New Orleans Daily Crescent.

RIVER INTELLIGENCE.

THURSDAY MORNING, Jan. 14, 1858.

Yesterday the weather was warm, cloudy and misty. About dusk rain came on and several hard showers, and a dense fog prevailed on the river all day.

Business was much interrupted by the rain, but there was rather more freight moving than last week; still, as freights are very scarce and the rates very low. We wish we could state, and tell the truth, that freights were plenty and the rates high, but all communication as well as merchants could know we want to error if we did. It would do no good to attempt to deceive them.

Respecting the state of the rivers we hear nothing of interest. Before the city, the river remains about 2 feet 8 inches below high-water mark.

Arrived yesterday the Eclipse packet, S. S. Prentice, Capt. Wm. McCord, entered with 77 bale cotton, 42 bbls. sugar, 24 bbls. and 473 half bbls. molasses. She was expected to have left for Natchez at 5 P. M., as usual, with the Cresent packet, but she was not ready to leave to-day at the hour of departure, and will have to have again on the Cresent packet, and leave again on her regular day, Saturday, at 5 P. M. We are obliged to her attention.

Mr. T. J. Bolt, for papers.

The Crescent City packet Com. Capt. T. Gripon, arrived with 196 bales cotton, 142 hhds. sugar, 385 bbls. molasses, and leaves again to-day, at 12 M.

The Osprey from Red River with 305 bales cotton; the Milton Bell from Bayou Macon with 882 bales cotton; the Cuba from Atakapas with 59 bales cotton, 319 hhds. sugar, and 486 bbls. molasses; and the Cuba from Lafourche with 592 hhds sugar, 680 bbls. and 115 half bbls. molasses.

The Red River, Capt. McCullough, arrived from Red River with a large cargo.

Cotton.—A dispatch to the agents in this city from Louisville the packet will be in port on Saturday next, and sailing on Tuesday, at 5 P. M.

Boat Leaves—*Frank Steele for Grand Prairie.*—We are very happy to announce to the good people on the coast below the city, that Capt. W. H. Brown, so long and well known on the Balize packet Queen, has procured the above named splendid and light draught passenger packet to run regularly between our city and Grand Prairie. She leaves to-day at 10 A. M., and will leave hereafter every Thursday and Monday at 10 A. M. The Frank Steele is admirably adapted to the trade, and Capt. Brown is just the man to run her, being a universal favorite with the people, both from his courtesy of manners and good business habits. We wish him much success.

Red Chief for Bayou Bartholomew.—This new and elegant passenger packet leaves to-day at 5 P. M. in charge of the experienced Capt. J. Shiple, with the courteous Mr. C. H. Koons in the office. She gives through bills of lading, with the privilege of re-shipping on her new keel-boat built for this trade.

Jas. Buffington for Ouachita River.—A few days ago we announced the arrival of Capt. A. J. Buffington's new boat, built expressly for the Ouachita trade. As she leaves to-day on her first trip, agreeable to our promise, we intend to give our readers a few items respecting her.

Her cost was about $33,000. Of course, she is a very fine boat; her 32 feet, depth of hold 4½ feet—her carrying capacity has not been fully tested, but she will carry 200 bales of cotton, or about 500 tons, and is of very light draught. She has a very handsome model, and will be sure to run well, as she has three fire-lined boilers, 44 inches in diameter, and 22 feet long, 18 inch cylinder with 6-foot stroke, working 30 feet water wheels, with 64 feet buckets. Her hull has been built in Greenville, Va., her cabin and machinery at Cincinnati, and her interior and interioritate land-

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Her cabin accommodations are sufficient for nearly a hundred passengers, and everything on her is of the very best materials. The doors of her staterooms are adorned with the most beautiful landscape paintings, and the furniture of her cabins is very neat—indeed, excellent taste has been exercised in her fitting up, and she is a perfect passenger boat. Her officers, on whom so much will depend as to her future success, are well known up the Ouachita—Capt. R. as an experienced boatman, and Messrs. George Millard and W. C. Buffington, her gentlemanly clerks, as correct business men. With such men on such a fine boat, the public may expect the best of fare, and the most courteous treatment. She will remain permanently in the trade, and should be liberally patronized by people on the Ouachita.

Eclipse for Grand Ecore.—This splendid Red river passenger packet leaves to-day at 5 P. M., under the command of Capt. J. C. Reives, with Mr. J. Ellington as clerk.

Telicana for Pointe-a-la-Hache and Yazoo Rivers. This regular packet will leave positively today at 5 P. M., under the command of Capt. J. C. Boyd, with Mr. T. J. Ellington as clerk.

Yazoo Belle for Tallahatchie and Yazoo Rivers. This regular packet will leave positively today at 5 P. M., under the command of Capt. J. C. Reives, with Mr. J. Ellington as clerk.

Pelican for Arkansas River.—This regular packet will leave positively today at 5 P. M., with Captain G. B. Ashton on deck and Mr. W. H. Garner in the office, assisted by Mr. R. B. Hale.

Pacific for Louisville.—This new, swift and truly magnificent passenger packet, with the daily Cairo U. S. mail, leaves to-day at 5 P. M. on her second trip, commanded by the experienced and popular Capt. Jesse K. Dell, with that accomplished clerk, our courteous friend Mr. Wm. P. Halliday in the office. We noticed the Pacific at length on her first trip, and would now simply state that her cabin accommodations are second to those of no boat afloat. She is fast, fires well, and her officers have no superiors on the river as gentlemen and business men. We take pleasure in commending her to travelers and assure them they will find on her everything that can contribute to the luxury of traveling.

STEAMER S. S. PRENTISS ONE.—We learn from Capt. Chambers, of the towboat St. Charles, who arrived yesterday morning from Point-a-la-Hache, that the steamer S. S. Prentiss was hauled off Tuesday evening, by the assistance of three towboats. She has received no damage, and arrived at her landing yesterday.

New Orleans Money Market.

OFFICE CRESCENT, No. 79 Camp street, Wednesday Evening, Jan. 13, 1858.

The weather to-day was dark, gloomy and altogether against business and activity. Money appears easy in cotton, but the scarcity on the market to sale is small. There are plenty of bills which are held, and there are many planters who can do the action. Buyers and Sellers are not yet likely to have the control of the market. The premium for money, we consider a sort of nominal, as rates and discs. at this time. Every day there appears to be a falling off in the quantity of paper offered. Capitalists who have spare paper will do well to consider that their business or interest will be better subserved by their having to their present liquid positions. Thus, again, to every capitalist and to every trade, movements, traders and dealers in general appear to be on credit, or discount such paper for sale as they have been receiving for years past where the parties are still in credit. This is intelligent simplicity; moreover, if speculation is to be the order, then the banks ought not to be blamed or reproached if they do the same.

Generally in cities, there is no paper market. Some Exchanges, with their gain, finds and opportunity, do buy and pass some small amounts daily or fortnightly rates.

The domestic exchange market to-day was heavy. The banks reduced the rate of checks on New York to ¼ premium. Eastern sterling was made at par and ¼ discount. Thirty days sight was made at ¼ discount; sixty days sight at ½ discount and at Paris 5 francs 20 cents to 5 francs 15 cents. Nothing was shipping due to unseasonable weather. Sterling was shipping due to unseasonable weather. Sterling was shipping due to unseasonable weather. Sterling