# Daily Morning Post.

THOMAS PHILLIPS.....GEORGE P. GILLMORE.
Phillips & Gillmore, Editors & Proprietors.

PITTSBURGH:

SATURDAY MORNING.....JANUARY 7.


DEMOCRATIC NOMINATIONS.

FOR MAYOR OF PITTSBURGH,

## JAMES C. PETTIGREW.

FOR MAYOR OF ALLEGHENY,

## JOHN H. SAWYER.

**Democratic Council Nominations.** The following is a list of the nominations made by the Democracy of the different Wards, for members of Select and Common Council:

FIRST WARD.
*Select Council*—WM. BENNETT.
*Common Council*—JOHN H. BAILEY, JAS. DUNLEVY, WM. IRVIN, JAS. P. BARR.

SECOND WARD.
*Select Council*—DAVID CAMPBELL.
*Common Council*—JOHN M. IRWIN, W. J. ANDERSON, and ARTHUR McGILL.

THIRD WARD.
*Select Council*—T. J. GALLAHER.
*Common Council*—JOHN BARTON, TH. UMBSTATTER, JOHN QUINN, EDWARD S. WATSON, and CHRISTOPHER MAGEE.

FIFTH WARD.
*Select Council*—WILLIAM WILSON.
*Common Council*—WILLIAM D. HAMILTON, JOHN MAURIN, ANDREW SCOTT, FRANCIS FELIX, and JAMES TUCKER.

SIXTH WARD.
*Select Council*—WILLIAM WARD.
*Common Council*—JAMES CHAMBERS, ALEXANDER W. FOSTER, THOMAS T. MORRIS, and JAMES SHIDLER.

SEVENTH WARD.
*Select Council*—J. N. MCLOWERY.
*Common Council*—J. K. MOORHEAD, Z. TOMER.

EIGHTH WARD.
*Select Council*—SAMUEL MORROW.
*Common Council*—JOHN S. KENNEDY, CONRAD H. BIERMAN, and WILLIAM ALEXANDER.


☞ TWENTY MEN AND BOYS WANTED TO SELL THE *DAILY EVENING POST.*


☞ READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.

### THE SATURDAY MORNING POST.

Our Weekly of to-day we can commend with full confidence to the public. The first attractive article it contains is the GOVERNOR'S MESSAGE. The balance of the paper is filled with the most interesting foreign and domestic news of any issued in our city for many months.

We may enumerate a few of the articles of particular interest:—Things in London; Another Pocahontas; Jersey City Bank Robbery; Virtue its Due Reward; News of our own State; Ward Elections; Telegraph News; Congressional News; Legislative News; Repeal of the Usury Law; Our Coal and Iron Trade; "What they say of us"—that means ourselves;—Washington News; Erie War; Money Market; Mercantile Market; Meeting of Councils; Proceedings of Courts; News from Mexico; Communication from our "★" correspondent; The Oyster Trade; with various other articles that cannot be enumerated in a short paragraph. The paper will be for sale at the counter of our counting room early this morning.

☞ The following routes will be given out on the *Evening Post*, if called for at an early hour:

The whole of the Fifth Ward.

The whole of Penn and the North side of Liberty streets, up to the canal bridge.

The Sixth, Seventh, Eighth and Ninth Wards.

Lawrenceville, East Liberty, Wilkinsburg, Beaver, Rochester, New and Old Brighton, Butler, &c., &c.

Our paper will be circulated in all the towns in our neighborhood, and we can assure every reader that it will be a welcome *Evening Post.*

### EVENING POST.

The public will please remember that the *Evening Post* has an immense circulation, and is taken by almost every person who can read a paper. We want all our fellow citizens to have a copy of it. Carriers are still required.

### CARRIERS.

We want more carriers for the *Evening Post.* Good routes are to be had, and money can be made. Come quick.

**News and Facts from all Quarters.** Mr. Sanders, United States consul at London, writes to the New York *Herald*, that, upon an invitation from the Sultan, Kossuth is to embark for Constantinople immediately.

Two hundred and eighty-three thousand and three hundred and thirty-two immigrants arrived at the port of New York during the year 1853; and $570,000 was raised and disbursed for their benefit.

Chas. de Montholon has been appointed Consul General of France at New York. He is a son of Napoleon's general of that name.

M. Desjardins has been appointed French consul at Philadelphia.

There were 138 railroad accidents in the United States in 1853; killed 234 persons; wounded 492. We hope the Legislatures of the several States this winter will enact some laws that may reduce the number of accidents.

Gold has been discovered in North Devon, England, in sufficient abundance to be worked with great profit.

A serious insurrection against Russian authority, in Russian Armenia, which is likely to lead to important consequences.

The total receipts of the Howard Association of New Orleans during the prevalence of the yellow fever there were $228,927 56. The total expenditures of the Association were $162,690 72, which leaves a balance on hand of $66,237 14. Of this balance $36,000 is invested in bond and mortgage, at 8 per cent., and about $30,000 on deposit in bank at 4 per cent.; 11,088 persons were relieved by means of these funds, 5146 of whom recovered; 3942 died.—Five thousand two hundred and sixty-seven were males, 5885 were females. Fourteen thousand five hundred and fifty dollars of the fund were divided among orphan and charitable associations, and considerable assistance was sent to the sick in the interior of the State, to Texas, to Mobile. Liberality and benevolence on a more extended scale has seldom been witnessed in any country.

An association has been formed in Philadelphia for the relief of disabled firemen.

During the past year fifty-one disabled firemen and widows of firemen who lost their lives in that service, have been relieved by this association. Is something of the kind needed in Pittsburgh?

In 1850 the population of St. Louis was 70,000, of Cincinnati 115,590.

During the year 1853, there arrived at the port of New York, 4107 vessels from foreign ports, including ships from some forty different nations.

The *Washington Star* says it is untrue that the Erie difficulty has been under consideration in the cabinet at Washington.

During the past year 556 houses were erected in Washington city. Total dwellings in that city now 8265, and forty-eight places of public worship.

The New Orleans *Delta* has sued that city for the amount of its printing bill, $18,704 90. If the *old Post* had such a bill against Pittsburgh!

A new daily paper, called the *Unionist*, has been started in Cincinnati by the practical printers. It is very well got up, and will be a good paper.

One hundred and fifty men are enrolled in New York city to go to Turkey and join the army against Russia.

The Cincinnati papers are complaining much of the damage done to their manufacturing business by the present high price of coal. We have all along said that Pittsburgh had advantages over every other Western city for manufacturing. Coal is *always* cheap here. The Cincinnati *Columbian* says the demand for coal has so greatly increased all along the Ohio and Mississippi valleys that high prices must be expected

### THE HOMESTEAD BILL.

The Homestead bill, introduced in the House of Representatives by Mr. Dawson, is likely to encounter some opposition by members from the old States, on the ground that it will attract farm labor from those States, and thus raise the price of labor. Should such be the result, it would form no serious objection to the bill. An increase in the price of labor is no serious grievance. The same argument pressed a little further would prevent the sale, or disposition in any way, of any of the public lands of the West. Every new farm carved from the prairies of the West gives a new competitor, in the produce markets, to the farmers of the old States, and withdraws a laborer from their harvest fields. Shall the unoccupied domain of the West be withheld from cultivation for all time on that account? As well might it be contended that Cincinnati should not be permitted to increase in population and manufacturing industry, lest it should draw artizans and people from Philadelphia and New York. We would have our unoccupied domain filled up with a happy and thriving population, tillers and owners of the soil, rather than have them confined to the crowded cities, or dependent only on low priced labor in the old States for subsistence. The government will derive more revenue from the increased importations to supply a doubled population, than from the sale of lands at $1,25 per acre. The government can thus be liberal without loss. It can make no better use of its unoccupied domain than to cover it as speedily as possible with a hardy and substantial yeomanry. The old States have elements of prosperity that the homestead bill cannot diminish or impair.

The 5th of February is fixed for the consideration of the bill in the House; and from present indications we believe it will pass the House, and probably the Senate.

### FOREIGN AFFAIRS.

The Persians have commenced hostilities against Turkey; but it is reported that 80,000 Afghans, under Dost Mohammed, are advancing against the Persians, which may soon compel Persia to peace.

Several thousand Hungarian deserters from the Austrian army have offered their services to the Turkish commander at Widdir.

Kossuth is probably by this time at Constantinople, whither he goes at the invitation of the Sultan, as is reported by our Consul at London.

The Eastern and European papers are full of praise of the gallantry and desperation with which the Turks fought at Sinope. Their loss was severe, but it is generally considered that the Russian loss is scarce less. All agree in condemning the inglorious idleness of the English and French fleets, while such stirring events are occurring around them.

The New York *Herald* states that Mr. Gadsden, our Minister to Mexico, has negotiated a treaty with Santa Anna, by which we acquire another large slice of Mexico, on condition of effectually checking Indian depredations; and on condition of paying Mexico $50,000,000, we can acquire the Mesilla Valley, the State of Sonora, and Lower California.

The steamship Canada is nearly due, and by our next issue we shall probably have later news from Europe.

### EAST AND WEST.

The low stage of water in the river for some time past has almost suspended steamboat business; and the receipts of the Baltimore and Ohio Railroad have been seriously reduced thereby, the river being the only great feeder of that road. At the same time the interruption of the business of the Lake Shore Road by the difficulty at Erie, has reduced the business of that great thoroughfare. At the same time, the Pennsylvania Central Road, fed by the Ohio and Pennsylvania Railroad, has been doing a very large business. We would advocate obstructions to travel and trade nowhere, and justify no violation of law. The Pennsylvania Central Road can compete successfully, on equal terms, with any route of travel and trade between the East and West.

### WRONGS TO BE RIGHTED.

We published yesterday a communication in relation to a member of Councils who, it is alleged, holds an office under an ordinance of Councils creating the office. Now we believe no member of Councils should be permitted to hold such an office.

We are informed, too, that some members of Councils have valuable contracts on hands. Is it so? Is it right? Are the friends of the city quite safe under such arrangements?

We refer to this not as a party or political matter; but as a question of propriety, financial safety, and of law under the ordinance referred to in the communication of yesterday.

### OHIO LEGISLATURE.

Hon. Robert J. Anderson, of Carroll county, Ohio, is elected President of the Ohio State Senate; Charles B. Flood, Clerk.

F. E. Lo Blond, of Mercer county, Ohio, is elected Speaker of the House of Representatives; and Geo. W. Jones, of Licking, Clerk.

Senator Foot, of Cuyahoga, introduced into the Ohio Senate strong resolutions in relation to the Erie difficulty. They demand the enforcement of law and order at Erie; and a free and unobstructed right of way for the Lake Shore road across the county of Erie.


### HOSTETTER'S STOMACH BITTERS.

We have heard quite a number of people, who have tried the above excellent and pleasing remedy for a disordered stomach, speak in strong terms in its praise. We have tried it, and agree with them. It is, we believe, generally considered by all who have tried them, the best remedy to be found for indigestion, costiveness, loss of appetite and dyspepsia. We advise all the afflicted to avail themselves of this remedy.

For sale by the principal druggists.

Principal Depot, 267 Penn street, Pittsburgh.


THE BUTCHERS.—We have already announced that the Butchers of the Diamond Market have resolved to leave their stalls, and retire to another house. We cannot say that we are sorry at this resolution. Let the Councils and the Building Association attend to it. We are in favor of the Butchers, and we go for reform all through the market house. If any person wants our reasons, we will give them.

LONDON QUARTERLY.—We have received from the publishers, Leonard Scott & Co., New York, the American reprint of the London Quarterly *Review* for October. Contents: The Dauphin in the Temple, The Holy Places, Diary of Casaubon, Mesmerism and Table turning, Life of Haydon. The subjects are interesting, and exhibit all the ability for which this excellent quarterly has long been celebrated.

For sale by Miner and Co., and Gildenfenney & Co., Pittsburgh.

### PENNSYLVANIA FINANCES.

Hon. Ephraim Banks, Auditor General of the Commonwealth, will accept our thanks for an early copy of his very full and able report for the year ending November 30, 1853. It contains a complete statistical view of the revenues and expenditures of the State for that year.

☞ We learn that Dr. E. W. Capron, formerly editor of the Providence Mirror, is about publishing a history of the "spiritual manifestations," so called, from their commencement to the present time.

NEW HOUSE.—We would call the attention of our readers to the new house of HERSTEIN & Co. They will do a large business in all the articles they advertise, and we would commend them to the attention of *all* the public.

## NEWS FOR RIVER MEN.

From the Louisville Courier.

**Disasters on the Western Waters During the Year 1853.**

Steamer Fusilicr, for Attakapas, near Ship Island, Mississippi river, Sunday, January 2nd, exploded both boilers, killing eight persons, including the mate and second engineer. Captain wounded.

The Job Wilson exploded her boiler, Tuesday, January 4th, near Point Chicot, killing one passenger. The only one on the boat.

The Mary Bess sunk near Mobile; a new boat, since raised.

The John Simonds collapsed the flues of larboard boiler at Portland, January 7th. Only one man hurt.

Steamers New Lucy, Brunette, and New England were totally destroyed by fire at St. Louis, January 19th. Loss of insurance companies $42,000.

The Sligo No. 2 was destroyed by fire at Smithland, mouth of Cumberland river, in January. Loss $6000.

The W. A. Violett, destroyed by fire January 26th, at mouth of Red river. Loss $10,000.

Steamer Swallow sunk by collision with E. Howard, near Bonnet Quarre, Mississippi river, Janury 25th. One life lost. Boat total loss. Cargo damaged. Loss $25,000.

The Allen Glover was snagged and lost on the 18th, near Foster's Ferry, Tombigbee river. Loss probably $10,000.

The Memphis No. 2 ran into the bank above Madison, Ohio river, February 11th, and sunk, with heavy freight for Memphis. Damage heavy. Boat since raised as good as ever.

Steamer Sam Cloon sunk by collision with the Harry Hill, on the 14th of February, in Mississippi near Columbia. Loss and damage of freight, heavy. Boat since raised.

Steamer John Swasey, totally destroyed by fire at New Orleans, February 16th, with 1600 bales of cotton on board. Loss $70,000, and three lives lost.

The Avalanche burnt at Peoria, Illinois river, on February 23d. Total loss.

The Emma Watts sunk in the Wabash on the 4th of March, by collision with the Herman. Loss small

The Highland Mary snagged at Hamburg, Mississippi river, March 9th. Total loss, and cargo of produce damaged.

Steamer Echo near New Orleans, sunk in Turry Lake on February 26th. Total loss; 300 bales cotton lost.

Steamer Sun sunk by a snag at the mouth of Black Bayou, Mississippi river. Loss small.

The Milton from Pittsburgh, was destroyed by fire in the Ohio river, March 12th, and immense amount of dry goods lost. Loss $75,000.

Steamer Bee exploded her boilers in Ohio river near Evansville, March 16th. Two lives lost, and three wounded.

Steamer Farmer, while racing, exploded on Galveston Bay, March 23d, killing the captain, clerk, second engineer, 18 of the crew and 20 passengers.

The Charleston, Cincinnati and Memphis packet, struck a snag at Rising Sun, Ohio river, April 1st, and was in deep water, with $200,000 worth of dry goods damaged. Boat since raised and running again.

The California snagged and sunk in the Mississippi river at Shirt Tail Bend, April 14th. Total loss.

Steamer Bride sunk in the Wabash, at Grand Chain, on the 18th of April—total loss. The U. S. Aid also sunk in the same river about the same time. Since raised.

Steamer Julia Ann snagged and sunk in the Wabash, on the 13th of April, and $50,000 worth of goods damaged.

The Kansas, with a valuable cargo, snagged in the Mississippi river in April, and total loss. Boat valued at $7,000.

The Jim Turner, with a valuable cargo, sunk, and was a total loss when the raft in Red river.

The Olivia sunk in the Ohio river, above Portsmouth, with a cargo of salt, in April.

The Leila No. 2, destroyed by fire at Algiers, opposite New Orleans, on the 3d of May. Loss small.

The Preston, full of freight, sunk in upper Red river, about the same period, below White Oak Shoals.

The Julia Dean sunk in White river, May 1st, since raised. Insured for $7,000.

The Hiram Powers was totally destroyed by fire on the 7th of May, in the Wabash, with full freight. Loss $100,000.

The Gen. Scott caught fire in the hold in Madrid Bend in the Mississippi, May 16th, and was scuttled and sunk. Loss $20,000.

The Buckeye State burst a connecting pipe near Pittsburgh, by which accident one life was lost, and several scalded.

The Badger State sunk in Des Moines river, and damaged goods to the amount of $30,000. Boat insured for $5,000; since raised.

The Summit sprung a leak at Cincinnati, June 24, and damaged freight to the extent of $12,000.

The James Millinger and Memphis No. 1 were destroyed by fire at Cincinnati, June 14th. Loss $40,000.

The Dr. Franklin, Bluff City and Highland Mary were destroyed by fire at St. Louis, July 28th, the two former with cargoes on board. Loss $85,000.

The Daniel Hillman sunk on the lower rapids, Mississippi river, Aug. 31st. Loss small.

The North America and Clara were consumed by fire at Fulton, Cincinnati, on Sept. 8th. Both old boats. Loss about $15,000.

The U. S. Mail was sunk at the Louisville wharf, September 12th, by collision with the Ben Coursin. Boat since raised and as good as ever.

The Greenwood, snagged and sunk in Arkansas river, about 1st of Sept., with a light cargo on board. Boat total loss. Damage about $15,000.

The Col. Dickinson, snagged and sunk, total loss, at Island 18, Mississippi river, Sept. 14th. Loss $8,000.

The Farmer was snagged and lost at the same place on the 15th of September. She was valued at $11,000. Loss by cargo not estimated.

The mail packet General Pike was snagged and lost in the Mississippi river on the 23d of September, in Bainbridge Bend. Loss 25,000.

The Pawnee, with a large cargo from St. Louis for New Orleans, was sunk by a snag in the Mississippi river, at Hatchett's Island, October 2d. Total loss. Damage $30,000—boat and cargo.

The Flag sunk at Flint Island, Ohio river, October 9th, with cargo of merchandise. Boat since raised—damaged cargo.

The Golden Era was sunk in the upper Mississippi, October 10th, near Clarksburg. Loss $8,000.

The Montauk, Robt. Campbell and Lunette were destroyed by fire at St. Louis, October 13th. Loss $40,000.

The R. H. Leo was snagged and lost in the upper ropids, at Campbell's chain. Loss $4,500.

The Georgetown was lost in the Mississippi river, about the 14th of October, by striking a snag at Grand Tower. Loss $20,000.

The West Newton sunk near Lake Pepin, above St. Louis, on the 18th of October—total loss, about $5,000.

The Shipper sunk in the Cumberland, below Harpeth Shoals, on the 11th of October. Loss small.

The Volant was destroyed by fire, about the 1st of November, in the Yazoo river. Loss $8,000. One man burnt.

The J. M. Clendenin was sunk by a snag in the Missouri, on the 5th of November. Loss by boat and cargo $50,000.

The Mary McKennie struck a snag, December 3d, in the Tennessee, between Knoxville and Chattanooga—total loss.

The Australia struck a wreck at Hat Island, Mississippi river, December 9th, and was a total loss. Boat and cargo valued at $30,000.

The St. Francis sprung a leak and sunk in the Illinois river, December 9th. Loss trifling.

The Excel was lost by striking a log in the Illinois river. Loss small.

The tow-boat Brooklyn was sunk near Augusta, Ohio river, by collision with the Scioto.—Boat of but little value.

The Timour sunk in Missouri river by a snag. No freight. Will be raised.

The St. Louis mail packet Cincinnati was sunk by a snag in the Mississippi, at Willard's landing, October 11th. She was subsequently raised, and started to St. Louis, but sunk again at Chester, and may be lost.

The Cornelia sunk in the Mississippi on the 17th of December, nine miles above St. Genevieve. Insured for $15,000. She will probably be raised.

The Wyoming was destroyed by fire, the 17th of December, in the Illinois river, near Pekin. Loss $6,000.

The Zachary Taylor burst a boiler in the Ohio river, December 21st, near Lawrenceburg, killing 3, and wounding 10 persons.

The Geo. Campbell struck a log and sprung a leak, and sunk in eight feet water, in the Mississippi river, twelve miles above Memphis. Valued at $12,000. She will be raised.

The Buckeye, from New Orleans, with a cargo of groceries for Cincinnati, struck a log in the Ohio river, above Paducah, and sunk in shoal water, December 25th. She can be raised.

The total number of disasters during the past year, as we find them recorded in the Courier, amounts to seventy-five steamboats, four barges, and forty-four flatboats, including the loss of eighty-six persons, who were either blown up, burnt, or drowned. We have not the means of ascertaining the amount of money lost by these disasters of the past year, but think the estimate will not fall short of $1,107,000, for the steamboats and their cargoes, and $60,000 for the flatboats and barges, making a sum total of $1,167,500.

It will be seen that the above is a formidable list, nearly as large as that of any previous year, and the late low has not done much good yet, beyond saddling extra burthens and expenditures upon the owners of new boats. The explosion of the old steamer Zachary Taylor, accompanied with a fearful loss of life, should be inquired into, and the cause or causes fully explained.

The barge Rockway, in tow of the Midas, sunk near Paducah, Ohio river, January 1. Cargo of 1,000 barrels of flour damaged.

Barge of Cincinnati sunk in Ohio river by a log, near Hurricane Island, November—flour, &c., damaged.

A pair of coal boats, belonging to Mr. Brown, of Pittsburgh, lost in Whisky Chute, Mississippi river.

Four coal boats sunk near New Madrid, Mississippi river, in January, and twenty men drowned.

Young's flatboat, laden with wheat and lard, snagged and sunk in Ohio river in January. Cargo saved in damaged condition.

The barge Niles sunk in Ohio river February 3d, near Madison. Cargo 4,000 bbls flour, 200 bbls beef, much damaged.

Wharf boat at Warsaw sunk by steamer Grand Tower February 11th, and $2,600 of freight damaged.

Barge in tow of Ironton sunk in the Mississippi river at Rosier's landing. Groceries of D. S. Stacy damaged $15,000.

Four coal boats, with 42,000 bushels coal, sunk at Louisville wharf in a storm on February 13th.

Barge of steamer G. W. Kendall sunk in February in Mississippi, near Rodney, and 800 barrels of molasses lost.

Lodie's coal boat sunk by a fog in Mississippi—total loss; and on April 14th, two boats sunk in the Ohio river, one near Pittsburgh, and the other near Marietta; with which eight lives were lost.

In April six coal boats were lost in the Ohio river—two at mouth of Miami, two at Beaver, and two at Brown's Island, near Pittsburgh. In the Mississippi, near Grand Gulf, another pair of boats were lost, with two lives lost.

A pair of coal boats sunk in Ohio river, near Troy, July 31st, by collision with steamer Empress—one life lost.

During the month of November not less than twenty flatboats of coal were sunk in the Ohio and Mississippi rivers by snags or otherwise.

STEAMER GEO. CAMPBELL SUNK.—We learn that the little steamer Geo. Campbell, Capt. Sloo, bound for Tehuantepec, sunk in the Mississippi river a few days ago, about 12 miles above Memphis. She had a quantity of coal on board, and sprung a leak, having 5 feet in the hold before it was discovered. She was sunk in shoal water, and can be raised.

From the Louisville Courier.

Benjamin Crawford, Esq., Supervisory Inspector of this District, has addressed the following important letter in regard to the accident which recently happened the Z. Taylor, to Messrs. Haldeman & Guthrie, Steamboat Inspectors for this port:

CINCINNATI, Dec. 26, 1853.

*Gentlemen:*—In the case of the accident which lately occurred to the steamer Zachary Taylor, by which some of the crew lost their lives and others were badly hurt, I find by inquiry of Captain Pratzman, as well as information received from yourselves, that the boat at the time of the disaster and for some months previous, was not considered as being navigated under the provisions of the act of Congress of August 30th, 1852, relating to steamboats; having been taken out of the passenger trade from Cincinnati to Aurora, and the Forest Queen put in her place—that she had been used since she went out of the passenger trade above named, principally as a towing boat.

I have, however, investigated the matter as far as possible, under the present circumstances—not having been able to see the engineer, nor any one who was present at the time of the disaster—but from the condition of the boilers and machinery, and the information received from Capt. Pratzman, I find that the boat left Lawrenceburg, on the morning of the disaster, having on board a large lot of hogs, and two flat boats in tow also freighted with hogs.

After leaving Lawrenceburg, the Engineer discovered the larboard boiler leaking water badly at the standpipe. Finding that in consequence of the leak, the water was getting low in the boilers, he prepared some oakum—by cutting fine—to put in the force pump with the view of forcing it into the boilers, which would, by settling into the affected part, stop the leak, for the purpose of which the engines were stopped, and the pumps taken apart; as soon as the oakum was put in, and the pumps secured again, the doctor—pumping engine—was started, immediately upon which the accident occurred. I am informed that upon the stopping of the engine, the usual precautions were taken by the engineer; of opening the fire doors and flue caps, and also by blowing off steam through the cylinders, &c. This I have reason to believe was done, as I found the throttle valves all open, and the receiving valves also open by the usual mode of propping up the levers. It appears further, that the hogs having about this time crowded over on the larboard side, caused the boat to careen over on that side.

This, with the scarcity of water caused by the leaking aforesaid, would cause the flue of the larboard boiler to be laid dry, and consequently become over-heated, and the tenacity of the iron deteriorated, and upon starting the pumps and throwing the water on the highly heated iron, the pressure was suddenly increased to a great extent than the over-heated state of the iron would bear, and hence the collapse, caused by leaking at the stand pipe and the careening of the boat by the hogs. As to the character or conduct of the engineer, in the proper discharge of his duty, I know of no blame attachable, in relation of the machinery indicated, as above stated, which I think would be about all that the best or most experienced would be likely to do inlike cases.

You will, however, as inspectors under the act of Congress of July, 1838, being duly appointed as such, no doubt feel it your duty to investigate the matter under the provisions of that act. And it may be that your investigation under more favorable circumstances may bring you to other conclusions than those to which I have arrived.

Very respectfully yours,
BENJ. CRAWFORD,
Supervisory Inspector.

Messrs. HALDEMAN & GUTHRIE, Local Inspectors for the Port of Cincinnati.

**The River—Probable Suspension of Navigation by Ice.**

The river continues to recede at all points, with only 4 feet water in the canal, with the probability that the river at all points above this city will be blocked by ice this morning. The weather has been growing colder during the past 48 hours, with some snow falling, but last evening the weather was very cold, and ice was freely made in the river along the shores.

We learn from the officers of the mail boat Ben. Franklin from Cincinnati yesterday, that the river between that port and Madison was much impeded by ice, and the boat encountered the utmost difficulty in working her way through the ice.

Capt. Sherley received despatches from Madison and Cincinnati yesterday morning, advising him that the ice above Madison was very bad, and the boats that had passed Madison the evening previous, with the exception of the Telegraph, had turned back and laid up. The Emma Dean, Champion, G. W. Kendall, and W. Scott had laid up in Kentucky river.

The Telegraph No. 3 kept on up, and reached Cincinnati yesterday morning at 5 o'clock. The Ben Franklin started up yesterday about 12 o'clock, determined to push through if possible.

The Champion sunk a coal boat at Madison. She had it in tow from Cincinnati.

By a telegraphic despatch foom Paducah Saturday evening, we learn that the Lady Pike from St. Louis, had reached there, having been detained 30 hours in the Mississippi, aground at the Ten Table. The Pike was aground at Hookers, and the river above closed with ice.

The Memphis from Memphis arrived at the foot of the canal last evening. It is thought the canal will freeze over, and owing to the low stage of the river it is feared it will be closed by ice. The Lexington and Reindeer from New Orleans arrived last night.

The Robert J. Ward has been laid up, and her trip to New Orleans was transferred to the David White. The latter boat with a full trip started to New Orleans yesterday morning.—*Louisville Courier, Jan. 2.*

### From the Allegheny Enterprise.

The Daily *Evening Post*, a new penny paper, published by Messrs. Phillips & Gillmore, proprietors of the Pittsburgh *Morning Post*, made its first appearance yesterday afternoon. It is a neat affair, of same size as the *Enterprise*, and contains over two pages of reading matter. Its mechanical execution is unexceptionable, and from the energy and enterprise of its publishers, we have no doubt but that it will succeed.

☞ The man who capped the climax, has purchased a hat for the head of the street.

MRS. OPIE.—Liars may take courage! Their great mortal enemy, Mrs. Opie, whose illustrations upon lying were in the libraries of all moralists, many years ago, is dead. She lived eighty-five years, and, as it is to be presumed, noted up to the truthfulness she inculcated, her longevity may be evidence that perfect veracity lengthens out life's span. Remember this, ye lawyers, tailors, contractors, and doctors, in your every-day walks!

Sheriff Dykeman, of Cold Spring, New York, dreamed that $872 which had been lost was in the lining of George McNary's vest, and upon arresting him part of the money was found there, especially a $10 bill which the officer had seen in his vision. McNary was permitted to enter the house of a relative to obtain the rest of the money, and escaped by the back door, a thing which the sheriff did not dream of.


## SPECIAL NOTICES.

☞ **Important to Cuppers and Leechers.** Dr. KEYSER, 140 Wood street, has received an assortment of

Thomas' Mechanical Leeches;
" Cupping Glasses;
" Breast Glasses;
" Eye Cups;
" Dental Leeches;
" Scarificator.

These are really important inventions, and very convenient to those who follow Leeching. Call and see them.

☞ Corner Wood st. and Virgin alley. jn6

CITIZENS' INSURANCE COMPANY,
Pittsburgh, December 15th, 1853.

THE President and Directors of this Company have this day declared a Dividend of Five Dollars per Share upon the Capital Stock—thus, three dollars, payable to the Stockholders or their legal representatives forthwith, and two dollars credited to the stock.

dec28:3t. SAMUEL L. MASHELL, Secretary.

☞ **Diamond Market Abandoned.**—The Butchers, late of the Diamond Market, have removed to Scotch Hill Market, where they will be found regularly on Wednesday and Saturday mornings. The evening market, hitherto held on Tuesday and Friday, will be discontinued for the present. [ja2:1w.

☞ **Young Men's Library Association.**—An election for President, Vice President, Treasurer, Secretary, five Directors, and three Auditors, for this Institution, to serve for the ensuing year, will be held at their room on MONDAY, the 9th day of January, commencing at 10 o'clock, A. M., and closing at 7 o'clock, P. M.

A general meeting of the members will also be held in the evening of the same day, at 7 o'clock, when the annual reports of the Board of Directors and Standing Committees will be read. WM. H. KINCAID,

dec31 Secretary.

☞ **Scrofula.**—It is due to KIER'S *Petroleum* to say that it has been known to completely eradicate every vestage of this dreadful disease in less time than any other remedy, and at less cost or inconvenience to the patient.

The thousands of certificates in the hands of the proprietor, many of which are from well known citizens of the city of Pittsburgh and its immediate vicinity, go to show clearly and beyond all doubt, that KIER'S PETROLEUM is a medicine of no one one value, not only as a local remedy in *Paralysis, Rheumatism, Deafness, loss of Sight*, but as a valuable internal remedy, inviting the investigating physicians, as well as the suffering patient, to become acquainted with its merits.

Those having a dread of mixtures are assured that this medicine is purely natural, and is bottled as it flows from the bosom of the earth:

*The following certificate is copied from a paper published at Syracuse, N. Y., and bears date August 5, 1853, to which is also appended the certificate of the celebrated D. Y. Foot, M. D. of Syracuse.*

This may in truth certify, that I have been so badly afflicted with Scrofula for the last seven years that most of the time I have been unable to attend to any kind of business, and much of the time unable to walk and confined to my bed, and have been treated nearly all the time by the best physicians this country affords; I occasionally got some relief, but no cure, and continued to grow worse until Dr. Foot recommended me to try the Petroleum, or Rock Oil, as every thing else had failed. I did so without faith at first, but the effect was astonishing; it threw the poison to the surface in a short time, and it soon began to grow better, and by using seven bottles I have got a cure worth thousands of dollars.

MRS. NANCY M. BARKER.

This may certify that I have been acquainted with Kier's Petroleum, or Rock Oil, for more than a year, and have repeatedly recommended its beneficial effects, in the cure of indolent ulcers and other diseases for which it is recommended, and can with confidence recommend it to be a medicine worthy of attention, and can safely say that success has attended its use where other medicine had failed.

D. Y. FOOT, M. D.

For sale by all the Druggists in Pittsburgh. [ja3:4t.w.

PHILADELPHIA CURTAIN WAREHOUSE,
171 *Chestnut st., opposite the State House.*

H. W. SAFFORD.

☞ KEEPS constantly on hand the most extensive and varied assortment of Curtain and Curtain Materials to be found in the city, comprising in part of the following CURTAIN GOODS AND FURNITURE COVERINGS—all styles of

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| French Lace Curtains, | Window Shades, all prices, |
| Muslin | Buff Hollands, all widths, |
| French Brocatelles, all widths, | Gilt Cornices, every style and price, |
| French Plushes, | Gilt Curtain Pins, |
| " Satin Lelces, | Lambrequins, |
| " Satins, | Bands, |
| " Damask Linens, | Cords and Tassels, |
| " Cashmerette, | Gimps, all prices, |
| Plain Turkey Red, | Loops, |
| India Satin Damask, | Fringes, |
| " Lining Silks, | Picture Tassels and Cords, |
| Furniture Gimps, | Shade Tassels and Brasses, |
| | Hooks, Rings, Brackets, &c. |

A full assortment of the above goods constantly for sale, wholesale or retail. [mar1:ly—at m. n.

☞ **Indigestion and Liver Complaint.** CURED BY KIER'S PETROLEUM.—Read the following letter from Rev. O. Dickinson, a Missionary in Oregon:

MR. J. M. KIER—*Dear Sir:* Myself and wife having been greatly benefitted by the use of your Petroleum, I wish to know you send me a box of two or three dozen bottles. I am the Congregational Minister in this place, and several of my people are affected with indigestion and an inaction of the liver, the same of myself and wife, before taking your PETROLEUM, or Rock Oil. We took several bottles two or three each—about a year and a half ago, and we have ever enjoyed so good health for years as we have since that time. I had not taken a single bottle, before the fullness of the stomach which is distressing the dyspeptic was relieved, and I have felt nothing of it since that time. My wife was also relieved from a chronic disease of the liver, which had been of several years standing, by the use of your Petroleum.

Sold by S. M. KIER, Canal Basin, GEO. H. KETSER, 140 Wood street, and Druggists and Medicine Dealers everywhere. dec25

☞ **CITIZENS' Insurance Company of Pittsburgh.**—H. D. KING, President; SAMUEL L. MASHELL, Secretary.

*Office: 94 Water Street, between Market and Wood streets.*

Insures HOUSES and CARGO Risks, on the Ohio and Mississippi Rivers and tributaries.

Insures against Loss or Damage by Fire.

ALSO—Against the Perils of the Sea, and Inland Navigation and Transportation.

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John Shipton. dec28

☞ **ASSOCIATED Firemen's Insurance Company of the City of Pittsburgh.** J. R. MOORHEAD, President—ROBERT PITNEY, Secretary. Will insure against FIRE and MARINE RISKS of all kinds. Office in Monongahela House, Nos. 124 and 125 Water street.

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jan8

☞ **CASH MUTUAL FIRE AND MARINE INSURANCE COMPANY, of Pennsylvania.** CAPITAL, $100,000. *CHARTER PERPETUAL.*

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RUSSELL & OAKES, Agents,
Office, in Lafayette Buildings,
(entrance on Wood street.)

☞ **NELSON'S DAGUERREOTYPES.**—Post Office Buildings, Third street. Likenesses taken in all kinds of weather, from 8 A. M. to 5 P. M., giving an accurate, perfect and animate likeness, unlike and vastly superior to the common cheap daguerreotypes, at the following cheap prices: $1.00, $2, $3, $4, $5 and upward, according to the size and quality of case or frame.

Hours for children, from 11 A. M. to 2 P. M.

N. B.—Likenesses of sick or deceased persons taken in any part of the city.

☞ **ARNOLD & WILLIAMS,** HEATING AND VENTILATING WAREHOUSE, No. 23 MARKET street, Pittsburgh—Manufacturers of WROUGHT IRON TUBING, BRASS AND IRON FITTINGS and GILL'S FURNACES, Registers, Ventilators, Tin Pipes, and every article required in their line.

Particular attention paid to the erection of Heating, Ventilating and Drying Apparatus, by Steam Pipes, Hot Water, and Chilson's Furnace. nov22m

☞ **CURTAINS, Curtain Materials, and** Curtain Trimmings of every description, Furniture Plushes, Brocatelles, &c., Lace and Muslin Curtains, N. Y. Painted Window Shades, Gilt Cornices, Curtain Pins, Bands, &c., at wholesale and retail. W. H. GARVY,

No. 169 Chestnut street, corner Fifth, Philadelphia.

Curtains Made and Trimmed in the very newest French style. [mar26:1y

☞ **Corns! Corns!! Corns!!!** A great many persons are dreadfully tormented with corns. A certain remedy will be found in Dr. CORNS' CORN PLASTER, for sale by Dr. GEO. S. KEYSER, 140