PITTSBURGH GAZETTE.

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PITTSBURGH

FRIDAY MORNING, JULY 30, 1852.

WHIG NOMINATIONS.

FOR PRESIDENT,
GEN'L WINFIELD SCOTT, of New Jersey.
FOR VICE PRESIDENT,
WILLIAM A. GRAHAM, N. Carolina.

FOR CANAL COMMISSIONER,
JACOB HOFFMAN, OF BERKS COUNTY.

JUDGE OF THE SUPREME COURT,
(In the room of the Hon. Richard Coulter, deceased.)
JOSEPH BUFFINGTON, of Armstrong Co.

FOR PRESIDENTIAL ELECTORS.
SENATORIAL.
A. E. BROWN, JAMES POLLOCK.
REPRESENTATIVE.

Districts.	Districts.
1. WILLIAM P. HOGUE.	14. JAMES H. CAMPBELL.
2. JAMES TRAQUAIR.	15. JAMES D. PATTON.
3. JOHN W. STOKES.	16. JAMES K. DAVIDSON.
4. JOHN D. VERREE.	17. Dr. JAS. MCCULLOUGH.
5. SPENCER MCILVAINE.	18. RALPH BEAZE.
6. JAMES W. FINLEN.	19. JOHN LISTON.
7. JAMES PETRIKIN.	20. ARCHIB'D ROBERTSON.
8. JOHN SHAFFNER.	21. THOMAS J. BIGHAM.
9. JACOB MARSHALL.	22. LEWIS L. LORD.
10. CHARLES P. WALLER.	23. CHRISTIAN MEYERS.
11. HENRY ANTON.	24. DENNIS FINLEY.
12. M. C. MERCER.	25. HAM'L A. PEVEHOUSE.
13. NEH MIDDLESWARTH.	

Antimasonic and Whig County Ticket.

FOR CONGRESS—FIRST DISTRICT
DAVID RITCHIE, Pittsburgh.
FOR CONGRESS—22D DISTRICT.
THOMAS M. HOWE, Allegheny.
FOR SENATE.
GEORGE DARSIE, Allegheny.
FOR ASSEMBLY.
GEORGE E. APPLETON, Birmingham.
THOMAS PENROSE, McKeesport.
RICHARD COWAN, Pittsburgh.
C. S. EYSTER, Pitt Township.
JOHN M. FORSYTH, Tarentum.
SHERIFF.
WILLIAM MAGILL, Pittsburgh.
PROTHONOTARY.
EDWARD CAMPBELL, Jr., Pittsburgh.
CLERK JUDGE OF COURT OF QUARTER SESSIONS, &c
JOHN GEBHART, Allegheny.
COMMISSIONER.
WILLIAM ALDEN, Pittsburgh.
CORONER.
JAMES LOWRY, Pittsburgh.
AUDITOR.
FRANCIS I. GARDNER, Elizabeth.

THE FISHERIES.—We give this morning on our first page, a clear and dispassionate article from the National Intelligencer, on the subject of the difficulty with Great Britain respecting the right of Americans to fish on certain waters off the coast of British America. It is always wise, before we get ourselves in a quarrelling humor, to know distinctly what we have to quarrel about, and we have seen nothing that throws more light upon this nice point than the article in question. It will repay an attentive perusal.

BANK OF ENGLAND.—On the 26th of June the bullion in the Bank of England amounted to £22,042,683; notes in circulation £21,342,655; being an excess of bullion over circulation of over £700,000. It is said that this is the first time in the history of the bank when the bullion has exceeded the circulation. In the beginning of 1842 the bullion in the bank amounted to only £5,600,000, and the circulation was £16,000,000. In May, 1845, the bullion was £15,000,000, the circulation £21,000,000. The unemployed surplus fund is now £14,800,128.

The *Richmond Enquirer* trying to prove that General Scott is not fit to be President, says:

"He has a hasty, arbitrary temper—an impetuous self-will, impatient of all opposition—overwhelming confidence in his own judgment and inordinate ambition."

Now if this be the case, that General Scott has 'an imperious self-will,' how can it be that he has no will of his own as we have heard it confidently asserted? If he is 'impatient of all opposition' and has an 'overwhelming confidence in his own judgment,' we cannot conceive how it is that he is but a tool in the hands of demagogues who guide him at their will, even in 'opposition' to his own will and judgment, in which it seems, from the above extract, he has so much confidence.—One of these opposite statements must certainly be wrong.

The Hon. JOHN ALLISON has been nominated for re-election to Congress in the district composed of Beaver, Mercer, and Lawrence counties. We expected this, but we cannot forbear the expression of our gratification that we are to have a continuance of the services of one of the most faithful, worthy, and talented members of the Pennsylvania delegation in Congress.—He will be elected of course.

The Columbus Journal noticing the arrival of Delegates from various parts of Ohio to attend the State Convention, says:

We rejoice to state that from every county comes the strongest assurance that every Whig will do his duty, and that thousands who have hitherto voted with our opponents will give a hearty support to the gallant old hero, General Scott.

SCOTT IN WISCONSIN.—A correspondent of the Missouri Republican write from Wankesha, Wis., says:

Set down Wisconsin sure three thousand majority for Scott. I have never known, since 1840, such a storm of enthusiasm from all classes as this nomination calls forth. The leaders of the Loco party are left in perfect dismay at the enthusiasm this nomination calls from the masses—and in their perplexity argue, that all is due to the Democrats for his fame and celebrity.

Wednesday's Gazette contained a telegraphic dispatch giving an account of the massacre of Capt. Marcy and all his command, consisting of about eighty men. We since learn from the Eastern papers that Capt. Marcy was a son of ex-Governor Marcy of New York.

ROME.—The London correspondent of the National Intelligencer, under date of July 8, says:

"The only news from Italy is a statement that, after the present month, the French Government will charge the Court of Rome with the expenses of the French occupation, in the same way as Austria charges for her troops employed in the Roman provinces. The charge made by Austria is £16,000 per month, which has been paid with tolerable punctuality; but a bill of *ex tras* has been presented amounting to about £300,000. It may be easily imagined that a small State like that of Rome, already very much embarrassed in its finances, unable to collect the taxes it has thought necessary to impose, and alarmed at the prospect of having to pay the French also, these claims on the part of Austria are very staggering."

For the Pittsburgh Gazette.

MR. EDITOR:

In the proceedings of Councils I notice that the Select have passed sundry resolutions vacating Eighth street and Plum alley to the Penna. R. R. Co; also compelling them to open a twenty foot alley from Seventh to Eighth, but permitting them to close it up on the arrival or departure of the cars, which I think improper, and I hope therefore that the Common Council will have that clause stricken out, when it comes before that body, as I consider it gives the Company a monopoly of the trade of distributing the passengers through the city, which I think should be open to competition, both for the convenience of passengers and benefit of carriers.

Yours, J. S. P.

LUNDY'S LANE.

THE DAY AFTER THE BATTLE.—"I rode to the battle-ground about daylight on the following morning, without witnessing the presence of a single British officer or soldier. The dead had not been removed through the night, and such a scene of carnage I never before beheld. Red coats, blue and grey, promiscuously intermingled, in many places three deep, and around the hill where the enemy's artillery was carried by Col. Miller, the carcasses of sixty or seventy horses added to the scene."—*Private Letter of an Officer.*

The dead were collected and burned in funeral piles, made of rails, on the field where they had fallen.

DEATH OF CAPT. HULL.—Captain Hull, a son of Gen. Hull, whose unfortunate surrender at Detroit created so much odium, fell in this battle. He had led his men into the heaviest fire of the enemy, and after they were almost if not all destroyed, plunged, sword in hand, into the centre of the British column, fighting with his utmost desperation, until he was literally impaled upon their bayonets.

In the pocket of this gallant and generous young officer was found a letter, avowing his determination to signalize the name or fall in the attempt.

SCOTT'S BRIGADE.—Part of General Scott's command was dressed in gray—(probably the fatigue dress)—at the battle of Chippewa. An English company officer relates that—'Advancing at the head of my men, I saw a body of Americans drawn up, dressed in gray uniform. Supposing them to be militia, I directed my men to fire, and immediately charge bayonet. What was my surprise, to find as the smoke of our own fire lifted from the destructive discharge, the supposed militia were coming down upon us at 'double quick'—at the charge. In two minutes I stood alone, my men having given way, without waiting to meet the shock.'

FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, July 26, 1852.

Spirit of the Campaign—Confidence of the Democrats Diminished—A New Southern Paper—The Texas Debt.

The great political meeting at Niagara Falls and the contemplated social meeting at Old Point will determine something of the spirit of the campaign. There are signs of a friendly and comparatively quiet canvass; beyond the unmistakeable evidences of General Scott's personal popularity and a general admiration of his glorious achievements and noble character, nothing has occurred since the nomisations to furnish the most astute with a basis for positive calculations. When the Democrats first marshalled their forces and chose their leader, they derived confidence from the assured fact that all dissensions in their party were healed, and they possessed the control of nearly all the state governments, with an apparent popular majority in each. They also hoped that the Whigs would either nominate Mr. Fillmore or Mr. Webster, or that they would fail to make any nomination.

General Scott has been duly presented as the candidate. The party rallies unitedly to his support. With strong points of private character he attracts both the interest and the affections of the people. Upon principles the Whigs are less divided than their adversaries, though candor requires the admission that neither is fully satisfied with the platform which its convention has presented. Thus far the inherent energies of the democratic party have been paralyzed, by a defective central organization. The old feud between compromisers on the one hand, and the sect of free-soilers and the secession faction upon the other, still rankles. Their leading political press is languishing for want of support, and the strong majority in both Houses are unable to quiet their animosities long enough to pass the bill quartering it upon the public treasury, which its special advocates have prepared and reported.

These circumstances have deprived the opposition of the confidence with which they commenced the canvass, and given the Whigs an advantage which prudent and vigorous management will enable them to maintain. A feeling of mutual regard exists between the two candidates, and neither will countenance any unfair course of electioneering against the other. It is no recommendation, however, among the democrats of a public man that he is tolerant towards their adversaries; and it will not contribute towards General Pierce's strength that he is so much the friend of his more distinguished competitor as to have at one time intimated that he would break through party ties and vote for him for President. General P. is a worthy gentleman and a respectable man. General Scott is a hero whose fame will live as long as the history of his country. The name of the first would never have been heard of but for the nomination; the presidency can confer upon the second no additional distinction or dignity.

Mr. De Bow, of New Orleans, the proprietor of the valuable periodical called De Bow's Review, is about to take charge of the "Cotton Plant," a weekly paper established here to advocate the business interests of the South. Mr. De Bow is a writer of great force and correctness, and I have no doubt that he will make of the new journal an excellent and desirable statistical and commercial paper.

The creditors of Texas are manœuvring with great cunning to get the United States to assume their claims out of the five millions, received from the bounty money appropriated in 1850 to induce Texas to remain in the Union. That State is quite willing that any or all her creditors should make off with the whole five millions, for she has undoubting confidence that the full sum would be immediately reappropriated without any condition whatever—she would thus get rid of her debts and keep her money. The best way doubtless will be to stick to the law of it, and to pay only when Texas herself points out the persons whom she owes; and then to do it in her name and through her agents. In this way only will we be able to keep ourselves clear of any further liability to Texas.

JUNIUS.

The Tariff—Suspicion of bad faith—The Fisheries—Important Statistics—The President not to leave the Seat of Government.

WASHINGTON, July 26, 1852

The Whigs will support James' project for a modification of the tariff with all their strength. They desire to test the sincerity of the Democrats, and will accept with eagerness the best concession from the inexorable policy of that party for the relief of the country. But in truth they expect nothing from it. It is probably brought forward at this time, as I intimated, some days since, as a *ruse* to deceive the tariff democrats in Pennsylvania, New York, and New England. There is reason to suspect General James to be a wolf in sheep's clothing. He was elected by a Whig Legislature as an independent Whig. He has deported himself in the Senate from first to last as an ally of the Democratic majority. He and his friends well know that even if they should get it through the Senate, it will be in the power of one third of the House, which has a Democratic majority of two thirds, to prevent its consideration altogether. But one month remains of a nine months' session, in which poor remnant must be transacted fully three-fourths of the legislative business of the year. What a time, then, is this for introducing the most important measure on which the country looks for action! The entire proceeding wears the appearance of a trick, and ought to be so understood by the laboring population of the United States, who are deprived of their employment by the encouragement given by our present system to the labor of other countries in preference to our own.

Great anxiety and excitement prevail here relative to the new difficulty with England over the question of the fisheries. The speech of Mr. Webster at Marshfield is a semi-official manifesto against the attempt of the British to drive us from the seas along their provincial coasts. The matter could be easily adjusted by negotiation; but for the precipitate and indiscreet conduct of the Derby Ministry. They will shortly be driven from power; but such is the bull dog tenacity of the English character, that what one administration does in reference to foreign nations, is always followed up by its successors. The present Cabinet has appealed to arms, and British cruisers are already seizing American vessels, within waters which have been made common to both nations by the express admission of the Russell Ministry, in 1845. These things cannot be submitted to.

The fishing season begins on the banks of the east coast of New Foundland, in the open sea, in the month of March. The fish leave these waters as the summer months advance; and the boats pursue them into the Bay of Fundy, the Gulf of St. Lawrence, and other indentures of the coast. The season ends in October. The Gulf of St. Lawrence, the Bays of Fundy and Chaleurs, are the principal localities from which the British have resolved now to exclude us. Our vessels are now entering those waters, and every day will bring us news of additional captures, until, in the end, our whole fishing fleet will be driven off, or a war between the two countries is produced. It is estimated that the New England States own 1,350 vessels employed in the cod fishery, of an aggregate burthen of 85,000 tons. These vessels have crews to the number of 15,000 men and boys, and the value of the fish caught is stated at $6,000,000 per annum. The cost of the vessels, and their annual outfit is about $4,000,000. Besides this great fleet, there are six or seven hundred vessels employed in the mackeral fishery, or which pursue both cod and mackeral. The entire business gives employment to about 2,100 vessels, and 30,000 seamen and boys, and yields an annual value of $12,500,000. These facts are sufficient to account for the sensitiveness of our people to the recent aggressions of the British in respect to this interest. But the still greater one remains, which is that our navy and commercial marine depend for sailors upon this school of training on the labors and dangers of the deep.

Owing to the imminence of the peril to the peaceful relations of the country, the President will not at this time leave the seat of government, and it is probable that his proposed excursion for recreation and health will be postponed until after the adjournment of Congress.

JUNIUS.

WASHINGTON, July 26.

The House has come to the very alarming conclusion not to be in a hurry about adjourning. They refused to-day to take up the Senate amendment to their own resolution for an adjournment *sine die*, although that amendment extends the term two weeks beyond the one appointed by themselves.

This is caused by the flurry about the fisheries, which will be used perhaps as an excuse for idling away another month or six weeks, under comfortable pay.

In addition to what I wrote upon that subject this morning, I learn that the determination of the British government to take an extreme course in the matter has been influenced by the failure of the projects for reciprocal freedom of trade between the United States and the provinces.

The President will not answer the Senate resolution calling for information in the premises, for several days, if Mr. Webster's health will permit of his immediate return. As men's minds cool down a little, they perceive that there is no danger of a hostile collision between the two countries; although it is likely enough that there will be rather an increased number of private fights between the fishermen on the opposing sides.

Mr. Webster is disposed to look upon present difficulties as a provincial affair which may be settled by an appeal to the crown. But the facts known to the public certainly do not warrant that view of the matter. It is the British government which sends over an armed squadron to seize our fishing vessels. That power is the only one that can be responsible to us, and she certainly will not allow any inferior to stand between her and a proper responsibility. My own opinion is that if we trust to negotiation we shall lose our share in the fisheries, though we may gain a very brilliant diplomatic triumph in the correspondence.

JUNIUS.

FROM NEW YORK.

(Correspondence of the Pittsburgh Daily Gazette.)

NEW YORK, July 27, 1852.

After a short trip among the fishermen and temperance people of New England, I resume the pen to say that the poor, dear fishermen do not feel much alarm, and that they will draw the line and strike the harpoon as boldly as ever.—The late disclosures are simply a movement to glorify Mr. Webster in the first place, and secondly intended to push on the reciprocity bill. It is said by those who profess to know, and whose official position entitles them to know, that the expose of what John Bull had done and meant to do, was made by an employee, whose sole business for the past ten years has been to manufacture public opinion upon this point—At any rate, the expression made on Monday week, was identified with the conversation of the party thus employed, and in Boston at the time. There will be no fight out of this fish story, and the British ministry now in power will go out of office upon the strength of the excitement here.

In New England the temperance movement is all the rage just now. In Portland and thereabouts, it is rather hard to be gotten by cheap drinkers; though on Sunday night I saw several "three centers" with bricks in their hats. The young men there have drinking clubs, and the spirit of opposition to the law has led them in to excesses that will prove fatal to them. The Mayor, ex-Governor Paris, says his family has suffered for the want of "rum," and desires to see a shop licensed to sell, but it will not be done. The liquor law will be the test at the September election, and the statute repealed.

In Boston the liquor law has been evaded by licensing an enormous quantity of rum holes in anticipation of the law, and so far as a hasty observation goes, the law is wholly void in Boston, by reason of this trick. At Newport everybody sells and nobody complains, while at Providence the law is enforced rigidly, and as the cars passed last night, the passengers were amazed by seeing the "creature" poured from a bridge into the water, amid the cheers of the citizens. Among the baymakers of Maine I saw no rum, but once on a chowder party, during an interval of catching codfish, I detected something that sparkled like the old fashioned stuff that amateur fishermen used to take, and had a shrewd suspicion when paying the coterie, that some good drinkers were about, some of them going home in a condition not over complimentary to a sense of decency.

The hay crop of New England is short fully one half, and the people of the west fortunate enough to have a railroad or water communication with the hay consuming portions of the country, will get full prices for all they have to spare. All the crops East are suffering from a protracted drouth, and articles of farm produce must be dear.

In Wall street there is less doing than for a long while, particularly in stocks, in which the tendency is downward, with no prospect of a sudden advance. This is attributable mainly to the absence of operators in the country, and not to a change in the money market. There is a demand for money to pay duties, but none of consequence enough to cause a decline in securities. The sub treasury has an enormous accumulation, near seven millions, and the passage of the deficiency bills, and the general appropriation bills, can hardly fail to be the commencement of comparative ease in the money market, and reward speculators in markets generally.

The new ship "Sovereign of the Seas," of 2,200 tons, is about full and ready for sea. She has now over one hundred thousand dollars' worth of freight on board, and is held by her owners at $130,000, or $40,000 over her cost, and probably will be sold with her cargo on board. She carries *eighty seamen*, and has larger masts than the ship of the line Pennsylvania, heretofore the monster of our marine, now outshone by a ship as fast as the Pennsylvania is dull and unwieldy. Pacific freights are looking up lately, and better engagements made for round voyages out and back than for a long time.

C.

SERIOUS RAILROAD COLLISION—A CHAPTER OF ACCIDENTS.

We copy the following interesting account of the Railroad collision, by which Mrs. and Miss Fetterman of this city were injured, from the Baltimore Sun:

One of the early up trains of burthen cars on the Baltimore and Susquehanna Railroad, yesterday morning, met with an accident while crossing the small bridge over arun a few miles beyond Phœnix Factory, throwing the tender entirely off the track, with the front truck of the foremost burthen car. This occurred at an early hour in the morning, and when the 5 o'clock train from York reached this point, at about 7 o'clock another locomotive had been obtained from Cockeysville, and a large force of hands were engaged in endeavoring to replace the cars on the track. This accident was caused by the spreading of a rail, which, being at a sharp curve of the road, threw the wheels of the tender off, which ploughed up the earth for about twenty yards, before its impetus was checked. The locomotive having broken loose, continued on the track and was uninjured.

The 5 o'clock train from York, in charge of Mr. Gardiner, the conductor, remained here from 7 o'clock to quarter of 10, when the half past 8 o'clock train from Baltimore also came up, under charge of Mr. John Scott.

After a few moments conference between the conductors whose trains were both checked on either side of the obstruction, it was determined that the passengers should change trains, Mr. Gardiner taking Mr. Scott's cars, and Mr. Scott Mr. Gardiner's. This was accomplished with all possible speed, and as soon as the mails and baggage were changed, Mr. Scott proceeded to back his train up to Monkton, the next stopping place, which was only three miles off. As he was out of time, he proceeded with all that caution for which, as an old and experienced conductor, he is so proverbial, and as the 9 o'clock train from York was then due, he stopped on approaching each curve, sending a man ahead to look out and inform him whether the expected train was approaching. On reaching the last curve, a mile and a half this side of Monkton, on turning which his whistle could be heard at Monkton, he still had a minute and a half time by his watch. He, however, again checked his train and sent a man to "run the curve," so as to be sure of avoiding a collision.

The moment his messenger reached the point of the curve, he made violent motions to Mr. Scott to back with all possible speed. This was instantly done, but the train had barely got in motion, when the 7 o'clock express train from York, in charge of Mr. Wm. Rhodes, who is acting as conductor during the indisposition of one of the regular conductors, bore down upon him with crushing speed, and as the passenger cars were in front of the locomotive of Mr. Scott's train, the whole force of the collision was spent on them. The first car was thrown off its rear truck, and passed two-thirds of the way through the second car, crushing its top and windows, both having a number of passengers in them. The passengers in the first car all escaped uninjured, with the exception of slight bruises, caused by the sudden jar, and almost perpendicular ascent of the car.

The screaming of those in the second car, among whom were a number of ladies, most of whom were caught under the car that had been driven over them, was truly appalling, and soon summoned to their assistance all who had been so fortunate as to escape injury. They were all, however, soon rescued, and with the exception of Miss Fetterman, of Pittsburgh, who, accompanied by her mother and brother, were returning home from a visit to Virginia, escaped with little or no injury, except to their dresses, which were somewhat damaged. Miss Fetterman was caught by the irons of the suspended car, which rested against her head and face, causing several severe contusions, whilst her limbs were also bruised, but no bones were broken. She was finally rescued and carried to a house close by, and a physician sent for, who dressed her wounds, and she was enabled, in the course of an hour, by being carried to the car, to return to Baltimore. Her mother, Mrs. Fetterman, was also bruised, but not seriously. Miss Robbins, of Virginia, was among those caught under the car, and though she escaped without bodily injury, being in a delicate state of health, her nerves were so overcome that several hours elapsed before she partially recovered. Indeed, it seemed a miracle that many were not killed. Among those most efficient in rescuing and assisting the passengers, we observed Robert Hollins, Esq., the secretary of the company; Mr. Franciscus, of the firm of Franciscus & Smith, of Baltimore; and Messrs. Scott and Roades, the conductors.

At one o'clock the passengers were all taken in the two remaining cars of Mr. Scott's train, which was set in motion towards Baltimore, along with the early morning train from York, under charge of Messrs. Gardiner and Roades, whilst Mr. Scott took charge of the trainon the other side of this second impediment, and proceeded with his passengers to York. So further interruptions took place, and the burthen tender and car having been by this time replaced on the track the two trains from Yorkreached Baltimore about half-past two o'clock.

The cause of this collision will, we presume, be investigated by the company, but there can be no doubt that it was occasioned by the variation of a minute and a half in the watches of the two conductors, and in their desire to lose as little time as possible. It is certain that had their watches agreed the accident would not have happened. Mr. Rhoades waited at Monkton the prescribed twenty minutes, by his watch, over his starting time, and not hearing the whistle of Mr. Scott's train, started at full speed to endeavor to make up his lost time.—Mr. Scott having, by his watch, time to reach Monkton, started off with that object in view, but Mr. Rhoades' watch being a minute and a half faster, they were thus brought in collision Mr. Rhoades is a most faithful officer of the company, and Mr. Scott is so favorably known to almost our entire community as the very model of a careful, intelligent and gentlemanly conductor, that even those who suffered most from the accident were satisfied that no ordinary human foresight on his part could have prevented it

Some of the incidents of this collision indicate the very narrow escapes which are made under such circumstances. The platform of the car next to the approaching express train was occupied by several persons, amongst whom were the conductor, Mr. Scott, all of whom necessarily jumped for their lives. And from the express train coming on the rear of the train, engineers, firemen and others leaped at the peril of their lives. Fortunately the rain had so softened the ground, that although they all struck with the momentum acquired from the train, they escaped with only a few bruises and scratches. One of the party had the money and other articles jerked out of his pocket and scattered abroad by the force of his contact with the ground.

In the car overturned, by the other, one lady had an infant in her arms, and at the moment of the collision, she involuntarily pressed the child to her bosom, and threw her head down over it. The car in rising, took off the crown of her bonnet, cutting it as clean as if done by a knife—the lowering of her head thus saving her life. Another lady was held fast, though uninjured, by her dress, and was literally dragged from the confused mass, leaving a considerable portion of her gown in the grip of the crushed fragments.

It is but just to both conductors to say, that on approaching the curve each blew their whistles, but it is supposed that they were blown at the same instant, for neither was heard by the other. In view of all the circumstances, it is a gratifying reflection that personal injury has been so inconsiderable.

FROM TEXAS.—Galveston dates to the 13th have been received. Trouble with the Indians still continues

The Victoria Advocate says the mail rider between San Patricio and Refugio, with another individual, was attacked by about a dozen Indians week before last, and barely escaped with their lives. Being well mounted, only one of the Indians, (he on an American horse,) was able to overtake them. He rode up within 30 feet, when the mail rider shot him from his horse with his pistol.

The Galveston Civilian states that the accounts of the crops continue to be of the most favorable character, from every part of Texas. There is no appearance of the worm in cotton, and the staple is rapidly maturing. In a short time all danger will be over.

The cholera has mostly disappeared from Indianola and Port Lavaca; and business was consequently reviving.

Judge Douglass made a speech in Richmond, Virginia, a few days ago, in which he said that Pierce did not faint from fear, but that he sunk from exhaustion, having marched to the battle field over an extensive tract of *"red hot stones of burning lava"*

Two cases of sudden and violent disease, pronounced by the physicians the real Asiatic cholera, have occurred at Raneville, N. J. One of them terminated fatally, and the other was successfully treated.

THE RICHMOND MURDER.—The mulatto woman, Jane, charged with the murder of Mrs. Winston and child, voluntarily confessed, Saturday evening, that she committed murder. She protested that her husband had no participation in the deed. Mr. Winston continues to improve and will probably recover.

WASHINGTON MONUMENT—DISCREDITABLE.—The N. Y. Sun says:—After fourteen months continual application, Mr. Daniel Dougherty, the agent of this work, has received, in New York and Brooklyn, the sum of $4,661:55. The small city of Mobile, Ala., raised $3,000 for the same object in ten days. It was supposed by the National Committee at Washington that New York alone would contribute $50,000.

On Thursday night, two children of Mr. Waters, in the upper end of the city, died of cholera. One death (Mr. John Evans,) occurred in East Maysville on Thursday.—*Maysville Eagle.*

A boy had one of his eyes put out the other day at Cincinnati, by the explosion of a cigar which his companions had charged with gunpowder and given him to smoke.

KNOTTY POINT.—"Say, Jack, can you tell us what's the best thing to tie two pieces of rope together?" "I guess *knot*"

Thomas Connolly, native of Ireland, aged seventeen years, died on the 28th of last month, at the Sisters' Hospital in this city, of insanity, induced by excitement on the subject of the Spiritual Rappings.—*St. Louis Republican.*

S. M KIER—And now as to your Petroleum. I thought as I had delayed writing so long, it would be well to wait until I had "somewhat to write." When I first offered the oil for sale, the people thought it was perhaps like the quack patent productions of the age, and so felt but little disposed to buy. But I gave it to some on trial, and persuaded some to buy, until I got them to test its medical powers. It soon began to cure the deaf and lame, &c. A man who had been blind for eight years, was persuaded to try its virtues; and when he had used but three bottles, he could see across the room, and clearly distinguish the color of cloths, &c., while his health was otherwise much improved. His blindness appears to have been the result of a very inveterate case of Scrofula. Much might be said of the healing powers of Petroleum. But let it suffice to say that it has obtained an extended popularity in this country. I have sold all that you gave me, and might have sold a hundred bottles more. M. HIMEBAUGH.

SHERMAN FALLS, Wisconsin, March 16, 1852.

Cleveland and Pittsburgh Rail Road

TICKETS THROUGH TO BUFFALO, DUNKIRK, TOLEDO, DETROIT, CHICAGO, MILWAUKIE, COLUMBUS and CINCINNATI.

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