GAZETTE—CITY DEPARTMENT.

PITTSBURGH:
WEDNESDAY MORNING, DEC. 10, 1856.

Terrible Railroad Accident.

EIGHT KILLED; EIGHT INJURED.

Our telegraphic column yesterday contained a paragraph concerning the accident at Alliance on Monday evening. We are to-day enabled to give the particulars in full—which are as follows:

The fast train of the Pittsburgh, Fort Wayne and Chicago Railroad which left Pittsburgh at three o'clock on Monday afternoon arrived at Alliance at half-past six where it stopped on its own track to give the passengers an opportunity to take tea. The track of the Pittsburgh and Cleveland road crosses the other track at nearly right angles—both tracks running along either side of Sourbeck's hotel. When the time allowed for tea expired the train of the Fort Wayne road started strictly on time, crossing the Cleveland track slowly. While on the track the head light of the Cleveland train was seen turning the curve. In a moment afterwards it ran violently into the Fort Wayne train, pushing the two hind cars with great force into the hotel, breaking down a large portion of it and depositing one of the cars in the hotel. A large number of persons were standing upon the platform. The rules of both roads are as follows: At every crossing of this kind, the train must come to a dead halt whether any other train be in sight or not; and a messenger must be sent in each direction to see whether the track be clear or not. This rule was strictly observed by the Conductor of the Fort Wayne train, and the flagman who was sent out to warn the approaching train was slaughtered. The Conductor of the Fort Wayne train was Mr. A. E. Leavitt; of the Cleveland train Mr. W. C. Cleland.

The Cleveland train ran some distance after the collision occurred, and the engineer William Cherry, by where criminal recklessness the accident was caused, ran off, and has not yet been found.

Strange to say that no persons in the trains were killed though some were injured. When the wreck was somewhat cleared away it was discerned that eight persons who had been standing upon the platform were killed. Their names are as follows:

Jacob Ruby, Alliance, O.
John M'Intyre, Alliance, O.,
Dr. Smith and lady, Alliance, O.,
J. Atterholt, New Garden, O.,
Wm. Hitchie, New Garden, O.,
N. G. Taylor, Philadelphia,
John Brooks, New Jersey.

Some of these had lost a leg or arm, and all were horribly disfigured. The sight is described to us as being terrible in the extreme. The bodies were conveyed to the car house to await an examination by the Coroner's Jury, which was sworn in at 10 o'clock.

The injured are the following:

Fielding Cavenah and lady, Columbus, Indiana, badly injured.

Anna Armour, Columbus, Indiana, badly injured.

J. Painter, of Stark county, Ohio, the same gentleman who was hurt at the Railroad accident at Darlington last winter. He was but slightly hurt.

Charles Coates, an engineer on the Cleveland and Pittsburgh Railroad, was badly hurt.

M. A. Roth, of Philadelphia, had his thigh fractured badly.

D. N. Courtney, Esq., was slightly hurt. Mr. Courtney was formerly Assistant Superintendent on the Ohio & Pennsylvania Railroad, and is a brother of W. S. Courtney, Esq., of this city.

W. C. Cleland, Conductor on the Cleveland & Pittsburgh Road, was slightly hurt.

The wreck was complete. The two cars were completely smashed, and the great wonder is how their occupants escaped with their lives. One of the cars is in the rotunda of the hotel, which is nearly completely demolished. It is the opinion of competent persons that the Cleveland train was running at the rate of thirty or forty miles an hour. As may well be supposed, great indignation prevails at Alliance, and is expressed not loudly but deeply, and the engineer, Cherry, if caught will stand a fair chance for lynch law.

At three o'clock yesterday morning the officers of the P., Ft. W., and C. road started for Alliance, and did everything in their power for the relief of the injured. They took with them Dr. Thomas Dixon, of Allegheny.

The Coroner's Jury resumed their labors at nine o'clock, yesterday, and continued them through the entire day.

This shocking affair has excited a deep feeling in the minds of the community, and they feel that their lives are in constant danger, unless every act of carelessness is promptly and severely punished. The indignation of all has settled upon Cherry, the engineer, to whom the accident is solely attributable.

—We give below a dispatch from Geo. W. Cass, Esq., President of the Pittsburgh, Fort Wayne and Chicago Railroad from Alliance:

To T. D. Messler, Esq., Secretary.

No person was killed on our train, and but three wounded, and they not very badly. All the other killed and wounded were on the platform, in the house or near the track. The Cleveland and Pittsburgh train struck between the two last cars of our train, in such a manner as to throw the two cars off the track, injuring three persons in the most to the last car. The testimony here is that the Cleveland and Pittsburgh train was running at a frightful rate of speed—not less than thirty-five miles per hour, and the visible evidence of the wreck this morning, confirms fully the statement.

The engineer of the Cleveland and Pittsburgh train has not yet been heard of since the accident. I cannot find that the slightest blame attaches to any one connected with this company."

We are indebted to Mr. Robert Stevenson, operator, Allegheny, for the following additional particulars:

"A coroner's jury is now investigating the cause of the collision at this place last evening. A number of witnesses have been examined, who testify that the train of the C. & P. road run into the train at a speed of thirty miles an hour; that no bell was rung or whistle blown to announce its coming.

The engineer and fireman have fled to the woods to escape the fury of the people. The train of the P., Ft. W. & C. road started from Alliance at its usual time, and was literally torn to fragments by the collision. The wounded are doing well and have been comfortably provided for, and all are in a fair way of recovery.—Among the number killed is a Mr. Brooks, of Philadelphia, who was to have been married tomorrow at a town beyond this, to a Miss Ware."

The following is from Mr. Cass:

"No one was killed on our train. Three passengers from Columbus, Indiana, were wounded, but Dr. Dixon thinks not dangerously. Mr. Painter was slightly hurt on his left knee but went home this afternoon in charge of Mr. Keplinger, of Canton. Two of the killed were passengers on our train to this point, but they got off for Cleveland. The balance of the killed were from Alliance, and vicinity, and were standing on the platform in the public room. Very fortunately the Cleveland train did not run into or through any cars of ours, but struck between two cars, (that is, the front end of one and the hind end of another). The Cleveland train passed across our track at a most frightful speed, reported at over thirty miles per hour, without breaks being down or steam shut off—a violation of the rules of that company. I cannot find that any blame properly attaches to any of the attaches of this company, although, I believe, the Cleveland company wish to attach part of the blame to Mr. Leavitt for crossing the track when he was their train approaching, a mile distant."

THE INQUIRY.

A. L. Jones, magistrate, acting Coroner, swore in the following persons as jurymen:

Abraham Armmerman, John Battershell,
Enos L. Woods, P. N. Pierce,
Thos. G. Stanley, H. Laughlin.

The Superintendent of the Cleveland road with two Solicitors, and Mr. Case of the Fort Wayne road, and J. H. Hampton, Esq., Solicitor of the Company, were in attendance. The following witnesses were examined:

Mr. Morris—Was on train left at 3 o'clock, as Express Messenger, yesterday. Arrived on time at Alliance and took tea—after we got tea, passengers got aboard, and Conductor said all was right to proceed. I stepped aboard and got into baggage car, and examined brake blocks before I got on. Engineer whistled off brakes and we started. After we started, I made a remark to the Baggage Master, that we had a fine supper at Alliance. About that time train was struck. I got a light and went into the car lying next to the house and helped to carry out an old lady who said she was from Pennsylvania. The Locomotive of Pittsburgh and Cleveland I think struck hind cars between the bumpers.

—The locomotive of our train was broken off from my car by the jar. Locomotive and tender, baggage car, express car and two passenger cars were on the track; the third passenger car was thrown from the track to the left of the Pittsburgh and Cleveland road; was lying 15 to 20 feet from the track from which it was thrown; the fourth passenger car was thrown against the end of the station house and into the public sitting room; it was a pretty hard sight when I opened the third passenger car; I helped the old lady out; we carried her into the Buckeye House; there was a daughter of the old lady in the car; she was badly cut about the face; her husband was injured; cut about the head and neck; there were no persons in the fourth car; the locomotive of the Cleveland and Pittsburgh road was beyond the north-end of the platform; her trucks were all along the track; her driving wheels were on the track, but the tender wheels were not.

—The baggage car was on the track. The passenger car of Pittsburgh & Cleveland road were caught between. The whole of the train of Cleveland & Pittsburgh Railroad was across the crossing of the Pittsburgh, Fort Wayne & Chicago road except hind end of last car. The train of the Pittsburgh & Cleveland road threw the car of our road into the rotunda. Dr. Smith and his lady were picked up dead. Saw seven persons in all taken up dead. A gentleman from Philadelphia. These persons must have been on the platform or in the public room. After I went back I got the old lady out, four dead bodies were found under the Pittsburgh, Fort Wayne & Chicago road, in the north end of the 3d passenger train. The car was lying very near parallel with Pittsburgh & Cleveland R. R.

The other dead bodies were carried into the ladies room. This was under the locomotive of Cleveland & Pittsburgh road. Didn't know the lady under the locomotive. Mr. Smith was our engineer; did not see Pittsburgh & Cleveland train coming. It was not more than two or three minutes from the time we started until we were struck.

Robt. H. Smith sworn—I am employed on the Pittsburgh, Ft. Wayne & Chicago R. R. as an engineer; I left Pittsburgh at 3 o'clock P. M. yesterday on time table. We arrived at Alliance 38 minutes after six, time table 6:42 for arrival. Got my supper; while at supper men took my engine up and got wood. We stopped short of the P. & C. road; before starting looked south on the Pittsburgh & Cleveland road, and saw no train. After I blowed my whistle some one said the Cleveland train was in sight. As my engine passed the crossing, I looked south towards the approaching train, and judged it to be from one-half to three-fourths of a mile distant. After running about half a minute I felt a slight jar and supposed the engine had not been properly coupled with the train after getting wood and had broken loose from the train; I shut off and put down brakes, and while shutting down brakes people came.

—It was about seven o'clock or one minute short; saw head light of engine over the grade, but could not see light of the ash-pan; had express car, baggage car and three passenger cars; I started West 20 minutes after 8; the train must have been running at the rate of from 25 to 30 miles per hour; I apprehended no danger because I had been informed by the officers of both Companies that the train must come to a dead stand still there before going over the crossing; I have been an engineer four years and a half; the Pittsburgh & Cleveland trains were in the habit of stopping before going over the crossing, and I did not see a light last night; I never leave my engine unless I have some competent person in charge.

—The grade will never effect speed of engine when the engineer knows he has to stop. I never had any difficulty in stopping a train under full head of steam.

Mathew Robinson—sworn

—I was standing on the platform 10 feet east of the Rotunda, opposite the engine of the P., Ft. W. & C. road; the train started; the Conductor of the Western train looked down the P. & C. road, and said no train was in sight and ordered the train to go on; the whole train had got over the crossing, except the last car, the forward end of the couplings were over the road; I saw the engine of the P. & C., came dashing through; as soon as I saw the engine coming I sprang to get out of the road; she was coming at the rate of 30 miles an hour; there was no ringing of bell or blowing of whistle.

—The hind end of our western train was thrown into the public room of the station; the other car was thrown over and over, and thrown to the left of the Pittsburgh & Cleveland going north and west of the Pittsburgh, Ft. Wayne & Chicago road; whole train ran a distance of one or two hundred feet, clear through the other train, and stopped at north end of the station. The forward trucks of engine of Pittsburgh & Cleveland road were broken up and tender off of the track. The front part of the rotunda of the station house, in front of both roads, was torn away and the platform torn up along the Cleveland & Pittsburgh R. R. Went out and got the persons wounded in the public room. One named Root had his thigh broken, and was otherwise injured. Mr. Coates, an engineer of the Pittsburgh & Cleveland road, was injured about the head. There was on the platform north of the rotunda, the wife of Dr. Smith, and a carpenter named McIntire, both dead, residents of this place.

—Next I went on the other side of the road to the car lying on the other side of the road, and found three persons who had been taken out; there was a limb of some person lying under the edge of the car.—A leg under the front of the engine of Pittsburgh & Cleveland, there was the remains of another person; it was not a whole body; I think the leg belonged to this person; I then went into the house to see after others.

—From the appearance of things I think the people killed must have been standing on the North-West side of the platform or on the track; the engine attached to the train of the P. & C. road did the damage; some of their trucks were found under the platform; the platform was broken to pieces; the third car was lying parallel with P. & C. Road; the P., Ft. W. & C. Railroad train started as usual; it was not a minute gone when the other train struck.

—The conductors, engineer and firemen of the Pittsburgh and Cleveland train are not here today. The engineer was missing about five minutes after the collision; he could not be found. I cannot see any employee of the company and reside at New Brighton.

This testimony reaches to the time the single p. m. train left Alliance last evening. At the time at which we write the telegraph has not announced a verdict of the jury.

THE BOARD OF LICENSERS.—The Board of Licensers having concluded their year's labor, have laid before the County Treasurer, a voluminous report containing the names of those to whom license was granted, the amount of their rentals, and the license fee accessed in each. The report is very clear. We give a condensed statement of the report below:

	City	Country	Total
Hotels	106	83	189
Eating Houses	27	7	34
Sale with other goods	46	9	55
Totals	179	99	278

	License Fees.
Pittsburgh	$12,840
Allegheny	1,570
Country	3,440
Total Fees	$17,850

We give the statistics for each Ward in the two cities:

	Hotels.	Eating Houses.	With other Goods.	License Fees.
1st Ward, Pittsburg	21	4	3	$2,375
2nd do do	11	1	4	2,065
3d do do	17	7	8	2,620
4th do do	9	2	19	3,030
5th do do	12	3	6	1,620
6th do do	2	1	2	350
7th do do	No applicants.			
8th do do	4	1	1	475
9th do do	3	—	—	275
1st Ward, Allegheny	4	2	—	395
2nd do do	6	1	1	275
3d do do	10	1	1	275
4th do do	12	4	1	740
Total	106	27	46	$14,410

COLLEGE INSURRECTION.—A difficulty has occurred between the Faculty and some of the students of Jefferson College, at Cannonsburg. It originated in a 'lark' played off by a student who, dressed in female apparel, accompanied by a chum, attended a lecture of Park Benjamin in town one evening last week. Complaint being made to the Faculty, they made efforts to find out the principal offender, and failing in this, they expelled the student who accompanied him. A large number of the students have made common cause with the expelled one, and quite a row is on hand in consequence.

ALTERED BANK BILLS.—The public are warned against receiving altered $2 bills on the Tremont Bank, Boston, purporting to be $10's.—These are the very best altered bills ever altered, because the red letters TEN are printed across. The face of the bill is exactly the same as in the genuine. The altered bills may be told by an oval figure on the left of the bill.

PARODI'S CONCERT BOOKS.—A new edition of M'lle Parodi's Concert Books expressly arranged for the present Grand Concert, containing the Italian, French and English; also the music arranged for the piano forte, has just been published; and will be for sale on the evening of the Concert at the door. Price 25 cts.

RUN OFF.—A horse attached to a wagon ran off from the Federal street depot yesterday afternoon, and jumped over the railing along the street, branching off from Federal and running by the canal. The wagon was broken to pieces, as was another wagon owned by Mercer & Robinson.

RELEASED ON BAIL.—Wm. McCleary, who has been lying in jail for a year or so past, on several charges of dealing in counterfeit coin, was released on bail yesterday.

NO FAMILY can afford to be without Mustang Liniment in their house. The many accidents we are liable to, may render it necessary any moment, and nothing is capable of performing such a certain cure. *(Extract).* "In lifting the kettle from the fire it caught and scalded my hands and person very severely—one hand almost to a crisp. The torture was unbearable. It was an awful sight. * * * The Mustang Liniment appeared to extract the pain almost immediately. It healed rapidly and left no scar of account. Chas. Foster, *420 Broad Street, Philadelphia.*" It is truly a wonderful article. It will cure any case of Swelling, Burns, Stiff Joints, Eruptions or Rheumatism. For Horses it should never be dispensed with. One Dollar's worth of Mustang has frequently saved a valuable horse. It cures Galds, Sprains, Ringbone, Spavin and Founders. *Beware of imitations.*—Sold in all parts of the habitable Globe.

BARNES & PARK,
Proprietors, New York.

de10

EXT. LOGWOOD—50 bxs just rec'd and for sale by
del FLEMING BROS.

INSURANCE.

Farmers and Mechanics
INSURANCE COMPANY
N. W. Cor. Second and Walnut Sts.,
PHILADELPHIA.

The following statement exhibits the business and condition of the Company to Nov. 1st, 1856:

Premiums received on Marine and Inland Risks, to Nov. 1st, 1856	$214,631 60
Fire Premiums	176,796 61
Interest on Loans	8,764 47
Total Receipts	$400,195 68
Paid Marine Losses	$54,427 04
Paid Fire do	39,737 69
Expenses, Salaries and Commissions	45,459 00
Reinsurance, Return Premiums and Agency charges	27,474 68
	$177,128 61
Balance Remaining with Company	$223,057 07

The ASSETS of the Company are as follows:—

Phila. City and County Bonds	$ 16,848 18	Cost price
Railroad Bonds	11,000 00	
First Mortgage Real Estate	143,600 00	
Stocks, Collaterals, on call	32,400 00	
Girard and Consolidation Bank Stock	5,225 00	
Deposited with Duncan, Sherman & Co., New York	30,000 00	
Deferred Payment on Stock not yet due	97,700 00	
Notes for Marine Premiums	109,080 59	
Due from Agents, secured by Bonds	38,376 18	
Premiums on Policies recently issued, and debts due the Co.	26,479 38	
Balance in Bank	10,416 74	
	$523,057 07	$523,057 07

The Board of Directors have this day declared a

Dividend of 15 Per Cent.,

Payable on demand, on the business of the Company, to the 1st inst.

THOMAS B. FLORENCE, President.
Edward B. Helmbold, Secretary.
THOS. J. HUNTER, Agent, Pittsburgh.
no27:6mdis No. 50 Water street.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, OFFICE, S. E. corner Third and Walnut sts., Philadelphia.

The following statement of the Affairs of the Company, is published in conformity with a Provision of its Charter:

Premiums marked off from Nov. 1, 1855, to Oct. 31, 1856.

On Marine and Inland Risks	$420,604 22	
On Fire Risks	118,513 09	
		$545,118 23
Premiums on Policies not marked off Nov. 1, 1855		207,785 81
		$752,904 04
Premiums marked off from 1st Nov. 1855, to Oct. 31, 1856.		
On Marine and Inland Risks	$377,811 42	
On Fire Risks	104,600 83	
		482,412 25
Interest, &c. rec'd during same period		13,060 00
		$495,972 61
Losses, Expenses, &c., during the year as above.		
Marine and Inland Navigation Losses	$276,080 44	
Fire Losses	79,629 98	
Return Premiums, Re-insurance, Agency charges, &c.	92,033 20	
Expenses, Rent, salaries, Stationery, &c.	17,210 15	
		$465,953 77
The Assets of the Company are as follows:—		
$100,000 United States Loan, Real Estate	$102,350 94	
$50,150 Philadelphia city 6 per centum	50,135 00	
$1,000 Bank of Pittsburgh, Warrants	991 63	
$5,000 Phila., Wilm. and Balt. R. R. 6 per cent Loan	12,600 00	
$10,000 Camden and Amboy RR. 6 per ct. Loan	11,000 00	
$10,000 Do do 5 do do	7,000 00	
$10,000 Penna. RR. 2d mortgage, 6 per ct. Bonds	12,000 00	
$20,000 N. Penna. RR mortgage do do	12,000 00	
100 shares Penna. RR Company	5,000 00	
5 do Phila. and Haver-de-Grace Steam Nav. Company	1,125 00	
5 shares Philadelphia and Savannah Steam Navigation Company	200 00	
2 shares Philadelphia Exchange Company	124 00	
Scrip and stock of sundry Insurance Companies	11,444 43	
Bills Receivable	211,888 83	
Cash on hand	27,641 25	
Balance due to Agencies—Premiums Marine Policies recently issued, and other debts due the Company	121,856 10	
Subscription Notes	100,000 00	
	$760,091 67	

NOVEMBER, 3, 1856.

The Board of Directors have this day declared a Dividend of FIVE PER CENT. in Cash, on the Capital stock, and SIX PER CENT. on the Scrip of the Company, payable on and after 1st proximo.

DIRECTORS:

William Martin, Joseph H. Seal, Edward S. Sonder, John C. Davis, Robert Burton, John R. Penrose, Samuel J. Peters, Edward Darlington, H. Jones Brooke, A. G. Coffin, James C. Hand, Theophilus Paulding, Dr. R. M. Huston, Hugh Craig, Spencer M'Ilvain, Charles Kelly, Samuel M. Stokes, Henry Sloan, James Traquair, William Syes, Jr., Joshua L. Pennock, James Tarnest, Isaac D. Morland, Wm. C. Ludwig, Thomas C. Hand, J. T. Logan, Pittsburgh, D. T. Morgan, John B. Smith.

WILLIAM MARTIN, President.
THOMAS C. HAND, First President.

HENRY LYLBURN, Secretary.

A. MADEIRA, Agent,
No. 82 Water st., Pittsburgh.

PITTSBURGH
Life, Fire & Marine Insurance Company;
Office, Corner Market and Water Streets,
PITTSBURGH, PA.

ROBT. GALWAY, President. THOS. GRAHAM, Sec'y.

This Company makes every Insurance appertaining to or connected with LIFE RISKS.

Also—Marine and Inland Risks on the Ohio and Mississippi rivers and tributaries, and Marine Risks generally.

And against Loss or Damage by Fire, and against the Perils of the Sea and Inland Navigation and Transportation.

Policies issued at the lowest rates consistent with safety to all parties.

DIRECTORS:

Robert Galway, Samuel Richards, Joseph P. Gazzam, M. D., John Scott, James Marshall, David Richey, James W. Hallman, Chas. Arbuthnot, Alexander Bradley, Joseph R. Leech, John Fullerton, Hansfield H. Brown, David D. Gamble, Christian Zug, William Carr, Robert H. Hartley, Jas. D. McGill.

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HOWARD FIRE & MARINE INSURANCE CO.,
OF PHILADELPHIA, PENNA.
Franklin Buildings, No. 94 Water St.

Authorized Capital, $600,000.
AMOUNT OF CAPITAL SUBSCRIBED, $500,000.
CASH CAPITAL AND FUNDS, JULY 1, 1856.

First Bonds and Mortgages on Property in the city of Philadelphia	$115,500
Stocks worth par	122,150
Cash on hand	61,000
Amount secured by stock notes	100,000
Amount of stock due on Calls	1,750
	$500,000

THIS COMPANY INSURES IN STORES, Dwellings, Merchandise, Furniture, Lumber, &c. on Vessels, Canal boats, Rafts, to all ports, and by Rafts down Lakes and Rivers, at the lowest Rates, and upon the most reliable terms, guaranteeing prompt payment on the adjustment of losses.

The greatest amount to be insured on any one Risk, is $5,000.

DIRECTORS.

P. M. PETTIT, C. K. PEACOCK, ASHM. KEY, firm of Key, Pettit & Co., WM. H. WOODS, Gen. Howard, firm of Howell, Woods & Co., EDWD. LAMBERTON, Pres. Penna. R. R., C. G. SOWER, firm of Sower & Barges, JOHN W. BETTON, firm of Dunseith, Betton & Co., JOSEPH SHARP, Chief Engineer Pa. R. R., NATHAN R. POTTS, Counsellor at law, WM. L. LEECH, firm of Leech, Wharton & Co., JOHN M. ATWOOD, Agent Del. Mut. Safety Ins. Co., JOS. R. WITMER, firm of Witmer & Peterson, ASHM. P. LYES, W. RAUGHT, firm of Raught & Co., CHAS. F. HOFFMAN, firm of Vandyke, Norton & Co., JOHN H. LEWARS, firm of Lewars & Gerson, Jas. R. Lewis, late Williamson, Brown & Co., JOHN M. CLARK.

PERCIVAL M. POTTS, Pres't.
D. E. SPANGLER, Vice Pres't.

☞ A Share of the net profits of Directors of the "Howard Insurance Co." most of whom are widely known as among the first business men of Philadelphia, will be probably earned. The security to the insured is thus doubled.

A share of patronage is respectfully solicited.

Corner of Water and Market, sts., 2d floor, Pittsburgh, Pa.

Franklin Fire Insurance Co., of Philad'a.

DIRECTORS: Charles W. Bancker, Geo. W. Richards, Thos. Hart, Mordecai D. Lewis, Tobias Wagner, Adolphe E. Borie, Richard Grant, David S. Brown, Benj. Rush, Morris Patterson.

CHARLES N. BANCKER, President.

CHARLES S. BANCKER, Secretary.

This Company continues to make Insurances, permanent or limited, on every description of Property in Town or country, at rates as low as are consistent with security.

The Company have reserved a large contingent fund, which, with their Capital and Premiums, rarely invested, afford ample security to the Insured.

The Assets of the Company, on January 1st, 1856, as published agreeably to the Act of Assembly, were as follows, viz:

Mortgages	$176,900 00
Real Estate	34,877 12
Temporary Loans	52,966 17
Stocks	61,924 00
Cash, &c.	64,316 81
	$391,284 10

Since their incorporation, a period of 21 years, they have paid the sum of One Million Four Hundred Thousand Dollars in losses by fire, thereby affording evidence of the value of Insurance, as well as their ability and disposition to meet with promptness all liabilities.

J. GARDNER COFFIN, Agent,
Office S. E. corner of Wood and 3d sts.

Western Insurance Company
OF PITTSBURGH.

GEO. DARSIE, PRES't. P. M. GORDON, SEC'Y.
Will Insure against all kinds of Fire and Marine Risks.

DIRECTORS:

R. Miller, Jr., J. W. Butler, Andrew Ackley, Thomas, Thos. Scott, A. Sinclair, O. W. Ickleman, G. W. Jackson, Wm. H. Smith, Geo. Darsie, Keith Holmes, J. Lippincott,

☞ A home institution managed by Directors well known in this community, and who will liberally adjust and promptly pay all losses at the Office, No. 52 Water Street, (Spang & Co's Warehouse,) up stairs, Pittsburgh.

Reliance Mutual Insurance Company
OF PHILADELPHIA.

OFFICE NO. 70 WALNUT STREET.
Charter Perpetual—Capital, $125,000. Security Invested.

FIRE INSURANCE—On Buildings, Merchandise, Furniture, &c., to any country.

The mutual principle, combined with the security of a Stock Capital, entitles the insured to share in the profits of the Company, without liability for losses.

The Scrip Certificates of the Company, for profits, are convertible, at par, into the Capital Stock of the Company.

CLARK FERRIS, President.
D. M. HOGEMAN, Secretary.

DIRECTORS:

Clark Ferris, Wm. S. Thompson, T. C. Rockhill, G. W. Carpenter, Robert Shoen, G. S. Wood, Marshall Hill, James L. Taylor, Jacob P. Dunning, G. M. Stroud, Lewis L. Ashburn, George H. Baker, Henry W. Tingley, D. Lothrop, H. L. Carson, Robert Toland, Edward G. James, Wm. Marrer, Archibald Getty, Wm. M. Semple, Pitts'g.

J. G. COFFIN, Agent,
corner Third and Wood streets

PENNSYLVANIA INSURANCE CO.
OF PITTSBURGH,
No. 63 Fourth Streets.

Authorized Capital $200,000.

INSURE BUILDINGS AND OTHER PROPERTY
Against Loss or Damage by Fire,
And the Perils of the Sea and Inland Navigation and Transportation.

DIRECTORS:

Wm. F. Johnston, W. McDowell, D. K. Park, A. J. Jones, A. A. Carrier, President, Hon. Kody Patterson, Jas. P. Tanner, J. Grier Stroud, J. H. Ives, W. B. Hazen, Jacob Painter, Geo. W. Smith, Wade Hampton, Calvin Wells, D. M. Long.

WM. F. JOHNSTON, Vice President, RODY PATTERSON, Secretary & Treasurer, A. A. CARRIER, Agent.

PHILADELPHIA
Fire and Life Insurance Company,
No. 149 CHESTNUT STREET,
OPPOSITE THE CUSTOM HOUSE.

Will make all kinds of Insurance, either Perpetual or Limited, on every description of Property or Merchandise, on the most favorable terms.

ROBERT P. KING, President.
M. W. BALDWIN, Vice President.

DIRECTORS:

Chas. S. Hayes, E. H. English, J. R. Sypher, G. Sherman, S. Hargraves, F. Ratchford, E. R. Cope, Geo. W. Brown, Jos. S. Pask, John Clayton, S. Witer.

E. G. COFFIN, Agent,
corner Third and Wood streets

feb25-1yrs

TELEGRAPHIC.

CONGRESSIONAL.

WASHINGTON CITY, Dec. 9.—SENATE.—Mr. Rusk introduced a bill granting further time to the Creditors of Texas to present their claims.

The motion to print the President's Message and accompanying documents pending, Mr. Colman said when he began his term of service in the Senate he entertained the conviction that questions pertaining to business before that body were the only legitimate subject of discussion, but he soon found that other able and experienced Senators held different opinions; they thought there were more important duties devolving upon them than listening to petitions and redressing the grievances and enacting laws for the government of the people and they undertook to guide and prepare the public mind. His own opinion was that the public mind should prepare itself and not receive its direction from the debates or action of either House of Congress. He thought that these bodies should rather be the echo of public sentiment than the formers of it for that was in fact transforming the Senate from a legislative assembly into an arena of political debate; but it seemed he was entirely mistaken in his ideas for it was not for a moment to be supposed the practice of all these old and experienced Senators was founded on an erroneous theory.

He would confess that all his previous views were completely overturned by his experience here. He found that on those questions which were before Congress as proper subjects of debate, it took a very latitudinarily range. Much that was said here was not said to produce effect on the minds of members or with the expectation of changing their votes, but speeches were made to use a common phrase for Buncombe.—Inasmuch as this was the case all parties must participate in the discussion; it would be idle for anybody to attempt to elevate himself above the current of debate as it proceeded from day to day. When he heard the annual message of the President read the other day, he thought some parts of it were in rather bad taste, but that was not a matter for the Senate to complain of. *De gustibus non est.* The assertions which the President cast upon the people of the Northern States who voted for the Republican ticket seem to have been dictated by an impotent sort of rage worthy of no particular importance in themselves considered but coming as they do *ex cathedrâ* from the highest executive officer of the nation then deserve some reward.

Mr. Colman quoted from the message those passages charging the Republicans with being influenced with a desire to change the domestic institutions of the existing States, saying that the President had imputed false motives to them, and had further charged that they seek an object which they well knew to be revolutionary, and that with this knowledge, and fully aware of the consequences which must result from their action, they endeavor to prepare the people of the United States for civil war by doing everything in their power to deprive the constitution and laws of their moral authority, and to undermine the fabric of the Union, and a little further on the President spoke of an attempt of a portion of the States by sectional organization to usurp the control of the government of the United States.

Mr. Collamer regarded these grave and very serious charges as being unwarranted by facts, and proceeded to give a history of slavery in connection with the administration of this government from its foundation to the present time maintaining the power of Congress which is now questioned, to prohibit slavery in the Territories had always been exercised until a very recent period, and that, with very few exceptions, there was never any question as to their right to exercise it.

The Senate adjourned.

HOUSE.—Mr. Smith, of Tennessee, in reply to the remarks of Mr. Campbell of Ohio and Mr. Sherman, said if they had confined themselves to making excuses for their defeat he would not have thought proper to respond. They had charged on the Democracy in the entire training of different sentiments in different sections of the Union, but this was so silly that it amounted to nothing in the public mind. He saw in Mr. Sherman's speech an effort to unite all the opposing elements of the North and South against the Democracy in the next Presidential election, he saw a back-down from all the positions heretofore taken by the Republican party in this House relative to the question of Slavery, but this scheme will not succeed. The other gentleman, Mr. Campbell, had stated that the great principle of the Nebraska Bill and the repeal of the Missouri Compromise, and the policy of the present administration had been condemned by 800,000 votes. So far from this, as he proceeded to show, they have been overwhelmingly approved. The people of the country, he maintained, were proud to acknowledge and show in the result of the Presidential election. As to Mr. Buchanan's principles they are embodied in the resolutions of the National Democratic Convention.

The House proceeded to the consideration of the special order, the Whitfield case, and re-considered the vote by which the House on Monday week refused that he be sworn as a delegate from Kansas, by 111 against 108.

Mr. Grove moved that the whole question be referred to the Committee on elections, which was negatived by 7 majority.

The oath was then ordered to be administered by 112 against 108. Mr. Whitfield advanced and took the oath to support the Constitution of the United States.

Mr. Campbell of Ohio, from the Committee of ways and means reported bills making appropriations for the support of Military Academy and the payment of invalid pensions.

The House then adjourned.

Later from Europe.

NEW YORK, Dec. 9.—The steamship Atlantic arrived at Sandy Hook with Liverpool dates to the 26th.

The English government has given official notice of its intention to furnish ships for the purpose of taking additional soundings for the Atlantic Telegraph, and also for laying the cable during the next summer. The notice also includes a guarantee of four per cent. on the capital.

LIVERPOOL COTTON MARKET.—Nov. 26.—The closing quotations to day are; fair Orleans 7¾; Middling Orleans 6¾; fair middles 7¼; Middling Middles 6¾; fair Uplands 7¾; Middling Uplands 6¾. The Manchester markets are dull.

BREADSTUFFS.—The various Liverpool Circulars quote the market as dull. Richardson, Spence & Co. quote Red wheat at 8s@9s. White wheat 9s2d@9s10d. Western Canal Flour is not quoted. Baltimore and Philadelphia 32s@33s 6d; Ohio 34s@35s 6d; Mixed Corn 35s@33s 6d; White Corn 34s@35s; Yellow 33s 6d@35s 9d.

PROVISIONS.—Pork and Beef dull. Bacon steady. The market is bare.

Pot Ashes are unchanged.

NAVAL STORES.—Common Rosin is active, sales at 4s 7d@4s 8d for fine Rosin; Spirits Turpentine 36@36s 6d.

There is nothing doing in Fish Oils.

BANK.—Philadelphia quercitron 12s 6d; Baltimore 11s 6d.

LONDON, Nov. 23.—The money market is easier with an increase in Bullion. Consols for money are steady at 91@92½, and for account 91½@91¾. A large business was done by the Bank of France and in the Continental Money Markets, but the prices are unchanged.

BALTIMORE, Dec. 9.—Savannah papers of Saturday say that a large number of delegates are already there and from all appearances the Southern Convention will be very large.

A special Committee of the South Carolina Legislature on the Governor's recommendations to re-open the slave trade have reported, asking leave to sit during the recess and report at the next session.

The ship Arkwright with troops relieved by Gen. Harney left Key West on the 1st for Norfolk.

A fire occurred at Norfolk on Monday which destroyed the Catholic Church and several adjoining buildings.

The Americans carried the city of Mobile at the city election.

CINCINNATI, Dec. 9.—There is great excitement in Franklin, Tenn., in consequence of the discovery of a projected insurrection of slaves on the 1st inst.; 84 muskets and 2 kegs of powder were found in possession of a gang of negroes in Columbia, Tenn. The Evansville *Journal* of the 6th, learns that there is much excitement in the neighborhood of Dover, on the Cumberland River. Many of the ringleaders were arrested; eleven were hung, and one white man disguised as a negro, was sentenced to 900 lashes, he died before the penalty was fully inflicted. The whites are arming and organizing for defence. The opinion prevailed that a general uprising would take place during the holidays. Escapes of slaves were unusually numerous.

BALTIMORE, Dec. 8.—New Orleans papers of Tuesday are received. Dates from Vera Cruz to the 10th ult., state that the siege of Puebla still continues without definite results. The communication between the Capitol and the interior is almost entirely suspended.

Maj. Lally, one of the oldest citizens of New Orleans, who was in command of the Artillery under Gen. Taylor, at Corpus Christi, died on Friday last.

A slight shock of an earthquake was felt at Petersburg, Va., on Saturday.

WASHINGTON CITY, Dec. 9.—Col. Wheeler still holds his commission as minister from Nicaragua, but was recalled for the reason stated in the President's message, for our government's suspending diplomatic relations with that country.

Mr. Rusk's bill introduced into the Senate today, extends the time within which Texas creditors may present their claims to the 1st of January 1858, and repeals so much of the act of August last as authorizes the distribution of the residue of the $7,750,000 pro rata among creditors who had filed their releases.

PHILADELPHIA, Dec. 9.—A private dispatch dated from Cannonsburg, Washington county, 15 miles from Pittsburgh, states that the Jefferson College at that place was burnt on Friday evening with the library containing ten thousand volumes. A total loss of $50,000.

BOSTON, Dec. 8.—Mr. Rice was re-elected Mayor to day by about 6000 majority.

LOWELL, Dec. 8.—Stephen Mauser, American Republican, was elected Mayor, to-day.

WORCESTER, Mass., Dec. 8.—George M. Richardson, Republican, was elected Mayor of this city to-day.

NEW YORK, Dec. 9.—Cotton firm; the steamers advices having had no effect upon prices; sales 2000 bales. Flour steady; sales 13,500 bbls.—Wheat firmer; sales 65,000 bus. Corn buoyant; sales 36,000 bushels. Pork and Beef firm.—Lard dull. Whiskey he