Daily Appeal.

RIVER AND STEAMBOAT MATTERS.

RIVER, WEATHER AND BUSINESS.—They was a slight swell in the river yesterday. What it was produced by we cannot conjecture. From Arkansas river we have nothing later than that published yesterday. At St. Louis the river is falling with seven feet water out to Cairo. The Illinois river is stationary, with four feet in the channel below Peoria and Lasalle. The upper Mississippi is falling from St. Paul down, with four feet on the upper and thirty inches on the lower rapids. Below Keokuk there is three and a half feet in the channel. The Missouri river is falling, with four and a half feet on the bars from Weston down to the mouth. Last night the river was rising at Pittsburg with four and a half feet in the channel. At Wheeling there is six feet, and at Marietta and Parkersburg, there is six and a half feet in the channel. At Cincinnati the river is falling slowly. The weather continues cool and pleasant. Business at the landing is unusually dull.

ARRIVALS AND DEPARTURES.—The H. D. Mears, from Vicksburg, and the Lady Clyde, from St. Louis, are due this morning. The Lady Pike, from Cincinnati, came in yesterday, with a two-thirds trip. The Mollie, from Cincinnati, passed down for New Orleans, with a good business. The Lady Jackson, from Louisville, brought a good freight trip. Her clerks report a different channel from Louisville down. The Frontier City cleared for White river, with a good trip. The Lady Franklin left for Cairo yesterday, taking out as part freight 31 bales of cotton, intended in which was a bale of Memphis yarn.

INCIDENTS.—Capt. Tichenor on a passenger to the Hinsdale from Louisville yesterday. The last advices from Red river report that improvements continue to be very plenty. Navigation is completely suspended and the river is falling at the very lowest, with only eighteen inches at the mouth. Of eighteen boats in the river, we have been laid up, one are aground and one is a wreck. The steamer Boston, on her upward trip, discharged freight at the mouth of Bayou Pierre, and proceeded to Grand Bluff, attending to her way business. In descending to get the balance of her freight, and when below Campti, she struck a snag, which tore a big gash in her bottom, and sunk immediately. Some one saw her on the channel, her stern in eight feet water and her bow in eighteen inches. Capt. Cooley tried to save her machinery, but it is doubtful if she can be raised. The Boston was built at a cost of $40,000. She was a fine boat, of the stern wheel species, and in the lumber. She was worth about $2,000. The steamer Saline arrived at Cane Island, one day from Shreveport, in a disabled condition. The wheel was broken to pieces, and she was the consequence. She has had up to await a tow. The Pike is aground opposite the wreck of the Tiger. The Belle and Kennedy are aground on Stanley Point. The Reagan passed down Monday morning on her trip to Shreveport. The Ben Franklin passed down on her trip to Grand Gulf. The Rob Roy, Ed. S. and Vidalia are laid up above the falls, and the Sarah No. 2, loaded with railroad iron for the Vicksburg, Shreveport and Texas railroad, was laid up below the falls. The steamer Mary was unable to reach Alexandria, and was laid up a mile below the town. There are only eighteen inches water on Grand Ecore bar, where nine islands are visible. On Stanley Point there are eighteen inches water.

Boats Leaving To-Day.

FOR VICKSBURG.—The H. D. Mears, Capt. Dick Morgan, Captain Roberts and Walker, leaves for Vicksburg this evening at 5 o'clock.

FOR ST. LOUIS.—The Platte Valley, Capt. W. C. Postal, leaves for St. Louis this evening at 5 o'clock.

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TRUSTEE'S SALE
OF
Valuable Missouri Lands

BY virtue of the authority conferred on me by a deed of trust, executed by R. Y. Richardson and Mary A. M. Clark and Mary A. M. Clark and H. T. Clark, on the 1st day of December, 1857, I will, on

Thursday, November 1, 1860,

Before the post office door, in the city of Memphis, Shelby county, Tennessee, sell to the highest and best bidder, all the following tracts of land, situated in Dallas county, Mo., to wit:

The N. E. fractional q. and E. half of N. W. q. and W. half of N. E. q. of section 30, 32 acres; and E. half of S. E. q. of section 30, 80 acres; and N. E. q. of section 31, 160 acres; and N. E. q. of section 32, 160 acres; and N. E. q. of section 33, 160 acres; and N. E. q. of section 34, 160 acres; and N. W. q. of section 35, 160 acres; and N. W. q. of section 36, 160 acres; and N. W. q. of section 1, 160 acres; and N. W. q. of section 2, 160 acres; and N. W. q. of section 3, 160 acres; and N. W. q. of section 4, 160 acres; and N. W. q. of section 5, 160 acres; and N. W. q. of section 6, 160 acres; and N. W. q. of section 7, 160 acres; and N. W. q. of section 8, 160 acres; and N. W. q. of section 9, 160 acres; and N. W. q. of section 10, 160 acres; and N. W. q. of section 11, 160 acres; and N. W. q. of section 12, 160 acres; and N. W. q. of section 13, 160 acres; and N. W. q. of section 14, 160 acres; and N. W. q. of section 15, 160 acres; and N. W. q. of section 16, 160 acres; and N. W. q. of section 17, 160 acres; and N. W. q. of section 18, 160 acres; and N. W. q. of section 19, 160 acres; and N. W. q. of section 20, 160 acres; and N. W. q. of section 21, 160 acres; and N. W. q. of section 22, 160 acres; and N. W. q. of section 23, 160 acres; and N. W. q. of section 24, 160 acres; and N. W. q. of section 25, 160 acres; and N. W. q. of section 26, 160 acres; and N. W. q. of section 27, 160 acres; and N. W. q. of section 28, 160 acres; and N. W. q. of section 29, 160 acres; and N. W. q. of section 30, 160 acres; and N. W. q. of section 31, 160 acres; and N. W. q. of section 32, 160 acres; and N. W. q. of section 33, 160 acres; and N. W