MEMPHIS APPEAL.

WEDNESDAY, ... JANUARY 31, 1866.

Office—No. 13 Madison Street.

Our Business Office

Will be opened from 8 o'clock A. M., until 9 P. M. Advertisers will please bear this in mind as all hand in their favors early.

The Mails Close,

For New Orleans, Vicksburg, Jackson and Grenada, three times a week, via Memphis & Charleston and Mississippi Central Railroads.

Nashville, Louisville and Cincinnati, daily, 2:15 p.m. via Nashville & Decatur Railroad.

New York, Richmond, Baltimore, Boston, Philadelphia, Washington, and all Eastern cities, daily, at 2:15 p.m., via Memphis & Charleston and East Tennessee & Virginia Railroads.

St. Louis, Chicago, and intermediate points, daily, at 2:15 p.m., via Memphis and Charleston and Mobile and Ohio Railroads.

Vicksburg, river and way landings, three times a week.

Montgomery and Mobile, and Mobile & Ohio Railroad, daily, at 2:15 p.m.

Mississippi & Tennessee Railroad, three times per week, at 5 p.m.

Memphis & Ohio Railroad, daily, at 2:30 p.m.

Little Rock and White River, three times a week, at 4 p.m.

LOCAL MATTERS.

TERRIBLE STEAMBOAT DISASTER.

EXPLOSION OF THE MIAMI.

STATEMENT OF AN EYE WITNESS.

GREAT LOSS OF LIFE.

FULL PARTICULARS.

Again we are called upon to chronicle another of those terrible disasters which, alas, are only too common on our Western rivers. But a few weeks since we gave the particulars of the sinking of the ill fated Niagara, and again it becomes our duty to record another far more terrible and destructive in the loss of human life, involving the loss of over one hundred human beings, from scalding and burning.

The steamer Miami left our wharf about nine o'clock on Saturday night, having on board about fifty or sixty cabin passengers and Company E, of the Third United States Cavalry, commanded by Lieut. Hitchcock and some fifty deck passengers, including the crew, while ascending the Arkansas river, and about six o'clock, one of her boilers exploded, tearing away the forward part of the boiler deck, and we the confusion which ensued, subsided the boat was discovered to be on fire.

The following statement of the disaster was kindly furnished us by Maj. J. E. Rankin, formerly of Gen. R. B. Lyon's staff, of the Confederate army, who was a passenger on the ill fated boat, and will be received with sorrowful interest by our citizens, as both of the clerks, who were lost, were residents of the city, and well known among the business men:

Maj. J. E. Rankin's Statement.

The S. B. Miami left Memphis on Saturday night for Little Rock, and was very heavily loaded with an assortment of fire. Three hundred aboard, including forty to fifty cabin passengers; ninety-five soldiers of company E, Third Regulars; one hundred and twenty-five deck passengers, mostly negroes, being carried up the Arkansas river for farm hands; and the crew, say fifty.

Soon after tea, Sunday night, the boat having left Lt. Napoleon, proceeding up Arkansas river, and while under headway, about six miles from the mouth, one of the boilers exploded, tearing up the forward cabin and burning roof, and immediately took fire, consuming everything on board.

It being immediately after tea all the passengers were congregated around the forward stove, smoking. Those on the lower deck, and those lying both clerks, who were in the office, were either killed by the explosion, scalded to death or jumped into the water, and were burned to red cinders of the furnace. Some few probably have escaped through the thick brush, but all badly hurt. Those below and forward suffered pretty much the same fate, as most of those were soldiers on the front barracks deck.

None unfamiliar with such human horrors can form any idea of the scene of the groans of wounded, cries of the helpless women and children, and shrieks of the frightened. At first a calm prevailed, till the unmistakable fact of fire stared all in the face. Then the frantic efforts to escape, with jumping into the river, some on bales of hay, others with mattresses, tables, ladders, etc. The boat had lodged near the south bank of the river, and those that escaped reached that shore. The current then carried her entirely across the river, but not touching the shore. Capt. Levy had her tied; but all communication was cut off with the shore, as she was destroyed, so those in the rear were compelled to take water, and many unfortunately were drowned, and tried to reach the other shore, till the current brought them back.

The scene that followed was terrible. Women were seen to deliberately blow their brains out with revolvers to escape the more terrible death of burning; two soldiers, for obscenity, had a board lashed to their backs in punishment on the forward deck. These were found, and remained there utterly helpless. In full view of many on the shore, until the burning element undermined the roof, and with a shriek benefited them to the insatiable flames." Other personal accounts of those lost are reported, but not truthfully, but not knowing the facts at time I forbear to give as truth what we still hope to be otherwise.

Capt. Sol Franklin and Capt. Levy are both known to be saved. Mssrs. Lusk and Johnson, clerks, are reported lost, as well as the wife, and child were seen floating on a door, that the writer of this gave her, but the chilling waters were painful alike to the fair and stern, and made complete many an unfinished effort against life.

Some deeds of noble heroism and charity were seen amid the suffering and dying, were being administered to, by giving water and plastering blisters with mud, that had an effect (we can credit what we have never experienced or seen its happy relief. Negro women disrobed themselves of their better garments and made bandages, and negro men cleared their coats, whilst many a fortunate man either gave his pants or drawers to those without any. I speak of the negro and his humanity, because none others, but soldiers and two passengers were on this the north side of the river.

Huge fires were kindled on the bank, and near one o'clock the chilled women retired to some wakey, that some generous man had fished from the sinking hull.

Soon the shodes, and many there were, thanked Heaven, as the cry from the soldiers came, to "come and claim your shoes," resounded. These were also found in the sinking hull by the same man, but wanting in mates.

Two soon all the dead were collected to be the Henry Ames, commanded by Capt. Crawford, bound from Memphis to St. Louis.

Upon reaching Napoleon he heard of this accident, and ran his money-making and money-loving ass out of his way, to be the scene with humanity and money, the more lost its native value, and humanity, high and true, rose in its place again shone resplendent. He came up the Arkansas river, then down the Mississippi for the purpose of hailing another boat, and from there to St. Louis, for the sake of assistance to sufferers, he risks in boat and cargo, and for proper compensation be classified with the two few whose names have been rendered immortal as benefactors.

All that the boat could do was done. Most of the wounded could not be removed, the others, and all survivors were left at Napoleon or the mouth of White river, to await another boat, but two passengers are really known as saved.

The causes of the explosion, of course, are unknown. The number killed can hardly be estimated, as both sides of the river received it, and many of survivors, from the shock, are too much too large for friends sake, of nine hundred and five can be safely calculated.

The Ashley hack, from Little Rock, which was aboard, lost five of its members. From all reports, fifteen hundred and odd souls was a German, fresh from her native soil.

Further Particulars.

Since the above was written we have seen two of the clerks, James Fitzgerald and Jacob Requist, who report as lost Wm. Lynch, the head steward, and George Rittenhouse, the second steward, and also the barkeeper, bedmaker, and both chambermaids, whose names were unknown, as these men had been but a short time on the boat. They give the number of cabin passengers at between fifty and sixty, and could hear of but five or six out of the number who had been saved. The barkeeper escaped, but was severely burned. One of the pilots, a brother of Capt. Levy, is reported among the lost. At this time it is impossible to ascertain the exact number of lives lost, the lowest estimate is that we have heard places it at one hundred and twenty-five, and from the best information it is to be hoped that many who are as yet unheard of, will be found to have escaped. The boat was valued at about fifty thousand dollars, only one half of which was insured. Two months ago she had her boilers examined by the Inspector, Tom Crawford and the other officers of the Henry Ames, for the assistance rendered on the occasion.

Still Later.

Since the above was in type, we have seen Mr. Jas. White, another clerk of the crew, who states that neither Wm. Lynch, the steward, nor Mr. Levy, the pilot, are dead, though both are dangerously injured. Both of the pilots, and the engineers, and the carpenter are saved, and only seven out of the thirty-two deck hands, and six of the cabin crew out of the ten employed, are known to be saved, the others having, in all probability, perished. Mr. White thinks that at least one hundred and fifty lives were lost, and that the number may reach two hundred. Four dead bodies only had been recovered, and they were left in the wharfboat at Helena, and nine, who were beyond recovery, were left at Napoleon. Thirteen of the cabin passengers are known to be saved. We hear many horrible incidents of the disaster, which we have neither the space or inclination to narrate, and with the hope that many who are supposed to be lost may yet be found, we close this narration of one of the most heartending accidents that it has ever been our misfortune to chronicle.

INVOLVED IN THE MISERY.—A gentle freedman who is a gay gallant among the dark beauties who inhabit South Memphis, and desired to bestow upon his favorites a slight testimonial of his regard for them, set his wits to work to select something that would prove useful as well as ornamental, and whilst pondering over the subject he dropped in at Ignor & Pritz's, where his eye fell upon a box of hair nets. Joy beamed in his eye as he thought of the raven locks they would enclose, and forgetting all else, not even including the sum of eight dollars at which they were valued by the worldly minded proprietors, he acted upon the treasure, and soon found himself in the custody of a policeman, by whom he was brought before the Recorder, and failing to have about him the sum of one thousand dollars, he was thrown into a cell at Castle Reilly, to ponder over the fate to whose mesh he had been caught.

A NEGRO SOLDIER SHOT.—We learn that a negro soldier shot another one at the Bolts place, near Col. Fisher's residence, yesterday afternoon, but from what cause the difficulty originated is not known. In the evening the matter was reported to the Coroner, who began to make preparations for proceeding to the spot for the purpose of holding an inquest, but just as he was in the act of starting another messenger arrived, who stated that the man instead of being dead, had pertinaciously refused to give up the ghost, and would, in all probability survive the injury.

GEN. FORREST.—We learned yesterday, from a gentleman who had left Gen. Forrest's plantation, in Sunflower county, Miss., on the previous day, that this distinguished soldier, instead of being in full flight for Mexico, as has been reported, was quietly at work, preparing to plant a large crop of cotton, in connection with an ex-officer of the Federal army, and, in proof of it, pointed to a lot of plantation supplies being shipped on the Die Vernon, for his use.

THANKS.—Oscar Hall, of the Pioneer Express, has our thanks for favors newspaperial.

LATE PAPERS.—Our friend Loop of the Southern Express again placed upon possession of late papers yesterday, in advance of the mails.

QUICK.—Mr. Millington, of the Commercial Express, placed on our table at eight o'clock last night, full files of the New Orleans papers of the day before.

BOLD THIEF.—Some thief yesterday stole a fine saddle horse from Mr. Tallmadge, the steamboat agent, which he had just hitched to a post in front of his office on Jefferson street, and escaped with him so far, scott free.

MONTHLY CONFERENCE FIRST BAPTIST CHURCH.—We are requested to state that the regular Monthly Conference of the First Baptist Church will take place this evening at seven and a half o'clock.

ACQUITTED.—Aleck Robertson, the Gayoso House porter, who killed another negro on the levee on last Saturday, was yesterday brought before Recorder Creighton, who, after hearing the evidence in the case, discharged him from custody, on the grounds that the deed was done in self defense.

FOUND.—A little girl, who says her name is Caroline Smith, and lives with a Mrs. Bagby in the country, and who came to town yesterday to visit a Mrs. Crenshaw, was found wandering about the street yesterday, by Mr. E. P. Rood, and provided for. Her friends can find her by applying to him at Day's Gallery, 326 Main Street.

COMMITTED.—The three juvenile scamps who were arrested some days since for getting on the wrong side of the door of Mr. Schuyler's store, without his knowledge or consent, were brought before Recorder Creighton yesterday, and committed to jail until the next session of the Criminal Court, indemnity of two thousand dollars each.

CHANCERY COURT.—In this Court, yesterday, the case of Gen. Hardee against J. W. Tompkins, praying for an injunction enjoining the publication of his book, was dismissed, in consequence of the copyright to the same having been granted by the Confederate States, so-called. Today the motion docket will be called.

TELEGRAMS.—The following telegrams remains uncalled for at the telegraph office:

Mrs. Howard,	Mrs. E. E Rayzor,
Walter R Weeks,	Emmett E. Linsley,
G. H. Wharton,	T. Sayers,
G. Lamphere,	Miss Clara Sallmond,
Fred. S. Smith,	A. H. Rapp,
J. Greenman,	W. H. Jones & Co.
John N. Wynne,	W. T. Johnson,
S. Oberdorfer,	J. Malet,
E. Whitlock,	R. Brumley,
W. S. Howard & Co.,	A. M. Radley,
M. Surley & Co.,	J. Odell.

RUNAWAY.—Yesterday as a lady and a child were driving down Poplar street in a buggy the horse from some cause took fright, and becoming unmanageable, dashed off down the street at a terrific speed. Fortunately, the lady retained her presence of mind, and managed to keep him in the middle of the street until her condition was seen by a Mr. John W. Murray, who, rushing into the street, seized the horse, and by a great effort stopped him, and doubtless saved the lives of both. Beyond a few slight bruises received by the lady, neither were injured.

HORSE THEFT.—On night before last a negro named Reed stole a horse, valued at three hundred dollars from a gentleman named Presley Peyton, residing some twenty miles out on the Raleigh road, and also a fine suit of clothes and a six shooter from another negro named Greer. Reed came into this city, where he was pursued by Greer, who found him yesterday afternoon near the Mississippi and Tennessee depot, and walking up to him, he snatched the revolver out of his pocket, from which it protruded, and leveling it at his head, uttered in the fiercest high tragedy tone, "you surrender or you's a dead nigger sertain," which had the desired effect, and Reed was marched off in triumph to the calaboose by the heroic Greer.

SPECIAL NOTICES.

Bill Posting.—The best Bill Poster and Distributor in the city at this office. jall-tf

Fine Stock will be sold, this morning, at C H. Brackett & Co.'s. J. R. Bailey, auctioneer.

Auction Sale.—Horses, mares and mules, this morning, at ten o'clock A. M., at C. H. Brackett & Co.'s livery and sale stables.

We would direct attention to the advertisement of our old friend Burne P. Hill, to an other column. He is an indefatigable worker, and in his new branch of business will not fail to deserve a liberal share of public patronage.

Mules! Mules! are the mainstays of labor, and many of them are for sale at Lula, Mason & Co's. Nos. 41 and 43 Court street. A large lot of stock attaction on Thursday, (to-morrow).

FRANK HYDE, Auctioneer.

Traders.—We ask attention to the card of the Messrs. Trader, in another column. They are old citizens of Memphis, well known, indeed among the "oldest inhabitants"—and are, in every respect, trustworthy and reliable business men.

Lessons in Fencing.—We would direct the attention of our readers to the advertisement of Messrs. Schindler & Brobe, who propose to give lessons in fencing. Those desiring to take lessons can call at their room, No. 223 Second street, where all the paraphernalia of the art can be had.

Fine Beef.—Mr. H. Sessel, Stall 6, Poplar street market, has our thanks for a fine cask of beef yesterday, superior to anything of the kind we have seen for a long time. Mr. S. is one of our most enterprising Butchers, and always tries to accommodate the public with the best that can be had. His name has on hand a splendid lot of fine beef cattle, which will be served from day to day. Call and get a fine roast or steak.

Complimentary to A. Pollock.—We, the undersigned clerks in the store, would hereby tender our thanks to the subject of this notice, for the complimentary ball given and tendered on the 8th of January, and would embrace the opportunity hereby afforded, to express the sincere hope that he may prosper and live through long years of prosperity and happiness.

LEON LEVY, W. M. WHITE,
John Rosenmeyer, E. L. Earle,
B. F. Miller, Thos. J. Rosenmeyer,
Wm. A. Horton, J. G. Sherwood.

New Enterprise.—We are informed that B. B. Waddel, Esq., of this city, is now making preparations to erect this coming season, a new and magnificent Opera House in this city, which shall certainly be one of the finest and most attractive in the country. We understand that Mesrs. Crider & de Funiak, Architects, No. 197 Main street, are employed to plan and superintend the erection of this building. Mr. Crider returned a few months ago from the South and was well known in this community as a practical and experienced architect. F. de Funiak, his partner, also recently from the Confederate army, is a native of Rome, Italy, has been thoroughly educated as an architect, and has the highest reputation as a skillful artist in his profession. We are very glad that this enterprise is in the hands and control of our citizens; citizens R. B. Waddel, Esq., his known energy and business capacity will ensure success.

The finest and most fashionable Hats can always be had at the Memphis Hat Company. Jack-st. Southworth.

Columbian Gin.

Revenue Stamps, of all denominations, and in any required amount, may be constantly obtained at the Memphis Post Office.

jal3-1m ROBT. C. GIST, Postmaster.

Cheap Ladies' Furs.—A fine Fur Cape and Cuffs at $12, at the Memphis Hat Company. ja28-3t

Columbian Gin.

Merchants and Planters are invited to call and examine the immense stock of Wagon and Plow Harness, Hames, Collars and Trace Chains at Moores, Smith & Co., No. 302, Main street, which they are selling at the lowest rates. ja 28-3t

Memphis and Charleston Railroad.—Notice to Passengers.—By applying for tickets at No. 13 Court street, you will avoid the crowd at the Depot Ticket office, and have less trouble in getting to the cars. Through tickets for sale at principal cities. Omnibus office at the same place. JULIUS HAYDEN.

dec6-1m Passenger Agent.

Jeff. Davis not yet Released—Notwithstanding crowds of customers still continue to throng the well known and popular house of Robson, Whitlock & Co., to purchase their clothing and furnishing goods, unrivalled in cheapness and quality. No. 222 Second street, Ayers Block, opposite court square. Ja 28-3t

To Epicures.—Those who are fond of the good things of this earth, in the shape of every edible served in the very best style of art, should remember the Gold Eagle Restaurant, on Madison, between Main and Front, as their cook has a wide spread reputation, and their viands would make the mouth of an epicure water.

Bonnets and Fine Millinery Goods.—Ladies in Parlistone—Ladies who desire the latest style of bonnets and notions, and who desire the latest Parisian styles of Millinery, should not fail to call on Mrs. Gogen at No. 333 Main street.

Ladies Hair Dressing Saloon.—The favorite establishment of Madame Lavigne, on Main street, between Union and Gayoso, opposite the Provine Block, is in full blaze of prosperity. Her ornaments of hair, in variety, grace and elegance, are unsurpassed. The most elaborate toilet locks finished unless Madame Lavigne touches it.

Sperm's.—That was a great and a good idea of Joseph Sperm—opening a refreshment room for ladies, exclusively. The blessings of many a dame, wearied with shopping, and with an appetite for lunch, are showered upon his head for this thoughtful provision for ladies' comfort. Lady visitors from the country rise up and call him blessed, since through his foresight they may spend the day in town without starving, or being put to the trouble and expense of going to a hotel. Great is Sperm, the ladies friend.

Planters. Do you want horses, mules or mares? If so, go to Tom Cogswell's Sale Stables, 139 and 141 Jefferson street, corner Fourth, the oldest Stable keeper in the city. He buys cheaper, sells cheaper, trades quicker, than any other man in town. He has also a blacksmith shop, wagon yard, and everything else attached to the stables.

N. B. A fine lot of Kentucky mules just arrived. ja 28-1w

On Consignment.—Forty barrels fresh assorted crackers, at fourteen cents; sixty barrels fresh pic nic crackers, at nine cents; fifty barrels fresh butter crackers, at eight and a half cents; seventy-five barrels fresh soda crackers, at nine cents; thirty barrels fresh boston crackers, at nine cents; twenty barrels fresh ginger nut crackers, at nineteen cents.

MARINER, GAGE & WILCOX.

ja 28-3t 203 Front street.

Pioneer Express Company—To Shippers. In consequence of the change of schedule on the Mobile and Ohio Railroad, we are compelled to make the following rule:

All freight for stations on this road, except Meridian, Columbus, Corinth, Miss., Gainesville, Ala., and Columbus, Ky., MUST BE PREPAID.

The short time given us by the schedule to transact our business at local stations on this road, compels us to make this rule imperative.

ja25-1m OSCAR HALG, Agent.

Removal.—Sussmann, Mayer & Co., Importers of segars, tobacco and pipes, have removed from 35 Jefferson street to the corner of Second and Jefferson streets, Jefferson Block, where they are now keeping a much larger stock of the finest brands of Havana segars, Virginia tobacco and the real genuine meerschaum pipes. City and country merchants will find it to their interest to call and examine their stock and prices before purchasing elsewhere. Remember, corner of Second and Jefferson streets, Jefferson Block. jal1 1m

Fashionable Dancing.—M. Delray Bennet respectfully informs the citizens of Memphis that his Spring Session will commence on Thursday, February 1st, at 3 o'clock p. m. Children and Ladies' Classes, Thursday's and Saturday's, 3 o'clock p. m. Gents' do., Monday Wednesday and Friday evenings, 7 o'clock.

N. B. Gents, the undersigned, take pleasure in recommending to my friends and the families of Memphis generally, Prof. De Gray Bennet, as an accomplished gentleman and first class operatic artist; the only one in the South competent of teaching the classic art of dancing.

ja30 3t* J. BARBIERE, Sen.

Read Capt. Tidmarsh's Card.—It having been stated to me that the notice, to the effect that ladies will not be admitted to the pavilion of Stone, Roston & Murray's Circus, unattended by a gentleman, may inconvenience some who wish to visit the matinee sociables with children, etc., without being so accompanied, and that possibly offense may be taken if the entree is refused, it calls upon me, publicly, to state that this strict rule, from which there can be no departure, is instituted to shield ladies from contact with improper characters, and will be rigidly enforced. The Circus is a principal integral portion of the amusement of the nation, and from its great extent of travel, vast expenditure, and the constant great assemblages its character of exhibition calls together, plays its part upon the tune of the public mind and morals, it rests with the leading men of business if such influences shall be good or bad. It has ever been, and shall continue to be, my plain duty (in which I am warmly seconded by Messrs. Stone, R. & M.) to make these influences instructive and useful, as well as entertaining and humorous, and to exclude everything that may tend to public demoralization. We cannot possibly have the same means of classifying people as the construction of a theatre facilitates; but we can and will deny the entree to all who cannot be openly recognized by society as a party we owe to ourselves, as gentlemen, and to the community.

THOS. USHER TIDMARSH,
Director Stone, Roston & Murray's Circus.

☞ The Freedmen's seats in this Circus will be exclusive. No white person will be permitted in that section of the canvas. ja28 1t

RIVER MATTERS.

Weather and Business.

The weather yesterday was delightfully pleasant, and the mud has almost entirely disappeared from the Levee.

Business was decidedly brisk, and the Levee presented a busy, bustling scene throughout the day, but up-river freights were very scarce, and we heard of only about two hundred and fifty bales of cotton that went up the river, while the Arkansas boats went out heavily laden with merchandise.

The river continues to rise slowly at this point and during the day rose one inch and a half.

Arrivals.

Steamer Henry Ames, from New Orleans.
" Marcella, from New Orleans.
" Paragon, from New Orleans.
" Belle St. Louis, for St. Louis.
" T. L. Magill, from St. Louis.
" Columbia, from St. Louis.
" Lilly, from St. Louis.
" St. John, from St. Louis.
" Ellwood, from Hatchie river.
" Hero, from Cincinnati.
" Southern Belle, from Arkansas river.

Departures.

Steamer Belle St. Louis, for St. Louis.
" Henry Ames, for St. Louis.
" Marcella, for St. Louis.
" St. John, for Vicksburg.
" De Vernon, for Vicksburg.
" Commercial, for Arkansas river.
" Glasgow, for St. Louis.
" Paragon, for St. Louis.
" Southern Belle, for St. Louis.
" Naugatuck, for Cincinnati.
" Columbia, for New Orleans.
" T. L. Magill, for New Orleans.

Boats in Port.

Lady,	Catawba,	Centralia,
Van Pfiel,	Jas Raymond,	Hostona,
Martner,	Toledo,	Robt. Burns,
	Ohio,	

Miscellaneous.

The Henry Ames passed up yesterday with a fine trip. She brought upwards of the survivors of the ill-fated Miami.

The favorite Von Phul is off for New Orleans this evening. Her officers are obliging gentlemen, whom we can safely recommend.

The De Vernon went out for Vicksburg with a fine trip, and a large number of negroes for plantations below.

The Centralia backed out for Little Rock with a very large trip.

The Naugatuck, for Cincinnati, took out two hundred and fifty bales of cotton, and a full cabin.

The Robert Burns is posted for Cincinnati this afternoon. She is expected another one boat.

The little Lilly put out for St. Louis last evening, flying very light.

The Celeste is the regular Arkansas river packet to-day.

The Commercial took out two companies of the Third U. S. Cavalry for Fort Smith, and a fine freight trip.

The neat little Mollie Hambleton had a very fair trip of merchandise for St. Francis river.

We learn from Capt. Shirley that the Laura Fenton will arrive from Louisville this morning, and return in the evening.

We are without our usual exchanges from above to-day in consequence of the few Memphis papers that are issued.

The Darling, from Cincinnati, is due this evening.

Mr. Barnes, the clever clerk of the Columbia, which passed down last night, has our thanks for a copy of the St. Louis *Republican* of the day before.

The Belle St. Louis came in yesterday morning with a fine trip, and returned in the evening. She brought down two companies of the Third U. S. Cavalry, en route to join their regiment, now stationed at Fort Smith.

The little Ellwood came in yesterday morning from Hatchie river, literally "cotton-clad," having on board nine hundred and thirty-eight bales.

The great Ruth, the pride of the West, is due this morning, and will leave at noon for New Orleans. She and Capt. Jim O'Neal are too well known to require anything at our hands.

A private dispatch received yesterday by Capt. Sam Shock states that the Mollie Able passed Vicksburg on Monday evening at eight o'clock, and will arrive here this morning, and leave at ten o'clock A. M. for St. Louis.

The Rivers Above.

The St. Louis *Republican*, of the twenty-ninth, says: "The river was slowly falling yesterday, and the ice had almost entirely disappeared. According to the report of the pilots just up from Cairo, there is now a channel depth of about thirteen feet between here and the junction of the Ohio. The weather continues cloudy. Steamboat trade quiet."

The Cumberland river is in fine boating condition, with fourteen feet of water on Harpeth Shoals.

The Tennessee river is reported falling slowly, with, however, plenty of water in the channel for all purposes of navigation.

Boats Leaving Port.

FOR JACKSONPORT.—The fine passenger packet Robin will take leave for Jacksonport this Friday, at 5 o'clock P. M. She is an elegant boat—possessing everything that is essential to the comfort and pleasure of the traveler—and we take pleasure in commending her to the consideration of the public. R. W. Lightburn, Secretary, 278 Front street, N. S. Green, Superintendent, Larry Harmstad, 14 Jefferson street, agent.

FOR JACKSONPORT.—The splendid packet Union leaves for Jacksonport and all way points Thursday at 5 P. M. Shippers and passengers can rely on this boat for safety, speed, comfort and punctuality. James T. Bourne & Co., No. 12 Jefferson street, agents.

FOR CAIRO AND CINCINNATI.—The favorite light draught and elegant packet Mariner, under the command of experienced and popular officers, will leave for the above and intermediate points Thursday at 5 P. M. We take pleasure in commending this excellent steamer to the public. For particulars apply to James T. Bourne & Co., 12 Jefferson street, agents.

FOR CINCINNATI.—The Robt. Burns, a magnificent passenger packet, swift and reliable, leaves the wharf this day at eight P. M. for the above and intermediate points. Passengers and shippers are directed for particulars to Larry Harmstad, No. 14 Jefferson street, and Enoch Taylor, 294 Front street, agents.

FOR LOUISVILLE.—The glorious and radiant Cincinnati, one of the fastest packets on the river, will leave for the above and intermediate points this day at 5 P. M. We take pleasure in recommending this excellent boat. Mesrs. James T. Bourne & Co., No. 12 Jefferson street, agents.

FOR VICKSBURG AND NEW ORLEANS.—The magnificent passenger steamer Henry Von Phul will leave as above, this day, Sat. at 5 o'clock P. M. This is one of the most splendid packets on the river, and passengers and shippers would find it to their advantage to call on James T. Bourne & Co., 12 Jefferson street, agents.

FOR LITTLE ROCK AND FORT SMITH.—The widely known and favorite packet, Iron City, leaves for the above and intermediate points Thursday at 4 P. M. For safety and comfort, this boat is unsurpassed. Johnson & Wright, No. 202 Front street, agents.

FOR ST. LOUIS.—The splendid and commodious passenger packet Mollie Able leaves as above on this day, at 9 A. M. This is one of our best and most comfortable steamers, and commands itself as an efficient and agreeable order of officers, all of whom are favorably known to the public. Apply to Capt. J. V. Lewis, agent of the A. and Miss. S. S. Co., or S. H. Shock, general passenger agent, at the Company's Wharf-boat, foot of Monroe street.

FOR VICKSBURG AND NEW ORLEANS.—The famous Ruth, one of the most elegant and popular steamers plying on the western waters, leaves for the above and intermediate ports this day at 12 o'clock. Under the command of her clever and efficient officers, she is, in truth, "winning golden opinions." For particulars apply to Capt. J. V. Lewis, agent, and S. H. Shock, general passenger agent, at the Wharfboat, foot of Monroe street.

FOR PINE BLUFF AND LITTLE ROCK.—The elegant and fast passenger packet Celeste will depart for the above and way points Thursday at 5 o'clock P. M. We recommend this as a reliable and accommodating packet, worthy the patronage of the public. For agent, apply to Larry Harmstad, 14 Jefferson street, will give all necessary information.

FOR PINE BLUFF AND LITTLE ROCK.—The commodious and elegant passenger packet Harry Dean leaves for the above and intermediate points, Saturday, at 12 M. This boat is fast gaining favor with the shipping and traveling public, and with the urbanity and attentive officers now in command she will continue to receive a considerable share of patronage. For freight or passage apply on board, or to Larry Harmstad, 14 Jefferson street, agent, R. W. Lightburn, Secretary and N. S. Green, Sen. Front street, Superintendent.

FOR CAIRO, LOUISVILLE AND CINCINNATI.—The splendid passenger packet Laura Fenton leaves for Cincinnati, touching at all way points, this day at five o'clock P. M. This boat sustains an excellent reputation, and we would advise shippers and travelers to call on board, or to Avalon, Shirley & Co., and Hart & Co., for freight.

FOR CAIRO AND ST. LOUIS.—The splendid and swift passenger packet City of Cairo leaves for the above and way points this day, at 5 o'clock P. M. Shippers having freight for above have a splendid opportunity by this boat and passengers may secure themselves of a pleasant trip. For freight or passage apply to Capt. W. E. Dill, agent, at the Wharfboat, and W. C. Postal, Superintendant.

FINANCIAL.

Notwithstanding the advance in Gold reported from New York of ¼, and the fine weather that has succeeded the past week of rain, there was little doing in the money market yesterday, which closed inactively.

The mystifying reports that reach usin regard to the fate of the Morrill bill, looking forward to a return to a specie basis, has a tendency to produce inactivity in the money market until the matter is definitely settled. Our exchanges are filled with speculations in reference to the matter, and the following extract from the monetary article of the New York *Tribune* will be read with interest:

"Advocating a contraction of the currency and a return to the Specie basis just as soon as may be compatible with due regard to the credit of the Government and the interests of business men, we hold it to be necessary and imperative that people should take this matter into full consideration in all new enterprises and speculations in which they may embark. If, during the period of the late civil war, we were induced to speculate against the currency—a speculation based in fact upon the chances of disaster—we have now the same argument in an inverse ratio to speculate in its favor. We deprecate speculation in either way, but the logic of events consequent upon the close of the war, and the establishment of our Government upon a strong basis, is clear enough to prove that values must shrink in currency according to the progress we make toward Specie payments. If we progress slowly, then with feverish changes we progress slowly toward the point, but still we are to move in that direction and to that end."

Exchange.

There was a slight advance in the rates of Sight bills yesterday, and nearly all the Banks were checking at ¼ premium and taking at ¼ off. However there was very little offering of New York checks, while the rates on New Orleans remained unchanged.

Gold and Silver.

The reported advance of ¼ in New York failed to affect the market here, Gold closing at 87 buying and 89 selling. Silver buying at 33 and selling at 35 and 36.

Currency.

There was little or no demand for Currency, as the Cotton market remains quiet and inactive.

Government Stocks.

There was literally nothing at all done in Stocks yesterday. We continue to quote 7.30's, with interest, at 98 buying and 99 selling.

Uncurrent Funds.

In this class of Paper there was very little doing, but the former rates are fully maintained.

New York Stock Market.

Government Securities continue firm, and are not materially affected by the drooping tendency of the General Railway share market. The 7.30's are in most favor under the idea that they will be made a long term bond-bearing bond. Bank shares are steady, and in demand in moderate amounts. Railway shares are still irregular and downward, but the Bulls are not able to carry their loads with great facility so far as money is concerned, but the advance is more than offset by the constant report of decreased earnings. There is no amount of Pacific Mail stock offering at the quotations made upon the report of an opposition line. The route is one of the best valuables in the world, a fact better known to the Pacific Company than to the public, from whom the details have been long secreted. Its surplus must be full $6,000,000; its fleet of ships is unsurpassed, and its popularity was never so great as now. An opposition must be prepared to sink its money by millions and abandon all present hope of dividends. If the route was badly managed and unpopular, an opposition might hope for success, but there is no groundwork of this kind to build upon, and a new line must be to the projectors an extra hazardous risk. The closing prices of Stocks were as follows: Pacific Mail, 96; Canton, 44¼@45; Cumberland Coal, 17; quicksilver, 32@33; New York Central, 91¼@95; Erie, 89¼; Reading, Rock Island, 107; Reading, 99¼@99¾; Michigan Southern, 68¼@68¾; Schuylkill, 35@36.

Fort Wayne was very active, and closed at 94½ after selling at 91½.

Money is easy at 5@6 per cent. on call, with more doing at the highest rate. In Commercial Paper there is no change. Prime to good is quoted 7@9 per cent., and second grade 10@15 per cent. Long engagements are not in favor, and the action of Congress is looked for with daily increasing interest by business men.—*Herald*, 25th.

COMMERCIAL.

Cotton.

The market showed no more animation yesterday than it has done hitherto this week. Buyers and sellers continued apart in their views, and prosecuted a tolerably active inquiry, but without eliciting anything they considered encouraging, and but little Cotton changed hands. The New York dispatch of the preceding evening had stated that Gold had gone up, and was quoted at 40½. This was higher than Gold had before risen since the time of the heavy decline. Cotton was 40@40 cents. This news did not stimulate the market. The dispatch from Cairo, received at 1 o'clock, stated that Gold was then 40¼, another advance. Cotton had not failed to improve by the advance of Gold, and quoted 40¼ cents. This was an advance, and its effect was to add to the firmness of sellers, who generally expected prices far beyond those already established. The market closed with a firmer feeling than it opened, but transactions were small. The following is a summary of the sales reported to us: 9 bales at 35c, Ordinary; 41 at 36c, and 22 at 37c, Mixed; 71 at 38c, and 38 at 39c, Low Middling; 39 at 40c, 22 at 40½c, 98 at 41c, 75 at 42c, at 39 at 42½c, Middling; 125 at 43, and 22 at 43½, Strict Middling. A short time ago an intimation appeared that Congress might be called upon to lay a tax of 10 cents a pound on Cotton in the country. Yesterday a telegram gave more definite views; it said: "In the Revenue bill, just published, is the Committee's recommendation for a tax of 10 cents per pound on all cotton the crop of the United States, to be collected of the manufacturers, at the place of consumption; of merchants and factors, at the place of exportation; and upon all foreign shipments." The question is asked, with no little anxiety—if this measure is adopted, what will be its effect? We will endeavor to answer. 1st: All the American mills will strive to have as large a stock of Yarn and other manufactured goods as possible by the date mentioned, working night and day for the purpose, for while every pound of raw Cotton in their hands will be taxed 5 cents per pound, the Cotton manufactured into fabrics will not be taxed. Also manufacturers will be stimulated by the forthcoming tax to buy every bale of Cotton they can work up by July 1st. 2d. Shippers will be stimulated to buy every bale of Cotton they can ship by July 1st, for all they get out of port by that day will escape paying the 5 cents per pound all shipped after that time will be subjected to. If we are right in these two positions, the immediate effect of the proposed duty will be to increase both the home and the foreign demand for Cotton. 3d. The consumption of this impost will be altogether mischievous, for there is a bonus of 5 cents per pound offered to the Brazil, Egypt, India, and wherever the Manchester Association are introducing Cotton, piety, and civilization, to enter into competition with the United States. This 5 cents per pound premium to grow against us, encourages and perpetuates what the war initiated and nursed into vigor.

General Market.

The weather was delicious, and business without being impetuous was active. We did not find a single feature to call forth special remark.

POTATOES—Neshannocks are in fair demand at the old prices. Pinkeyes are much sought for, for seed, bringing as high as $6. Peachblows are in good demand at $4@4 50.

CORNMEAL—Sales of 35 barrels at $5, 10 barrels at $5.

CLEAR SIDE—Sales of 7 casks at 22¾.

BULK PORK—Sales at 21¾.

MESS PORK—12 barrels at $22.

LARD—7 tierces at 21c, 5 kegs at 22c.

BUTTER—Sales of 10 kegs, Rolls, at 37c, 6 half barrels at 35c.

MALT—Sales of 8 casks at $1 57, 10 sacks at $1 50.

FLOUR—10 barrels, superfine, at $8, 50 barrels, Crosby, at $14.

HOGS—7 hundred pounds, fresh, at 30c.

CORN—Stiffer. Sales at 85@91 on the landing. 500 sacks at 85c, 200 sacks at 90c, 50 sacks in ear at 85c.

OATS—No change. Sales of 200 sacks at 65c.

HAY—Something firmer. Sales of 200 bales at $22 50, 100 bales at $23.

KROUT—Sales of 7 kegs at $4 50.

BEANS—Sales of 15 barrels at $2.

CHEESE—Sales of 12 boxes, English Dairy, at 24c.

Imports.

WEDNESDAY, Jan. 31.—The imports of yesterday, as copied from the the books of Merchants' Exchange, were as follows:

ale and Beer, 45 pkgs.	Horses and Mules, 20.
Apples, 151