

RIVER INTELLIGENCE.

TUESDAY MORNING, Feb. 11, 1853.
Yesterday the weather turned much cooler, but was clear. On the lower business seemed to lag—there was a perceptible difference between Tuesday and yesterday, however, the number of arrivals on Tuesday was small, and the number of departures largely hence, there could not be expected as much activity and life on the river. Up freights are more plenty and rates are advancing a little. At St. Louis, rates of freight have advanced. Of the upper rivers, the Cincinnati Commercial of the 11th last says:

The weather was cloudy and cold yesterday, with indications of snow or rain last night. During the twenty-four hours leading last evening, the river here was at its lowest point since the 1st of January, it is stationary, as also is the case of the ships for large sums, which was referred to the Committee on Military Affairs.

Mr. Beckwith presented joint resolutions of the Legislature of California, in favor of a trimmally named San Francisco and the Crescent City, by steamers; also, between the Crescent City and Texas; also, in favor of the establishment of a mail route from San Francisco to Petaluma, and from thence to Humboldt and Trinity; which were referred to the Committee on the Post-Office and Post Roads.

Mr. Seward presented the position of citizens of New York State praying that the public lands may be parcelled out and farmed for the use of actual settlers only, which was referred to the Committee on Public Lands.

The motion by Mr. Houston, a resolution was adopted requesting the Secretary of the Navy to furnish for the information of the Senate, a full statement of the existing condition of the coast and river navigation of the port of Galveston, and his Department in relation to the appropriation of five years' pay to the officers of the navy of the late republic of Texas, embracing first, the names of the persons who have been paid over the act referred to, the amount paid, and the date when each payment was made; and second, a copy of his decision in the case of Capt. John G. Told, of said pay, together with a copy of all the papers upon which such decision was founded.

On motion by Mr. Teller, a resolution was adopted to direct the Committee of the Judiciary to inquire into the constitutionality and expediency of a law allowing the new States such increased representation in Congress as their present population would entitle them to under the apportionment of 1850.

Mr. Mallory, from the Committee on Naval Affairs, who was referred the joint resolution to extend the operation of the act approved January 16, 1852, entitled an act to amend an act entitled "An act to provide for the payment of the expenses of the trial of the case of the inhabitants of Galveston, Texas, before the Supreme Court of the United States," reported back with the recommendation that the amendment be rejected.

The resolution was referred to the Committee on the Judiciary, and the bill was referred to the Committee on the Trial of Impeachment.

The resolution of the House was read, being to add to the joint resolution the words, "except as to any case pending and undetermined before any court of inquiry, under the act of the 16th January, 1852."

At the expiration thereof, the bill was referred to the Committee on the Trial of Impeachment, and its incorporation will be like manner be referred to bills calling the same terms.

I am, gentlemen, your obedient servant,

W. W. CARROLL, Chief Manager.

of his arrival in greater detail. The wants of the community are likely to be sensibly increased by the increase in population, and the want of supplies in the last twenty years. The same author, in his report, has this to say respecting the navigation of the river: "The boats are increasing in size, and those to be built first will have super-refrigerating apparatus, capable of preserving investments in marmalades and other fruits, raisins, and other dried-fruit packages, which are now sent to Europe." The value of the trade in 1852, cash, the stock in February 1, was \$5,600,000.

Imports from January 1 to January 10, 1853. 1853.
Bales..... 1,000 1,000
Sacks..... 1,000 1,000
Barrels..... 1,000 1,000
Tons..... 1,000 1,000
Almonds..... 1,000 1,000

Almonds is a copy of a circular issued by the Oriental Bank, London, announcing the opening of a branch office in the city of Manila in India, and this institution has branches in every important port throughout the East, which are the chief buyers of silk in London. Its action would therefore regulate the market on this system. This change with many more ramifications of the trade with India, can hardly be expected to take place in the near future, unless they too pay for cargo before they are in hand, and we do not know what other measure could do, to prevent a recurrence of the present extreme extension of the trade, which now promises early severe losses. The adoption of this measure at once will have a favorable effect upon the price of Indian cotton, and the same will be reflected in the price of our cotton, and so on down the river. Business on the 16th yesterday was tolerably brisk, especially with New Orleans boats, four or five of which were receiving.

By telegram from St. Louis we learn that on the 11th last the river at that point was receding, and of the Upper Mississippi falling rapidly, and full of ice, though it had been rising. An understanding having been come to among some of the boats masters leaving from St. Louis, that they would not leave until the 16th instant, and that the same would be followed up by the principal steamship companies, and the rivermen, the weather was quite cool last evening. Business on the 16th yesterday was tolerably brisk, especially with New Orleans boats, four or five of which were receiving.

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GERRY CLOTHES.—The mistake for this article has been quite since our last, and we only write tales of 200 bales bolts on prf. Holders are firm. The stock in February 1, was \$2,500,000.

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LOSS OF THE CO. CROSSMAN.—The loss by fire of this steamer on Friday evening, 4th inst., was announced by telegraph. The following particulars of the sad accident we learn from the officers of the Falls City. The Co. Crossman was just above New Madrid, bound up. After bursting her doctor boiler engine, she took fire, and was entirely consumed. A number of lives were lost, some fifteen; among them Capt. Cheever's brother, Mrs. D. G. Taylor and child, of St. Louis, one of the pilots, the mate, and several of the deck hands.

ANNUALS.—The Bayou des Glacez packet Silver Moon, Capt. D. Glasscock, with 672 bales cotton. She leaves again to day, positively and practically, at 5 P.M. Capt. J. W. Moore is her attentive purser.

The Milliken's Head and Vicksburg U. S. mail packet, Vickie, Capt. J. W. White, arrived with 268 bales cotton and a large number of passengers. We thank her polite crew, Mr. Jno. T. Roberts, for letters. She left again to day at 5 P.M., with the daily news.

The Louisville passenger packet Diana, Captain E. T. Sturgeon, arrived with a very large cargo and a great many passengers. We tender our thanks to her courteous clerk, Mr. O. L. Smith, for late papers and other favors. The Diana will let be remembered—leaves to day at 5 P.M., with the daily news.

The new St. Louis passenger packet Fair City, Capt. J. E. Montgomery, arrived with a large cargo, and a full complement of passengers. We are obliged to her attentive clerk, Mr. W. S. Foster, for late papers. She leaves again on Saturday next, 13th instant. It may be interesting to her numerous friends to know that on her last, which was her first trip, she fully came up to the expectations of her builders, and proved her speed to their entire satisfaction. She went from port to port in just six days, with five free hours time of freight, and lost eight hours at Donaldsonville, over an hour at Memphis, nearly three hours at Cairo, and made forty-seven landings, doing all the way business that offered; carried the mail, and passed away fifteen hours, bound up stream. Her total loss of time was over twenty-four hours, leaving about one hundred and fifteen hours running time, or making an average of ten miles per hour, with over five hundred tons of freight on board. She was not pushed, and the above simply indicates what she might do if required.

WHISKEY.—\$600 bbls Whiskey at 200, and some Extra Reg'd. Oliver & White's at 185. 1/2 cwt. for gallon.

FEIGHTS.—We heard of no new engagement, Cotton shipped to Liverpool at 1/4, to 1/2 op.

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