THE MEMPHIS DAILY APPEAL.

ESTABLISHED 1840. MEMPHIS, TENN., THURSDAY, MAY 22, 1873. VOL. 33.—NO. 140

THE news from the Arctic steamer Polaris is more than startling. It becomes tragical, and will excite for days to come, as developments are made, unwonted public interest. So vilainous a deed has not blackened the annals of crime through a century of wars, bloodshed and revolutions, which have lifted up the vulgar and depraved, and repressed the virtuous and good. So black a deed is nowhere recorded as this told of the steamer Polaris.

CURRENT NEWS.

Governor Baxter's Triumph in Arkansas—The Artful Schemes of his Enemies Thwarted.

Last Will and Testament of the Late Chief-Justice Chase—The Indian Supply Job.

The Congressional Excursionists at Galveston—Murder at Chicago—General News of the Day.

Baxter Master of the Field.

Special to the Appeal.]

LITTLE ROCK, May 21.—The revolutionists have failed in every effort to throttle Baxter. They now tender him the olive branch to secure his confidence as the wily snake charms its prey, and they thus hope to reach the governor with their venom. They endeavor to array the negroes against the administration by partisan appeals. Thus far the governor has shown wisdom by disdaining the seductive promises of these bad men. Governor Baxter is protected by the moral sentiment of the people all over the State. It is now thought that McClure will retract, and that the attorney-general will abandon his illegal *quo warranto* scheme.

Horrible Murder in Chicago.

CHICAGO, May 21.—A shocking murder, the particulars of which have not yet come to light, was perpetrated sometime last night in the northwestern outskirts of the city. Early this morning a man passing along what is known as Whisky Point road, near west Chicago avenue, found an old man, evidently a farmer, dead on the highway, his skull fractured with a club and his pockets rifled and turned inside out. The belief is that the murdered man was a farmer on his way home from market, and that the murderers not only secured all the valuables on his person, but likewise stole his team and wagon. The vicinity where the crime was committed is a notoriously bad one. A number of robberies have been reported there.

Chief-Justice Chase's Will.

WASHINGTON, May 21.—The will of the late Chief-Justice Chase was filed today, in the office of the register of wills for the District of Columbia. It is dated on the 19th of November, 1870, and is as follows: "I nominate H. D Cook, of the District of Columbia, to be the sole executor of this, my last will and testament. After payment of all just debts, I make the following bequests: The interest on six thousand dollars at seven per cent. to my neice Jane Auld during her life, and if her daughter survive her, the principal thereof to be paid to them equally. Ten thousand dollars to Wilberforce university, ten thousand dollars to Dartmouth college, and whatever sum may be due to me by my late brother, Edward J. Chase, of Lockport, New York, to be remitted to his widow and administratrix. The picture of Chief-Justice Marshall, presented by the members of the bar and other citizens of New York to the United States for the use of the supreme court. The residue of my estate is to be distributed in equal parts to my two children. I commit my soul to God in Christ Jesus, our Saviour, through the Holy Spirit." It was witnessed by R. C. Parsons and Jacob Schucken. The will was to-day admitted to probate and record and the executor was qualified and gave bonds in the sum of one hundred thousand dollars. The bond covers the estimated value of the personal property of the deceased. The remainder of the estate, consisting of real estate property, is estimated to be worth one hundred and fifty thousand dollars. The will is in the handwriting of Mr. Schuckens, who was at this date the chief-justice's private-secretary.

The Modoc Mystery.

FIRST DISPATCH.

SAN FRANCISCO, May 21.—A dispatch from Yreka this afternoon states that the Modocs are still going toward the Pitt river country. Trails have been discovered showing that the Modocs and the Pitt river Indians have been in constant communication. It is believed that the Pitt river Indians are with Captain Jack now. The Piutes are out of their country also. Twenty were seen in Surprise valley, but suddenly disappeared. It is reported that large quantities of ammunition have been sold to the Pitt river Indians. Several councils have been held, and their attitude is threatening. Old Shavehead tells them they must fight or go on their reservation.

SECOND DISPATCH.

SAN FRANCISCO, 21.—A dispatch from Yreka says the Modocs left the Lava bed about two days after the attack on Captain Jack in force. The old stronghold is abandoned. Captain Jack is making his way toward Pitt river, and the Warm Spring Indians and Captains Perry and Hosbrauck are pursuing. A quarrel is reported amongst the savages, two-thirds of them declaring they will fight no longer. The Lavabed is quite useless at present.

A courier was shot at close to Van Bremors. Batteries A and K, fourth artillery, remain in camp at the Lavabed. Another dispatch says the Modocs are scattered in the country around Butte and Antelope creeks. On Monday Hasbrouck overhauled the Modocs and a lively fight ensued on the hills close to Fairchilds. The Modocs were driven southward on the Ticknor road toward the timbered Butte. Five Modocs are reported killed in the battle. Ten squaws and eight papooses were captured. The troops on Tuesday were hurrying toward Van Bremors in pursuit. No report of any loss on the part of the soldiers.

The Indian Supplies Swindle.

WASHINGTON, May 21.—The commissioner of Indian affairs, to whom was referred, for investigation, the complaints of several parties who alleged they were unfairly treated in the recent letting out of contracts for Indian supplies, to-day submitted his report to the acting secretary of the interior, after stating all the circumstances of the opening of bids and the award of contracts, and that he made the awards on the unanimous findings of the purchasing committee of the board of Indian commissioners, and General Cowen, the assistant secretary of the interior department of commissioners, says that some mistakes were made by which deserving bids did not receive due consideration, and it is not impossible that no new facts have yet been disclosed to this office which, in my judgement, would likely lead to a different award, if it were now to be made under the advice of some parties. The bids of Messrs. Harlan, Church and Middleton for the transportation of flour and tobacco, which were lower than the bid upon which the contract was made, were rejected, in accordance with the law which gives agents of the government authority to reject any or all bids, or to accept other than lowest bids if, in their judgment, it is to the interest of the government to do so. In the case of the awards for the transportation and supply of cattle for some of the Indian tribes, the commissioner says that while the bid of the party complaining was lower than that of the person who received the reward, it was regarded as obscure and informal, and could not have been modified without doing injustice to other bidders. In this particular case he requests that the bid of the protestant be referred to the solicitor of the department for his interpretation of its meaning.

The Congressional Excursionists at Galveston.

GALVESTON, May 21.—At ten o'clock this morning, the excursionists were taken for a drive on the beach, on the gulf side of the city, which was enjoyed very much by all. Returning, many of them visited the cotton-presses, flower-gardens and residences of citizens. At twelve o'clock an elegant lunch was spread at the armory of the Galveston artillery company, which was attended not only by the entire party, but by many gentlemen and ladies of the city. After partaking of a bounteous repast, Captain Molt, of the Galveston artillery, called the assemblage to order, and after a few remarks expressive of his own and his company's appreciation of the honor of a visit from such distinguished gentlemen he introduced Mr. Niblack, of Indiana, who made a brief speech. Speaking was then entered into rather promiscuously, and Eldridge of Wisconsin, Stanard of St. Louis, Ward of Chicago, Regan of Texas, Melliche of New York, Colonel Flournoy of Galveston, Crittenden and Kennard of New Orleans, Crane of St. Louis, and Ex-Governor Lubback of Texas, were successively called out, and sentiments of fraternity, good feeling, brotherly respect and love, amity of purpose, etc., which were uttered, were loudly and heartily applauded. At three o'clock the guests were taken in carriages, and after witnessing a review of the military and fire departments, were driven to the New Orleans steamer, upon which they are now embarking for that city. Previous to the lunch at the armory many of the congressmen assembled in the opera-house, by invitation, and listened to an interesting address from James Sorley, chairman of the committee of commerce, and Colonel Thrasher, upon the resources of Texas, and the imperative need of improvement of Galveston and other harbors of the gulf.

TELEGRAMS.

St. Louis begins work to-day on the new customhouse.

The fire in Drummond colliery has been extinguished.

Connecticut is to have but one State capital, and that will be Hartford.

The State Medical Association of Illinois met at Bloomington on Tuesday.

A London telegram says that the French Atlantic cable has been repaired.

A varnish factory was burned at Philadelphia Tuesday; loss twenty thousand dollars.

Two car-loads of recruits for regiments on duty in the Indian country, left St. Louis last night.

The widow and daughters of the late Prof. Morse sailed from New York for Europe yesterday.

A French paper announces the abandonment of the proposed French expedition against Morrocco.

Smith, the murderer of Sackett at Westfield, Massachusetts, will be hung the last Friday in June.

Henry Blackman was yesterday appointed postmaster at Brookhaven, Mississippi, by the President.

Several army officials left Washington yesterday for Indianopolis to attend the funeral of General Canby.

The bridge and tunnel at St. Louis was interviewed yesterday by a delegation of government engineers.

The governor has vetoed the local-option bill, and the veto was sustained by the assembly of New York.

A Scotchman named William Bettman was run over and killed by a car in the switching-yard at Toledo, Ohio.

An attempt was made to throw a passenger train from the track on the New York Central railroad Tuesday. The scheme failed.

Riddle's cotton-mill, near Philadelphia, "went up" in flames yesterday, a loss of thirty thousand dollars—to insurance companies.

An important movement among railroaders is in contemplation in Chicago, but the nature is not yet sufficiently developed to give publicity.

It is reported, says a Madrid dispatch, that the Spanish government will propose that the president of the republic be elected by a plebiscitum.

At Bloomington, Illinois, yesterday, before the medical association in session there, Dr. Prince, of Jacksonville, read a paper on galvanic thoraxeutics.

The grand lodge of Odd Fellows of Indiana was convened at Indianapolis yesterday, at which there were in attendance a large number of delegates.

A dispatch from Padang announces that the army of Battahs and Atchines, ten thousand strong, is marching on Delli, a State on the north coast of the Island of Sumatra.

A dispatch from Rome, *via* Brussels, says that the pope has had several severe attacks, and is in danger of suffocation. The cardinals are in the vatican, ready for any emergency.

Prospect mill, at Halifax, England, was burned on the ninth instant, throwing four hundred persons out of employment, and entailing a loss of over a quarter of a million dollars.

The annual session of the American institute of mining engineers began in Philadelphia yesterday evening, R. W. Raymond, United States commissioner of mining statistics, presiding.

Maurice Deflosse, minister resident from Belgium, having been promoted to the grade of envoy extraordinary and minister plenipotentiary, presented his credentials yesterday to the President.

Mr. Bradlaugh, while on his way to Madrid, to present the English resolutions congratulating Spain on the establishment of a republic, was taken prisoner by Carlists, but soon afterward released.

Grant E. Smith, a festive Illinois embezzler to the amount of ten thousand dollars, was arrested in Boston yesterday, and given over to the tender care of Illinois officials, who were close on his track.

The Central railroad repair works, at Niagara Falls, were burned night before last, resulting in a loss of one hundred thousand dollars. About one hundred and fifty employes were thrown out of work.

The Baptist convention, in session at Albany, New York, have determined to increase the missionary force of India by sending out ten additional ministers. Collections are to be taken in all the churches throughout the country for the purpose.

Governor Dix's veto of the local option bill has created a stir in the temperance ranks, and a call has been issued to all temperance organizations throughout the State of New York for a meeting to be held at Albany, when the matter will be taken under consideration.

The gun store of Bouron, a foreigner, of New Orleans, was gutted by a mob on March fifth. He sued the city for thirty-one thousand dollars damages. Judge Durell has decided that the city had no police under its control, and is therefore not responsible.

General Schofield has yielded to the request of the Governor of California to raise a company of sharp-shooters from citizens of the State who are familiar with the Indian mode of warfare, and we may expect in a few days to receive gratifying intelligence from that quarter.

A notorious rough at Virginia City Nevada, got his back up over a game of cards, and deliberately shot and killed two of the bystanders, whose only offense was being witnesses to his bad run of luck. A stray ball, however, found its way to the villain's heart, and a first-class hanging scrape was thus anticipated.

Lymon Ulter, a merchant of Litchfield, Montgomery county, Illinois, left his home a few weeks ago to go to Cincinnati, with a considerable amount of money on his person. The whole country has been scoured, but no traces of him could be found. It is believed that he has been murdered, and his body concealed. He was a well known mercantile man of southern Illinois.

HALL MURDERED.

Statements of Captain Tyson and John Herron, Steward of the Steamer Polaris.

Buddington Determined to Send Tyson and his Party to Hell the First Opportunity.

The Murderous Mutineer Frustrated—The Proposed Abandoned Party Saved to Tell the Story.

Statements of Esquimaux Joe and Hans Christian Confirming the Dreadful Deed.

NEW YORK, May 21.—John Herron, steward of the Polaris, makes the following statement concerning the sickness of Captain Hall:

Captain Hall had good health at the time of returning from the sledge expedition. He was not sick when he came on board, but complained soon afterward, and said that the heat of the cabin affected him. I asked what he would have, and was anxious to get something nice for him. He didn't care about anything but a cup of coffee, and didn't drink even that. He was sick a fortnight, and talked very little. He was perfectly delirious the last few days. I think he was paralyzed in one side. There was nothing sudden about his death. He was attended by Dr. Bessil, and Mr. Meotor, who did everything in their power to alleviate his sufferings. His death made us all very sad. Captain Tyson, speaking of Captain Hall's death, said: Captain Hall was sick fifteen days. He was insensible when he died. He started from the ship on a sled expedition northward on the tenth of October. He was absent fourteen days and returned on the twenty-fourth of October to the ship. On the eighth of November he died, and was buried on the eleventh. His grave is four miles south and southeast and about five hundred paces distant from the observatory in Polaris bay, which is in latitude 81°38', longitude 61° 54'. On shore we erected a board over his grave with an inscription giving his name; age, fifty years; date of death and command of North Polar expedition. All hands, except Cook, attended the funeral. It was a dark, dismal, cold, windy and disagreeable day. The wind was mournfully howling, and the hearts of all were enveloped in the deepest sadness. I held a lantern, and by the light of it the beautiful service of the Episcopal church was read by Mr. Bryant. Few of those present at the burial will forget the deeply affecting scene. Old sailors, whose faces had been bronzed by summer suns, and frigid in arctic seas, wept aloud. Captain Hall was universally beloved, and his death, at a time when the great enterprize promised so hopefully, was felt by his survivors to be an irretrievable loss. Those thoughts were uppermost in the minds of all, and when the funeral party returned to the ship there was a hushed silence attending the performance of every duty. Esquimaux Joe, in a published statement, speaks in a disapproving way of Captain Buddington, the sailing-master of the Polaris, and says that Hall was poisoned, and that Hall so expressed himself to him, saying there was something bad in the coffee which he drank on returning from the sledge expedition; that it made him sick, and Hans Christian's statement is to the same effect. The prevailing impression among the unfortunate nineteen who were left behind was that Buddington had wilfully abandoned them to their fate. He had been anticipating the breaking up of the ice for some time, and if he had wished to have Tyson and his companions on board he could easily have represented matters to them in such a light that they would have ventured to be absent at so critical a juncture, but no such intimation was given to the men on the ice. The vessel did not drift away so suddenly that the men could not have been rescued from their perilous position. Tyson says: "I could have gotten aboard the vessel that night and been there now, but I would not leave the women and children. My duty was on the ice, and I thought he would get back to-morrow the next day, which he could have done. The breaking away was caused by the floe to which the ship was fastened drifting in between the land and some icebergs that were jammed. When the jam broke up the floe and vessel broke away. It was about nine or ten o'clock at night, with the temperature about zero. That evening it had been nineteen degrees above. Captain Tyson thinks that the ill feeling and bad designs of Buddington and a few others, who were his accomplices, had continued from the first on account of Captain Hall's determination to go as far north as possible, and Buddington's determination, from fear or whatever cause, that he should not. After Hall's death most of the others were in favor of continuing and pushing north, and Tyson says that Buddington several times expressed his determination to send them, Tyson and his party, on the road to hell as soon as an opportunity offered. He characterized Buddington as a great scoundrel, and declares that he purposely abandoned them to destruction. He gives Myers the character of being energetic and qualified in his department, but thinks he was not sufficiently aware of the condition of affairs at the time of the separation, and the possibility of getting them rescued, to give any opinion upon it. The Germans, according to his account, ruled the ship after Hall's death, and there was neither law nor system on board, every one working entirely on his own account.

Captain Tyson did not speak fully as to the death of Captain Hall. He appeared to be deeply grieved, and was reticent upon subjects connected with his adventures that especially touched his feelings, even his own sufferings. No doubt Captain Tyson and Mr. Myers are in possession of information which they are unwilling to communicate yet, but which will doubtless become public at the proper time. In the Esquimaux's story, Joe says, partly in answer to inquiries, and partly speaking on his own account, without being interogated, and is as follows: "I am very fond of Captain Hall; didn't like Buddington, he always talking behind back, tell story all time; some men were in St. John and some in ship; they used to quarrel; I went with Captain Hall with the purpose of going in sled to the north; after Hall died Buddington wouldn't go; I tell Buddington I come to go north; he wouldn't let me go; Buddington and I quarreled good deal about it: I went with Hall on the last sled, and Hans and Chester, the mate. We went fifty miles north of the ship on the ice and land. We found muskox tracks on the land, which were nearly all gone when we came back to the ship. Hall told me, when sick, that somebody had given him something bad. He was sick two weeks. Buddington did not take care of him. I think it was not right; it made me feel bad. The sick man was a good man, too. his throat swelled; could not drink; I stopped up with him every night with another man; Hall was in the cabin; I talked to Hall much; he no talk to others much as me; I did not see Hall in the first night after he came aboard; was with him in the afternoon; he looked well and happy, and spoke nice; the four of us—Hall, Chester, Hans and Joe—had coffee when we came aboard; had mine in my own room; Hall in the cabin and two others in the galley. At ten o'clock that night my wife told me that Mr. Hall was very sick, vomiting. He ate something next morning. I go see him and say what the matter. He all alone in cabin. He say you pretty well, Joe? I say yes. He say you drink bad coffee last night? say no. I ask him did he drink bad coffee? He say something bad in the coffee I drank last night making me sick and stomach bad. The same morning he got very sick and vomiting. After five days he feel better. Woke up and say he want to see my little girl, and say to her he think he would leave her, but did not like to. After he got better he get four doctors' books to try and see what make him sick. He study hard, and say to me that name is making me sick." Joe explained that he (Captain Hall) had pointed to a name in one of his books which he read out; it was something about poison. I think after Hall died everybody went to watching one another. Me no understand what they mean. All are afraid somebody put down poison in the water, or bread, or something. It looked like it. He was poisoned to me, all the same. Buddington did not like to go into the cabin; he was quarreling all the time. Hans Christian's statement upon this matter, though much briefer, is to the same effect.

The correspondent says the expedition had passed what Kane supposed to be an open polar sea, which is now proven to be a sound. Beyond this they penetrated into Robeson's channel, and were there on the last day of August, 1871.

Many important circumstances unmistakably indicated the existence of an unfrozen ocean beyond the channel. The mild weather, with fogs and mists, which were brought down by northerly winds, could not come from any other source. Land was visible to the north and west of this body of water a great distance. Now was the moment to embrace the present favorable opportunity, which was liable to be defeated by the slightest sudden change, and by a prompt continuation of their hitherto successful adventure, achieve the glorious goal for which they had hazarded so much. But here, on the eve of victory, arose that fatal difference of opinion which blasted all the heroic explorer's prospects and rendered fruitless that mighty energy and labor which had already led him such a distance over the barren and inhospitable regions of the north.

The sailing-master, Buddington, had several times expressed his anxiety to go no farther, and strongly urged the necessity of retreating to winter at Port Hope, nearly two hundred and forty miles south of their present highly advantageous position. Hall was determined to proceed if possible, and would not consent to this latter proposition Buddington, however, persisted. Before concluding to retreat, Hall called a counsel, consisting of himself, Captain Tyson, Chester, the mate, and Buddington, to consider which course was the most advisable. At this council Captain Tyson strongly advocated Captain Hall's views, and urged the impropriety of desisting. The brave and the right course was overruled, to which Captain Hall probably owed his death. If the vessel had continued on its course, as Captain Hall desired and urged, the expedition would in all probability have been crowned with success, and the cherished dreams of many geographers and explorers been realized but for an unaccountable timidity, the offspring of craven cowardice or some other improper motive, which annihilated the hopes of Captain Hall. Buddington, from his position, which he occupied, and was master of the situation. He said, "Thus far have you gone; you shall go no further," and he was obeyed, reluctantly, of course, as a matter of necessity. It is impossible to analyze the motives which prompted Buddington. From his knowledge of the arctic regions he must have known that it was as dangerous to turn back as to proceed, and that if the vessel was to be frozen in it might as well be in one place as another.

General Canby's remains will arrive at Indianapolis this morning, and arrangements have been perfected for the funeral to take place to-morrow evening at two o'clock.

Three more bodies have been recovered from the wreck of the Atlantic. A considerable portion of the cargo has also been recently recovered, consisting mostly of hardware.

The Ohio State Republican convention was again in session at Columbus yesterday, at which resolutions were passed reaffirming the principles already expressed by the party.

Mr. Price, a correspondent of the New York *Herald*, was arrested in Havana yesterday, and placed in Fort Cubana, where no one was allowed to communicate with him. The charges upon which he was arrested are not known.

A dispatch from Madrid, yesterday, says that the Carlists, under Don Alfonso, attacked Sanahuja Tuesday. After a stubborn resistance, the commandant of the garrison surrendered on the condition that the lives of his men should be spared. Notwithstanding the terms of the capitulation, the Carlists butchered one hundred and fifty men on the streets of the town.

E. O. Graves, chief clerk of the United States treasury office, and other gentlemen composing the examing board of the treasury department, in connection with the civil service, have returned from their trip to Galveston, New Orleans, Mobile, Savannah, Charleston and St. Louis, where they completed arrangements for the examination of candidates for appointments in the respective customhouses of those cities.

The supreme court for the District of Columbia took up, yesterday, the case of Francis Daimez against Charles Hale, formerly consul-general of the United States at Alexandria, Egypt. The plaintiff charges that Hale maliciously and illegally interfered with his business matters, by which he suffered great loss, and he therefore brings suit to recover twenty-five thousand dollars damages. The case involves the judicial powers of consuls.

The editors and publishers' association of Kansas met at Atchison yesterday with about one hundred members; also, representatives of the press of St. Joseph and Kansas City, Missouri, and a number from the eastern cities. Senator Ingalls, in a brief speech, tendered the hospitalities of the city to them. J. S. Kalleck delivered the annual oration, and J. W. Steel read an original poem. A grand ball was given in honor of the association last night, and tomorrow the association will start on an excursion to Lincoln, Nebraska.

A delegation from New Jersey, composed of Ex-Representative Hill, Colonel Vermicilla and other citizens of that State residing in the neighborhood of Commissioner Van Buren, called on the President at Washington yesterday evening, and had a long interview. The gentlemen expressed their unshaken confidence in the integrity and honesty of General Van Buren, and urged his retention. The President said he would await the arrival of official papers in the case, and then decide definitely in the matter, as he desired to see no injustice done any one.

The following are the board of visitors to the military academy, for 1873, appointed by Secretary Belknap: Rev. J. L. McKowne, of Illinois; Hon. M. Russell Thayer, of Pennsylvania; Hon. Wm. T. Early, of Virginia; Hon. H. W. McMullan, of Maine; Hon. Henry R. Curtis, of Ohio; Hon. A. T. Ackerman, of Georgia, and Rev. A. L. Chapen, D. D., of Wisconsin; on the part of the senate, Hon. John Sherman of Ohio, and Hon. J. W. Stephenson, of Kentucky, and on the part of the house of representatives, Hon. John Coburn, of Indiana; Hon. L. P. Poland, of Vermont, and Hon. S. S. Marshall, of Illinois.

ADDITIONAL MARKETS.

CHARLESTON, May 21.—Cotton dull; ordinary, 13½c; good ordinary, 16c; low middling, 17@17½c; middling, 17½@17¾c; net receipts, 577 bales; sales, 300 bales; stock, 23,131 bales.

MOBILE, May 21.—Cotton quiet and steady; middling, 17½c; net receipts, 233 bales; exports coastwise, 57 bales; sales, 800 bales; stock, 29,418 bales.

GALVESTON, May 21.—Cotton is quiet; good ordinary, 14c; net receipts, 273 bales; sales, 300 bales; stock, 40,529 bales.

SAVANNAH, May 21.—Cotton dull; middling, 18½c; net receipts, 573 bales; exports coastwise, 591 bales; sales, 266 bales; stock, 29,496 bales.

RIVER INTELLIGENCE.

Boats Leaving To-Day.

St. Louis.....CITY OF CHESTER.....5 p.m
Vicksburg.....COLORADO.....6 p.m
New Orleans.....HENRY AMES.....5 a.m
New Orleans.....JOHN R. MAUDE.....5 p.m
Cincinnati.....ASHLAND.....2 p.m

Arrivals.

Great Republic.....St. Louis
Mary Houston.....New Orleans
Phil Allin.....Friars Point
J. L. Hyatt.....New Orleans

Departures.

Capital City.....St. Louis
Mary Houston.....Louisville
J. L. Hyatt.....Louisville
Great Republic.....New Orleans
James D. Parker.....Cincinnati

In Port.

Utah, Cleburne, Cheek, Belle of Texas, John R. Maude.

The Weather and Business.

The rain fell yesterday in every direction, north, south, east and west, and although the clouds threatened to turn loose a flood nearly all day, it did not come, and at night the thermometer had fallen to seventy, with a cool breeze from the west. The river came to a stand during the day, with the water-level thirty-one feet five inches above low-water mark, and four feet four inches below high-water mark. The principal changes in the streams at other points during the day was a decline of five inches at Booneville; two feet at Cairo; one foot three inches at Cincinnati; two feet three inches at Evansville; six inches at Louisville, six at Omaha, eight at Paducah, and seventeen at Morgantown; and at Kansas City a rise of one foot ten inches, Leavenworth eight inches, Lexington six, Shreveport five, and St. Joseph three inches. The Arkansas is swelling five or six feet each day, and a rise is coming down White river. The other lower streams, except Red river, are falling.

Movements of Boats.

Taking into consideration the number of boats that arrived and departed yesterday, business was fair. The Phil Allin came up early with 49 bales of cotton and 20 sacks of seed. The Capital City had 32 bales of cotton, 42 sacks of seeds and added 251 bales of cotton for St. Louis. The Mary Houston went up at eleven o'clock this morning with every stateroom filled, and had for Louisville and Cincinnati 500 barrels of potatoes and onions, 10 crates of cabbage, and for New Albany 65 cases of soda-ash. She put off here 23 crates of ware, 35 barrels of molasses, 10 casks of ale, 88 barrels of potatoes and onions, 20 barrels shells and other freight. The J. L. Hyatt and barges came up at noon on her way to the Ohio. The Great Republic came down after dinner, loaded about as deep as she could navigate, and refused 500 bales of cotton and 15 car-loads of staves for New Orleans. She has engaged to carry 100 tons of railroad iron from Chicot to Natchez. She got about fifteen passengers here, and put out 100 barrels meal, having, as her principal items of freight for the south, 236 casks bacon, 21 half casks do, 734 sacks bran, 174 head cattle, 99 head hogs, 5654 sacks corn, 1500 bbls meal, 60 boxes eggs, 3925 bbls flour, 138 packages do, 900 bales hay, 489 sacks malt, 350 cases milk, 250 packages lard, 2886 sacks oats, 677 bbls pork, 200 hhds tobacco, 300 bbls lime and about 3300 small packages. The Parker left for the Ohio with 537 bales cotton and 587 emply beer-kegs and took a good trip of people. The Chester was booked for down during the night, and no doubt arrived early this morning.

By Telegraph.

CAIRO, May 21.—River fallen 24 inches. Weather cloudy and cool. Arrived: Nashville, Arkansas river, 9 p.m.; Bodman, New Orleans, 11 a.m.; Belle Memphis, Memphis, 1 a.m.; Pat Rogers, Cincinnati, 3 a.m.; Smoky City, Louisville, 5 a.m.; Yeager, New Orleans, 11 a.m.; Simpson Horner, Pittsburg, 11 a.m.; Colorado, St. Louis, 3 p.m.; Robert Mitchell, New Orleans, 8 p.m.; Forsythe, Mound City, 7 p.m. Departed: Nashville, Cincinnati, 10 p.m.; Chas. Bodman, Cincinnati, midnight; City of Chester, Memphis, 1 a.m.; Belle Memphis, St. Louis, 2 a.m.; SmokyCity, New Orleans, 6 a.m.; Pat Rogers, Memphis, 9 a.m.; Yaeger, St. Louis, 11 a.m.; Simpson Horner, Vicksburg, noon; Colorado, Vicksburg, 4 p.m.; Mitchell, Evansville, 7 p.m.

LOUISVILLE, May 21.—River falling; 8 feet 2 inches in the canal and 6 feet 7 inches in the chute. Weather cloudy and warm. Business light. Arrived: Kittie Heigler, Cincinnati; John Kilgour, New Orleans; Arlington, Memphis. Departed: Kitty Heigler, Arkansas river; Kilgour, Arlington, Cincinnati.

NASHVILLE, May 21.—River falling, 5 feet six inches on Harpeth shoals. Arrived: Transford, upper Cumberland. Departed: Tyrone, Cairo.

NEW ORLEANS, May 21.—Weather cloudy and warm. Arrived: Alice and barges, St. Louis. Departed: Robert E. Lee, Louisville; Thompson Dean, St. Louis.

CINCINNATI, May 21.—River falling, 17 feet in the channel. Weather cloudy and warm. Leparted: Probasco, Memphis.

ST. LOUIS, May 21.—River falling slowly. Weather warm and showery. Departed: Emma Elliott, Memphis; Henry Ames, New Orleans.

LITTLE ROCK, May 21.—River rising slowly, 18 feet 4 inches by the guage. Weather cool and cloudy. Arrived: Anna, Memphis; Hallie, Fort Smith; Carrie V. Kountz, New Orleans. Departed: Anna, Memphis.

VICKSBURG, May 21.—River rising. Weather cloudy and pleasant. Down: Belle of Shreveport. Up: Susie Silver, City of Helena.

Weather Probabilities.

WASHINGTON, D. C., May 21.—For northwest and entire lake region and thence to Missouri and Kentucky, low barometer, rising temperature, southeasterly and southwesterly winds, cloudy weather and occasional rain, clearing west of upper Mississippi to-morrow.

For Tennessee and gulf and south Atlantic States, southwesterly winds, rising barometer, partly cloudy and clearing weather and occasional rain.

For the middle States, diminishing pressure, southeasterly and northeasterly winds, cloudy weather and rain, clearing to-morrow in Virginia.

For Canada and New England, southeasterly and northeasterly winds, falling barometer, cloudy and clearing weather.

Boats to Leave

The Richmond will be here to leave for New Orleans Saturday.

The elegant Henry Ames will be down to leave this afternoon for Vicksburg, Natchez and New Orleans.

The Anchor line packet for St. Louis to-day is the City of Chester. She is now at the elevator, and departs at ten o'clock this morning, making all railway and packet connections. Her officers, Captain Ed. Gray and Clerk Thompson, are decided favorites.

The Colorado, Captain Vickers, departs this evening at six o'clock for Vicksburg and the usual landings. H. Deadrick is clerk.

The Ashland, Captain William Kyle, will be up to-day, to leave at two o'clock this afternoon for Cairo, Louisville and Cincinnati. She is a nice boat, and will doubtless get a good trip.

Going to-day for New Orleans. All who desire to combine business with pleasure and comfort, should not forget that the fleet and magnificent steamer Jno. R. Maude departs at five o'clock this evening for New Orleans and all way ports. Captain J. F. Noel, than whom a more efficient commander cannot be found on the Mississippi river, has charge of the hurricane roof, and superintends all matters in relation to the craft while under way. In the office will be found Captain Alf. Grissom, the regular quill-driver of the packet, who will see that you are properly labeled and stowed away in a comfortable room for the trip, and on shore Tip Fields attends to everything in the freight way. The Maude's cabin is splendidly arranged, and is large, while her staterooms are superbly furnished and splendidly ventilated, and her table is loaded three times a day with the delicacies of both northern and southern markets. We can say nothing more about this most splendid steamer than has already been said by all who have traveled upon her, but of her gentlemanly officers too much cannot be said. No one ever traveled in her but will say that, as the Maude exceeds all others in magnificence, so do her officers in their efforts to make all on board feel at home by their constant attention to their wants and comforts.

News Drift.

A telegram received yesterday from St. Louis conveys the following intelligence; "A private letter received from an officer on the steamer Natchez says that arrangements have been made for a time trip from New Orleans to St. Louis within three weeks. The intention is to reach St. Louis on the tenth of June. Strong efforts are being made to bring about the race with the champion R. E. Lee, but the trip will not depend upon this".....Frank Gault, a well-known levee clerk here, who some time since made a run from here to New Orleans and back, by rail, inside of two weeks, has quit the river and gone into a Main street music store..... There is a big swell in the Arkansas, and a rise is expected in White river..... Four feet was the stage of water and the river stationary at Pittsburg yesterday. .....The City of Chester was due at daylight this morning.....The Smoky City, with a coal tow, is due down to-night on her way to New Orleans, and the Simpson Horner will follow her with a tow for Vicksburg.....The Pat Rogers should arrive to-day from the Ohio. .....Sevety-five cents per bale was the rate charged yesterday on cotton that went to Cincinnati..... Something of a connubial sensation, that occurred yesterday on the James D. Parker, before she left, wherein an old white-haired man claimed a young girl of sixteen for his wife, will be found elaborated in our local columns. The old man didn't get the "claim," and, to revenge himself, took deck passage for Henderson, the lady in question occupying cabin apartments, though destitute of funds, the captain of the Parker, Captain Bob Wise, as generous a gentleman as ever lived, giving her passage to her home at Henderson, free of charge..... The Thomas Sherlock broke the piston-head to her larboard engine at Greenville, Friday, and went to Vicksburg on one wheel.....Captain W. L. Hambleton, of Mound City, has received the contract to transport the ordnance and naval stores at Mound City to Pensacola, and is now loading the Mary E. Forsythe.....The snag-boats at Mound City are undergoing a thorough overhauling and painting, which will occupy about five weeks.....When the narrow-gauge road is completed to Cairo, which will be in about a month, Captain Joseph Gartside is going to start a coal-yard at Cairo to supply steamboats with the black diamonds from his Murfreesboro coal mines. The tug Alma, it is said, will be sent there to do the towing.....The George C. Wolff is having the diameter of her wheel lessened from twenty-two feet to nineteen feet, and her wheel arms from sixteen to thirteen feet, and is also having five new flanges put in, which, it is thought, will increase her speed at least three miles an hour. If so, she will be the fastest stern-wheel boat plying Red river. The alterations to her wheel will be completed by Thursday..... We are sorry to learn, as we do from a dispatch received by a well-known gentleman in this city, that four death from cholera occurred on the steamer John Kilgour, between this city and Evansville, on that boat's recent trip up. At Evansville, yesterday, many of the passengers left her and went by rail to their homes, as there was then three more cases on board.....The Maude is getting her cotton aboard at a lively rate, and will leave at five o'clock sharp this evening..... While coming down the Yazoo a few days ago, a darkey, who got aboard a boat at one of the woodyards on the river and stowed himself, when next seen by any of the boat's crew, was a corpse. The manner of his taking off is of course a mystery, but it is supposed that he died of heart disease.....A Tennessee patentee named Maynard has invented a new wheel for propellers, which suits the secretary of the treasury so much an alarming degree that he has ordered his chief engineer to experiment with it upon several large war vessels.....The Louisville *Courier* is after some of its Nashville friends like a leech after a sick horse. Here is one paragraph that is sent "out" on that account: "Commodore C. B. Hauk, a former resident of Evansville (he was, in fact, born, raised and acquired all his habits there), was arrested in Nashville the other day for attempting to pay a board bill of three hundred and fifty dollars with a washboiler and mop that he had stolen from the Ella Huges." Then comes the following "local" notices of poor "Hauk," who, if he is not served as George Francis Train was the other day in New York, will be soon after knowing that "these few lines" have met the eye of every river man in the united kingdom of Grant. This is what the Nashville *Banner* says: "C. B. Hauk arrived here a few days ago from Evansville, and by his plausible address and false representations managed to insinuate himself into the confidence of a few of our citizens, and obtained small amounts of goods. He was detected, arrested, committed Friday night, arraigned before Justice Cassetty Thurday on the charge of obtaining goods under false pretenses, made a wager his wife's trunks, wardrobe and jewelry for money to pay the value of the goods obtained, swore to the following statement, and departed hence. 'This is to certify that I have been detected in obtaining goods under false pretenses, and that through the kindness of the parties knowing these facts I have been permitted to leave Nashville, Tennessee, and not go to prison, where the evidence would send me. I promise for the love my wife bears me in this trial to lead a different life, and prove in future an honorable man.'".....The particulars of the more than cold-blooded murder on the Phil Allin night before last, will be found in the local column.....The merchants' wharfboat at Henderson is offered for sale. She is one hundred and fifty feet long, twenty-eight feet beam, four feet hold, and in excellent condition. The big McCoy wharfboat at Cincinnati also awaits a purchaser. It is the largest ever built, and some enterprising steamboat party should buy and bring it here. .....Captain Ben. Egan, of the City of "Podunk," has our thanks for valuable papers.....It is barely necessary for us to state for some of the "doubting Thomases" that the inspection trip yesterday, as given in this column, was the copy of an official report made and sworn to before notary "Skeesicks," by a gentleman who "writ" the thing for another fellar..... The Elliott's Bob Captain Riley while here had made and presented the ladies conducting the benevolent fair at Rocco hall an elegant pyramid cake, weighing eighty-nine pounds, and costing more than a dollar a pound. The Maude's officers were not slow either. They "donated" a bunch of bananas, the like of which has never been seen. By "actual count" there are eleven hundred and one bananas hanging to the branch, unless some river chap has been up there and "pilfered a few away."..... The elegant Henry Ames, Captain J. W. Jacobs, W. C. Aiken clerk, leaves for New Orleans this evening.....The Colorado will be the Vicksburg boat for five o'clock this evening.....Captain Ed. Gray comes down on the City of Chester in place of Captain Zeigler, who stopped off owing to sickness in his family.....Several distinguished Mouth-of-Smithland worthies are attending the Nashville races and exposition. Prominently conspicuous among the number are Little Old Jofield, Senator Piles, Dr. Gibson and D. Caspar Mantz. .....General Jackson's old buggy, made of the timbers of the constitution, is an attractive feature of the Nashville exposition. The trimming of this relic was executed by Major Bean, a very noted *attache* of Captain Dan Kinney's Mer