Daily Appeal.

RIVER AND STEAMBOAT MATTERS.

RIVER, WEATHER AND GENERAL.—The river opposite this point is stationary, with a considerable channel form, a much every boat experiencing more or less difficulty at Presidents Island and Greenville bar. Authentic news in regard to the condition of the Arkansas is difficult to get. The river, however, if it has risen at all has not risen enough to further the state of navigation, which is entirely impossible. The Cumberland river has never, within the recollection of the "oldest inhabitant," been so low as it is at the present time. Report shoals are rising across the water, and there are no steamboats, name and no Bonny Boy. At St. Louis the river is stated, and will probably continue swelling for some days. There have been rains on the Missouri, Illinois, upper Mississippi, and their tributaries. A pilot who came down on the evening packet from Pittsburg, reports the Ohio at Cairo, seven feet on Island No. 8, and eight feet below Memphis. We promise to say that if our foot breaking, the statement will be more near the truth. There is now and a half feet water in the Mississippi, if we are to believe the Memphis packets, and four feet to Keokuk, and 27 or 28 inches to the lower rapids. Last night the river was falling at Pittsburg, with five feet in the channel, at Wheeling, there is a stalled, and at Louisville and Portsmouth, there is eight feet in the channel. At Cincinnati the river is rising slowly. The lower Ohio is falling, with four feet on the Shoals bar. The weather yesterday was quietest, consequently upon the recent rains. Business on the landing is dull and languid.

ARRIVALS AND DEPARTURES.—The Imperial, from New Orleans, passed down yesterday for St. Louis with heavy freight. The Hannibal, from St. L. no. passed down below to the shoals. The New Uncle Sam, for St. Louis, had a good up trip. The Lady Franklin, from Cincinnati, brought in a good freight. The J. B. Hickey, from St. Louis, arrived early yesterday morning. She brought in a large quantity of grain for reshipment by railroad.

INCIDENTS.—The Kentucky, after an absence of over a week, made her appearance at the usual landing. She has been to Mississippi river and up against, and is now in Memphis for taking her place in the Vicksburg trade. In command of Capt. Lee, she will be for her in the trade.

The R. J. Allen left in the from above this evening, on route for New Orleans. The most strange in the rates of freight between this port and New Orleans militate seriously against the Vicksburg packets, which have heretofore done a large business, by taking freight from Memphis to New Orleans, and from Vicksburg to Vicksburg packets. By the present arrangement down freights are the same from Memphis as from Vicksburg.

DOWN FREIGHTS

Cotton, per bale	1 00
Tobacco, per hhd	50
Tobacco, in boxes, per 100 lbs	25
Bacon (of sides or shoulders), per lb	25
Packs of furs, per 100 lbs	25
Whisky, per bbl	25
Flour, do	25
Flour,	40
Glassware	40
Bacon, in casks, per 100 lbs	25
Apples, per bbl	25
Apples, per box	40
Hay, per bale	1 00
Pork, per 100 lbs	25
Money	½ of 1 per cent.

Way freight, under decks, same as cabin.

Capt. A. D. Miller, of Sec. Lewis Sinister notority, has disposed of all his steamboat stock, including the Bay City. Capt. J. W. Amswell, late of the office of the Sec. Ruse, and Mr. Jno. A. Bohn, formerly of the Sec. Ruse, have purchased the Bay City, and are now busily engaged in refitting her for the ensuing season. We are secure that the sale is bona fide. The new owners of the Bay City are energetic affective business men, and deserve and will receive a share of patronage. The steamer Alonzo Child, Capt. D. De Haven, has taken a prominent place in the railroad line, in place of the Falls City, which reasons said to withdraw to run between Cairo and New Orleans during the fall season. The Alonzo Child will make her regular trips between packets for low water.....The steamer T. C. Twitchell, which struck on a rock at Cairo on Thursday evening, and came near sinking, will go on the ways at Mound City for repairs. Her freight was not materially damaged.....Capt. G. W. Calvin, of St. Louis, has closed a contract with Messrs. Rawley, Billings & Baldwin, of Louisville, for a new boat to run in the St. Louis and New Orleans trade. Her dimensions are to be 150 feet long, 42 feet beam, 7½ feet hold, and will be fitted out with 7 feet stroke, 3 boilers, 42 inches diameter by 28 feet long, with 3 feet rave. Messrs. Rawley, Billings & Baldwin have taken the contract for the engine boat, to be completed sometime in January.....The Louisville Courier-Journal says that Capt. Leathers has contract with the Nelson machine, Temple & Co., for the hull for the new boat designed for the New Orleans and St. Louis trade. She is to be of the largest class, greatest carrying capacity for a given size thousand mile. She is to be ready to be launched in March, and be propelled by the machinery of the once famous Alonzo Adams.....Capt. P. Lockwood is building a boat at Cincinnati for the St. Louis and New Orleans trade.....A person from the Cumberland river, who left above Nashville, said into the river Friday morning, reports the river somewhat with the landing of the Cumberland.....A tremendous storm of wind and rain swept over New Orleans Friday night. Several houses at the landing were unroofed, and the Lady of the Lake, one of the largest popular freight stores of the Hollows, has received the position, and will hereafter remain in Memphis. We promise to remove the damage freights on the levee, and knowing him to be fully competent for the task, we take pleasure in recommending our friend to the favorable consideration of all steamboatmen.

Boats Leaving To-day.

FOR NEW ORLEANS—The splendid packet passenger packet R. J. Allen, Capt. John S. Richey, F. S. Ruse, will leave for New Orleans this evening at 5 o'clock. J. J. Smith & Co are the agents.

TRUSTEES' SALE OF VALUABLE LAND.

BY virtue of a deed of trust dated April 20, 1858, made to us by R. H. Harrison, for the purposes therein recited, which deed is recorded in Shelby county, in Deed Book No. 32, on pages 74, 75, 76 and 77, and 78 to 82 inclusive, and 83 and 84, and 425 and 426, we will, on WEDNESDAY, September 5, 1860, commencing at Harrison's store on the premises, within the immediate hours, and will sell for the money, to the highest bidder, for cash, the following tract of land, to wit: Beginning at a stake in the road, thence south 1 degree west 64 poles to a stake, thence north 89½ degrees west 120 poles to a stake, thence north 1 degree east 64 poles to a stake, thence south 89½ degrees east 120 poles to the beginning, containing 48 acres, more or less, being the same land conveyed to R. H. Harrison by Thomas Hardwick, and of record in said Deed Book No. 32, reference to which is hereby made. Said conveyance contains the following exceptions