is.....$[illegible]
The Assets of the Company are as follows:

			Par Value	Market Value
100	shares	Park Bank, New York	$10,000	$10,[illegible]
100	"	Continental Bk Bk, N. Y.	10,000	10,[illegible]
100	"	Metropolitan Bk Bank, N. Y.	10,000	10,[illegible]
100	"	Phenix Bank, New York	10,000	10,[illegible]
50	"	City of Brooklyn	5,000	6,[illegible]
100	"	Market Bank, Boston	10,000	10,[illegible]
100	"	Rockland Bank, N. Y.	5,000	5,[illegible]
100	"	Neptune Bk Bk, N. Y.	5,000	5,[illegible]
100	"	Pacific Bank, New York	10,000	10,[illegible]
50	"	Merchants' Bk Bank, Boston	5,000	5,[illegible]
100	"	Mechanics' Bk Bank, Albany	10,000	10,[illegible]
100	"	Nassau Bank, New York	10,000	10,[illegible]
100	"	Hanover " "	10,000	10,[illegible]
100	"	Commercial Bk Bk, Cincinnati	10,000	10,[illegible]
100	"	Mechanics Bk Bk, Buffalo	10,000	10,[illegible]
100	"	Merchants' Bk Bk, Cincinnati	10,000	10,[illegible]
100	"	Ohio Bank " "	10,000	10,[illegible]
100	"	Commercial Bk Bk, Mobile	10,000	10,[illegible]
100	"	Bank of Commerce, New York	10,000	10,[illegible]
100	"	Merchants' Bk Bk, Mobile