Daily Appeal.

RIVER AND STEAMBOAT MATTERS.

RIVER, WEATHER AND BUSINESS.—There was no perceptible change in the river at this point yesterday. There is seven and a half feet of Hecla Bar. Letters from reports six feet in the channel at Island 24, and over a half foot from Cairo to St. Louis.

ARRIVALS.—The arrivals at our wharf yesterday consisted of the City of Memphis, Capt. Jno. Austin from New Orleans; the New Orleans New Carlo Sam and Tuscarora from Cincinnati, and the City of Louisiana from St. Louis.

DEPARTURES.—The Hard Shell left out looking for Water-river last evening, with a few trips of passengers and freight. Also the A. H. Swift and Amite Saxon for Cincinnati; the City of Louisiana, the Emma and the City of Memphis for St. Louis; the Tuscarora, for Cairo; the Swift for the Yazoo; the Sam for New Orleans, and the Ed. J. Gay for Cairo.

ON DECK.—The City of Louisiana reports the John Wheelock off the Bar aground at Stony Island. The Polar Star has on board her large cake of ice for Bolivar, Wilson & Co., Memphis, etc. Messrs. J. P. Pescoud & Co. have received a telegraphic consignment upon the barge of the steamer Norfolk, so that she will now be illuminated by that superior light, carbon oil.

We learn that the Missouri river steamer Mariner was sold the other day in Capt. R. K. Bell and A. J. Norman of Memphis. Price paid $20,000. She is intended for the Memphis and Red river trade. The Cincinnati Gazette says Capt. John B. Adams of the Memphis and Arkansas Bull line, has contracted to deliver 2,000 tons of railroad iron for the Memphis and Little Rock railroad at Duval's Bluff, from New Orleans, and will, by the 15th of October, have a boat running regularly between Jacksonport and New Orleans. She is to be a good passenger boat, and will make regular time during the season.

The St. Louis Democrat says: We really believe that so much interest was never shown in the positions of any steamer as in the new steamer Memphis has applied for the privilege of an entrance and clearance of nights and all the time that she shares of the river between the Mississippi.

The excuse for this great interest can be only found in the fact that the Memphis shows itself so well in spite of the flood and confusion of the floating palaces of the Mississippi. That she is so may be inferred from the fact that she cost $70,000. A pretty considerable sum that. But circumstances unconditionally justify the outlay of such an amount for the production of an unrivaled boat, and the Memphis packet company, which proposes institution has built this one, and has proved, beyond doubt, that their enterprise is commensurate with their venture, and brought to bear at the proper time. A short time since the Memphis made was a begarly affair, we might say but as fashions which were seen at work, and the result is before us. Here is the St. Louis and Memphis daily line of six fine boats—the staff the finest of them all. These packets have all as much to do as they can attend to, and we cannot say those not in the habit of exaggerating, that the trade is managed so handsomely and steadily, and that the travelling people seem so well pleased with our merchants, our steamboats, and our steamboatmen, that there is a good or spell of more boats being wanted ere long. We, however, are not satisfied with the Memphis—we want more of Memphis. In speaking lately of this steamer's different parts, we will begin with her hull. This is the handiwork of D. & J. Howard, the celebrated boat builders of Jeffersonville, Indiana. It is made from the best and most thoroughly seasoned timber, and is considered one of the very best hulls ever constructed in the vicinity of the Ohio falls. The cabin fully ft. No. Lacey & Co. The cabin itself is constructed of the very best materials, and a glance at it produces a very favorable impression on the mind; the seats is one of taste, comfort and completeness. But we have not seen enjoyment. There are berths for one hundred passengers in the cabin, and twenty-four in the "texas," and we state the will often be found to be almost in the matter. The staterooms are singular in this respect, that they are usually large, the smallest in the ladies' cabin being eight feet by nine, and there are also several large and finely furnished family rooms, which will prove an attractive feature. When fashions are proper, it provides for everything ought to go well. The ladies' cabin is elegantly furnished throughout. Every room is provided with a wash bowl, clothes press and every other convenience. The ladies cabin has attached to it, and easy of access, a nursery and bath room, the latter provided, of course, with hot or warm cold water. The hall as well as the cabin is lighted by a reflectoid, under the able supervision of one of the best tacners of architecture. We will say here, without fear of contradiction that it will be said of the Memphis, "She is the best appointed and most complete boat of her tonnage and builder, are the constructions of G. R. Allen & Co., of the pretty city of St. Louis, and in which branch of mechanism, and city is known far and wide, as stand at the highest degree. Mr. Allen, of St. Louis, has reason to be satisfied with this job. The material of the engines is superior, and they are beautifully finished. It is worth while telling, that the machinery is supplied with all the modern improvements and adjustments, to insure the safety of those on board—in the upper deck and lower, in the pilot house and texas. The painting was done by our townsman, S. W. Thornburg, and is in his well elaborate and substantial style. The cabin work by Messrs. Warne, Cheever & Co., Carpets and cabin furniture from Louisville. The dimensions of this magnificent steamer are as follows: Length on keel, 260 feet; beam, 35 feet; hull, 5 feet; water wheels, 30 feet in diameter, with 12 feet buckets; chimneys, 30 feet by 42 inches; cylinders 27 inches in diameter, with 9 feet stroke. The Memphis, when we visited her yesterday, was being adjusted to the finishing arrangements for her trial trip, which will occur next Tuesday morning. She will probably run up the river a dozen miles or so, and back. She will be excellent in speed, light in draught, and altogether in everything. Capt. Wm. C. Postal is to command this steamer, and we know of no man more experienced and unimpeached ability. Mr. J. H. Tucker, is a gentleman and scholar, but a little too fond of some amusements. Mr. Wm. Walker chief of the office, a jolly fellow very well fitted for. Mr. Bowman will assist him. The most experienced and accomplished gentlemen will be employed, and those others; and gentlemen characterized by good nature and politeness will attend in the cabin. So that, take her all in all, the Memphis will be as popular as any boat on the Mississippi. She leaves Memphis on Tuesday evening next.

SOATE LEAVING TO-MORROW.—The fine passenger steamer S. S. Tucker, Capt. Jones, leaves for White river and intermediate points on Monday, at 3 p. m. We commend her and her gentlemanly officers to the favor of the traveling public, as being both safe and accommodating. F. M. Vincent, agent. The steamer C. E. Hillman, Capt. Morris, leaves for St. Louis Monday afternoon at five o'clock. The Dick Fox has the accommodation, and is a good and popular officer. The steamer C. E. Hillman, Capt. Corbett, leaves for St. Louis Monday afternoon at five o'clock, and the Republic for New Orleans at the same time.

1860. FALL TRADE. 1860.

HARDWARE & CUTLERY.

WM. PARK & CO.,

(Successors to Hawks, Smith & Co.)

508, 204 AND 306 MAIN STREET.

HAVING now received the greater part of our FALL STOCK, we are prepared to offer great inducements to purchasers. Our stock consists in part of:

TINNERS' MATERIALS

Tin Plate, Sheet Iron, Zinc, Soldering Irons, Bar Tin, Sheet Copper, Wire, Spelter, etc., etc.

BUILDERS' MATERIALS

Locks, Hinges, Sash Pulleys, Latches, Bolts, Window Trimmings.

Together with a full and complete assortment of Builders' Hardware.

Heavy Hardware.

IRON, NAILS, SPIKES, ANVILS, STEEL CHAINS, GRINDSTONES, BELLOWS,

With a full stock of

Tools, Agricultural Implements, etc.

We would also call the attention of town and railroad contractors to our stock of Wheelbarrows, Shovels, Spades, Mattocks, etc.

WM. PARK & CO.

NEW GOODS.

A. SEESSEL,

233 Main Street, opposite Court Square,

JOBBER & RETAIL DEALER

IN

Fancy and Staple Dry Goods, Clothing,

BOOTS, SHOES, HATS, PLANTATION GOODS, ETC.

HIS stock being complete now, he is offering it at very low prices. He also says he will sell goods cheaper than ever before to the TRADE. An extensive stock of Men's and Boys'

CLOTHING,

which has been manufactured under his own supervision, so proves to suit close buyers.

Country Merchants and Planters particularly invited.

A. SEESSEL, 233 Main street,
sept5-dawtw Opposite Court square.

NOTICE!

80 LIKELY NEGROES FOR SALE!

WE have just received, and are constantly receiving additional additions to our stock of NEGROES, consisting of No. 1 Men, Women, Boys and Girls, Cooks, Brat-rate Families, Field Workers and Drivers, etc., which we offer at the lowest market prices. Purchasers would do well to examine our stock before purchasing.

NORTHCUTT & CO.,
Successors to Byrd & Hill,
sept5-dawtw Opposite Court Square.

The Great Vital Regenerator

TRIESMAR,

PROTECTED BY ROYAL LETTERS PATENT OF ENGLAND,

And secured by the seals of the Houle de Phemonde de Paris, and the Imperial Colleges of Medicine, Vienna.

NO. 1 is invaluable for relaxation, spermatorrhea and physical exhaustion, and—3 bottles.

No. 2 speedily cures the most inveterate cases of this disease that have been hitherto treated by the skillfullest and potent one use of opiates and cathetic.

No. 3 is the wonder of the world, the delirious one of memory, thereby insuring to the sufferer speedy relief, recovering all the longing lost manhood and the vessels of nature.

TRIESMAR No. 1, 2 and 3 are prepared in the form of a lozenge, devoid of taste and smell, and can be carried in the waistcoat pocket. Sold in the cases and display the signature, as administered by Velpeau, Lallemant, Rock, Ricord, etc. Price $5 each, or four times the quantity $20, which saves $2, and in $27 cases, wherein there is a saving of $3. To be had wholesale and retail of Dr. RAYNOW, No. 3 Gallatin street, N. Y. Impotency or sexuality a qualification. Dr. Raynow is all between the Triesmar to any part of the world securely sealed, and addressed in confidence to the individual requesting.

MANSFIELD & CO.

Old Newspapers.

SEVERAL HUNDRED OLD NEWSPAPERS for sale at the APPEAL Counting Room.

Official List of Letters.

LIST OF LETTERS

REMAINING in the Post Office at Memphis, Tenn., on the 7th DAY OF SEPT., 1860. Persons calling for them should say that they are advertised.

Ordered to be advertised in the MEMPHIS APPEAL, according to the following portion of the New Post Office Law, viz: If any letter remain one month in the office of any daily newspaper published in Memphis.

SECTION 3. *And be it further enacted*, That Lists of Letters remaining uncalled 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 weekly or oftener, shall have the largest circulation within the range of delivery of said office, to be decided by the Postmaster of said office.—*New Post Office Law passed March 3.*

Office opens at 7 o'clock precisely on Sunday evening, and closes at 5 o'clock.

No papers given out on Sunday.

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

Ladies' List.

ALLEN J D
AMOS C
BURNET M J
BURNS M
Brown J
Brown A
Bradbury J S
Bullock E
COOK M
C Colbert M E
Crocket M A
Crocket A
Campbell A
Cole
DUNN H
Dunn E Dolce E
Dorrier J
Dollick E
Dupont R N
FRANKE
F Eduardo A
FUSK M P
F Freeman P
Fox M
Finn M
Flanagan M
Fitzgerald M
Fox M L
Finn M E
GRAVES
G Griffith A
Grant E A
Gale Mrs
HILLMAN R
H Hodges C
Hunt C
Hancock K
Harper T
JAY Julia
JONES P S
KEEFE J
K Kennedy
KNOX A
LOW J
Lawrence H
Lawrence J K P
MASANN
Mann N
Miller R B
Meader L
NEWTON C
OGLE
PALMER M J
Park C M
Parkell D
ROSS M
R Richards M
Rogers D J
Rutland
STARK F
S Stone M A
Sherrill
TAYLOR J W
Thompson A C
VOHN S
WARNER M A
Walker A M
Wise C H
Williams A
WATSON M
Whitaker C
Smith S
Sabin J
Sims J
Snyder T J
Simms L S
Shrine J
Spencer J
Sims A
Sherrill Mr
Sullivan J S
Sullivan
Sullivan T
Taylor G W
Taylor J R
Tilton R J
Walker J P
Tuck H C
Tucker J R
Thomas W R
Thomas J
Tabel T T
Vanfleet C
Vaughan J
Valentine C
Wallbridge J S
Walsh J
Wheeler E M
Weed G W
Wetherspine J
Wise J N
Walton J
Wayne G
Walker T H
Walker H
Winslow A
Winslow J R
Wilson T F
Williams C A
White J W
Wood E H
Wilkins L
Wise A J P
Wright T
Wood J L
Smith Y
Sullivan M
Sims M
Snyder J
Silvester J
Sullivan
Sullivan M
Sullivan T
Thro J
Trotter H
Thomson K
Thomson R
Talmier M J
Tyrone T
Thomson W
Turner G
Tallon J
Vanfleet M D
Voorhes S L
Walker W H
Warren G
Weston W
Wisner J N
Wise M W
Watson R D S
Ware J S
Ward
Weed L
Ward G
West N M
Wilson J K C
Wilson C
White J
Whitney
Wright J C
Wood J C
Wooster B W
YORK J
ZIMMERMAN J M S

MEN'S LIST.

MCCAN M S
McCoy C
McCarty E
McCoy G
McCoy W
McKinnie
McLean G
McFarland C
McGee J
McFarlin J
McFarland C
McKnight
McCann
McCann M
McCann J
McCann
McCann M
McCann J
McCann
McCann M
McCann J