COMMERCIAL MATTERS.

Sales at the Stock Exchange.—Dec. 23.

2,000	Virginia 6s	c 94	100	Erie Railroad	61
500	do	94	700	do	c 60⅞
4,000	do	b3 94⅛	50	do	b3 61
5,000	do	c 94	100	do	b60 61½
6,000	Califor. State 7s	79	100	do	b60 61½
500	N. Y. Central R. 7s	99	300	do	b3 61½
3,000	Illin'm S. 2d Mtge.	75	550	do	s3 60⅞
3,000	Ill. Central R Bonds	94	100	Reading Railroad	c 85
2,000	do	94	550	do	c 84⅞
1,000	do	b30 94	100	do	b60 86
20	Park Bank	102	100	Mich. S. & N. In. R.R.	b30 85⅞
10	do	102	50	do	b60 86
10	Del. & Hudson Canal	117½	100	do	c 87⅛
60	do	117	100	do	c 87⅛
200	Cumberland Coal Co	17	100	do	c3 87⅛
10	Penn. Coal Co	96	200	Cleve. & Tol. R.R.	c 73
20	New-York Cen. R.R.	c 92	500	do	c 73½
200	do	c 91½	275	Chic. & Rk. Is. R.R.	104
25	do	c 91½	150	do	b60 106
50	do	b60 92½	50	do	s3 104½
50	do	s3 91	100	do	b60 104½
200	Gal. & Chic. R.R.	118½	10	Mil. and Miss. R.R.	78
5	do	118½	52	Panama Railroad	c 97

SECOND BOARD.

3,000	Harlem RR. 2d Mtge.	75	15	Erie Railroad	61
2,000	Ill. Cen. RR. Bonds	94	100	do	btwk 61
5	Del. & Hud. Canal Co.	117	100	Mich. So. & N. In. RR.	87½
10	La Crosse & Mil. RR.	74½	120	N. Y. Central RR.	s3 91½
200	Erie Railroad	b20 61	5	Illinois Central RR.	119½
200	do	60½	40	Chic. & Rock Isl. RR.	104½
100	do	sw 60½	100	do	c60 104½
200	do	b15 61	100	do	104½
300	do	60½			

TUESDAY, Dec. 23—P. M.

The transactions of the Stock Board to-day were extremely limited and the market was without any feature of interest. There was no second call, and the Board adjourned at an early hour. Prices show no very important changes, but, under the circumstances of the market, are very well sustained. Among the stocks that improved was Rock Island, which sold at 104¼, closing at 104¼ bid. Illinois Central Bonds were also buoyant, and advanced to 94½. In State Stocks the market is heavy. Virginias fell off to 94, Missouri 6s are lower. Some of the Western free banks are contracting their circulation, and sending their stocks here for sale, having improved to 79. Californias are better.

The business in Exchange has been to fair extent for the steamer, and the bankers have been free drawers at 8¼@9 ⅌ cent for sterling. Outside bills were not over abundant. Francs were also heavy and dull.

To Liverpool the engagements are 1,000 bbls. of Flour at 1s. 9d. @1s. 10½d.; 20,000 bush. Grain at 6½d.; 120 tons Logwood at 22s. 6d.; 50 tcs. Rice at 20s.; 500 Handspikes at 2½d. each; 400 Oars at 2½d. each. To London: 500 bbls. Flour at 2s. 9d. @3s.; 200 boxes Bacon at 30s., 125 tcs. at 3s.; 96 bales at 50s.; 50 tcs. Lard at 30s.; 200 bbls. Pork at 4s.

The business of the Sub-Treasury was: Receipts, $268,118 20; payments, $229,286 40. Balance, $11,988,104 43.

The Seventh Ward Bank has declared a semi-annual dividend of 5 ⅌ cent, payable on the 2d of January.

The Bank of America a semi-annual dividend of 4 ⅌ cent, payable Jan. 5.

The Bank of the Commonwealth a semi annual dividend of 5 ⅌ cent, payable Jan. 2.

The Tradesmen's Bank a dividend of 5 ⅌ cent, payable Jan. 2.

The Emigrant Industrial Savings Bank a dividend at the rate of 6 ⅌ cent ⅌ annum on sums of $500 and under, and at the rate of 5 ⅌ cent ⅌ annum on larger sums.

The business of the Clearing House to-day was $22,917,000.

The Michigan Central Railroad Company, by their circular just issued, show a balance of $615,322 55 to the credit of income account, after deducting the recent dividend of 5 ⅌ cent, amounting to $302,855. The earnings for six months, ending Nov. 30, were $1,928,347 71; operating expenses, $914,170 03—net earnings, $1,014,177 68, from which was paid for interest $261,166 41, leaving $753,011 27, or about 12 ⅌ cent on the capital stock.

A remonstrance was in circulation at the Merchants' Exchange to-day against the passage of a bill by Congress requiring American merchantmen to use, under penalty, Rogers's Marine Signals.

The street was very quiet to-day. The storm checked business. There was the usual amount of loans called in and replaced, but we think money was a trifle less difficult to find on good securities. Paper is not very plenty of strictly first-class signatures, and goes at 8¼@9½ per cent. We hear of no further engagements of gold for the steamer. The foreign advices by the Canada were not considered important. Considerable discussion occurred at the Second Board whether the quotation of Consols, 94 for account, was dividend off or on. The quotation by the the City of Baltimore at Philadelphia to 3d Dec. was 94¼@94½, both for money. If Consols are 9[illegible], dividend off, the advance has been about 1¼ per cent. [illegible] the books of transfer were closed on the 6th Dec., and the Stock sold, dividend off, on the 10th or 12th.

There are various rumors afloat in regard to the stability of some of the interior banks, and we shall not be surprised if some further suspensions take place. Two are named to-day as being under protest, but will possibly be financiered out of their difficulties. The Bank of Hallowell is stated to be under injunction, but we understand that the affairs of the institution are in a safe condition, and that the injuction upon hearing will be discharged. There is some difficulty among the Illinois Free Banks, growing out of a movement which the Chicago, Cincinnati and Louisville Bankers, have made to throw out most of the notes of these Banks. The law of Illinois, it appears, allows the Banks to redeem their small notes up to 5, in silver coin. This has been taken advantage of by the Banks to embarrass the exchange (forward) houses which have sent notes home for redemption. These houses have frequently been delayed several days receiving dimes and quarters in redemption of their notes. The result has been that the brokers in Chicago and elsewhere have thrown out many banks and forced the currency home. If this is continued it will probably wind up several of these institutions. Some of them have already commenced withdrawing their securities from the Bank Department and have sent them here for sale. The annexed, in relation to suspended Banks, is from *Thompson's Reporter*:

The accounts from Lancaster all concur in saying vigorous exertions are being made to resuscitate the Lancaster Bank, with a fair prospect of success.

We cannot learn of any movement on the part of the owners of the Canton Bank, South China, Me., toward redeeming the outstanding circulation. The capital was small, and the paper mostly used in the vicinity of the Bank.

The Bank of the Republic, R. I., is a hopeless case—the securities are even worse than represented at first, and we fear the holders of the circulation will realize but a small per centage of the amount.

The reported suspension of the Bank of East Tennessee is contradicted by the papers of that place—*by authority*—and lay the blame to certain Banks at Louisville, Ky. We have had confidence in the officers, and believe all will be right.

The recent rumors to the discredit of the Mount Vernon Bank, R. I., were unfounded. The Bank has uniformly met all demands upon it with considerable promptness.

From present appearances, it is believed the assets of the Manufacturers and Mechanics' Bank, of Columbus, Ga., will not pay over 25 cents on the dollar. The amount outstanding is about $20,000. A bad failure.

Of the Valley Bank, Md., no new light has broken in upon us, as to the probability of ultimate payment of the notes. The Receiver is said to be doing all he can to secure the bill-holders, and says if the Lelands are able, they will have to pay the bills in full. The circulation outstanding is about $190,000. The money is not bought by the brokers.

The Ellsworth Bank, Me., is purchased by the brokers generally at 50 cents on the dollar, in hopes of ultimately realizing something over that; but, from present appearances, with little prospect of success.

Attention is called to the advertisement in another column of the loss of a considerable parcel of Stocks, mostly Western railroads. The public are cautioned against negotiating them.

The shipments of specie this year and last, to this period, have been as follows:

	1856.	1855.
From Boston	$11,852,367	$14,971,568
"York	36,811,609	27,207,015
	$48,664,170	$42,171,583
"Orleans	$38,389,729	$36,656,862

[illegible] in Produce have been moderate [illegible] of the storm, but prices are generally well maintained. The receipts are light. Pork and other provisions are without important change. Groceries continue steady, with but few transactions. The business in Cotton is about 2,000 bales, at full prices; Middlings 12¼ @ 12½c. The foreign advices were not received in time to have any effect upon the market. The annexed statistics of exports of Breadstuffs are from Mr. Bill's Circular per the Africa.

EXPORT of *Breadstuffs to Great Britain and Ireland from 1st September, 1856.*

From	To date.	Flour. bbls.	C. Meal. bbls.	Wheat. bush.	Corn. bush.
New-York	Dec. 19, '56	307,359	27	4,673,156	1,513,556
New-Orleans	Dec. 5, '56	7,974	....	192,671	36,200
Philadelphia	Dec. 11, '56	39,644	2	506,404	554,145
Baltimore	Dec. 11, '56	21,800	56	559,879	157,730
Boston	Dec. 11, '56	100	100	15,846	9,427
Other Ports	Dec. 5, '56	1,015	....	11,682	6,592
Total fm. Sept. 1, '56		438,002	185	5,759,329	2,077,900
To same time, 1855		408,024	4,156	2,550,092	1,042,549
To same time, 1854		41,663	152	158,521	1,426,582
To same time, 1853		767,558	8,578	3,845,591	706,590
To the Continent, from		Flour. bbls.	Wheat. bush.	Corn. bush.	Rye. bush.
New-York, to Dec. 9, '56		74,876	1,128,100	65,648	104,540
Oth. Ports, to latest dates		57,542	548,154	6,278	13,168

Mr. Scott's Circular says of Coffee:

The heavy receipts of Rio during the past week naturally tended to depress the market; but good qualities have brought forth offers both from speculators and the trade, while low kinds are as much neglected as formerly. Of the sales noted below, 4,100 ex Cora, and 2,200 ex Parthian, brought 10½c., 4 mos., ex ship. Holders are firm at present quotations, but buyers appear to hold back, expecting a further concession.

Stock of Rio on the 16th Dec., 1856	51,918
Received since to date, per Brazilero, 6,300; per Corilla, 7,000; per Grapeshot, 3,900; per J. J. Palmer 7,300; per Parthian, 6,465; per Attavale, 2,850	33,815
Total	85,894
Shipments and sales for the week estimated at	10,122
Stock of Rio on the 23d day of December, 1856	75,772
Stock of Java Coffee, mats	9,500
Stock of Java Coffee, Government bags	3,900—13,400
Stock of Ceylon Coffee	3,900
Stock of Maracaibo	2,543
Stock of Laguayra	1,300
Stock of St. Domingo	200
Stock of Bahia	6,600
Total bags and mats	103,705

We have heretofore published a summary of the reports of Commerce and Navigation for the fiscal year ending on the 30th of June last. Annexed is a summary of the Exports for the year:

To British Dominions	$195,791,886	Austria	$2,238,763
French	42,564,963	Turkey	1,404,768
Spanish (Cuba included $7,199,035)	15,906,572	Africa	1,731,011
Russian	600,153	Hayti	1,862,823
Prussian	70,367	San Domingo	74,986
Swedish	1,932,347	Mexico	2,461,942
Danish	1,015,250	Central America	347,265
Hamburg	3,268,473	New-Granada	1,444,843
Bremen	9,839,657	Venezuela	1,643,621
Other German p'ts.	30,885	Brazil	4,856,125
Holland	4,256,869	Uraguay	517,849
Belgium	5,346,386	Buenos Ayres	1,013,112
Portugal	4,439,127	Chili	2,59[illegible],354
Sardinia	2,143,977	Peru	1,159,232
Tuscany	425,592	Ecuador	27,374
Two Sicilies	3,576	Sandwich Islands	793,055
Papal States	31,842	Japan	4,000
		Whale Fisheries	2,048,244
		Uncertain Places	320,045
Total			$310,566,530
Foreign goods reexported			16,398,578
Total exports of fiscal year			$326,964,908

The domestic exports for the fiscal years 1855 and 1856 compare as follows:

	1855.	1856.
Product of the Sea	$3,516,894	$3,356,797
Product of the Forest	12,603,837	10,694,184
Product of Agriculture	145,423,788	218,290,648
Manufactures	19,700,275	21,581,040
Manufactures of Cotton	5,157,181	6,967,799
Coin	19,842,423	15,456,933
Bullion	34,114,995	26,689,046
Other articles	5,649,160	5,546,072
Total	$246,708,553	$310,586,540

The imports were from the following countries:

THE FOREIGN STATES WE BUY FROM—1856.

British Dominions	$154,026,749	Austria	$476,541
France and her Islands	49,249,803	Turkey	741,071
		Egypt	34,979
Spain and her Isl'ds (Cuba included, $29,565,592)	35,482,700	Africa	1,165,857
		Hayti	1,926,259
		San Domingo	69,196
Brazil	19,262,657	Mexico	3,568,581
China	10,454,436	Central America	248,853
Russia	330,581	New Granada	2,525,019
Prussia	161,169	Venezuela	4,202,692
Sweden	221,437	Uruguay	361,036
Denmark	228,158	Buenos Ayres	2,322,161
Hamburg	2,611,932	Chili	2,467,819
Bremen	11,846,580	Peru	217,259
Holland	4,615,436	Ecuador	84,604
Belgium	3,106,511	Sandwich Islands	249,704
Portugal	366,242	Japan	16,821
Sardinia	317,170	Whale Fisheries	58,067
Tuscany	1,596,801	Uncertain Places	862
Papal States	39,064		
Two Sicilies	1,488,526	Total	$314,639,942

In the case of Salters vs. Genin & Lockwood, it is stated that Judge Hoffman has decided in favor of the plaintiff, on the ground of usury. Messrs. G. & L. acted as brokers for the plaintiff in the purchase of some Nicaragua stock, which proved a bad speculation after being carried for thirty days for a commission. The plaintiff sued to recover his margin, which was nearly swamped in the operation. The commission, we presume, has been construed by Judge Hoffman into usury.

A correspondent at Chicago writes, in regard to the Mineral Point Road:

"The Mineral Point Railroad commences at Warren, a thriving and growing town on the Illinois Central Railroad, twenty-four miles west of its junction with the Galena and Chicago Road at Freeport, and twenty-six miles from Galena. Thence it extends thirty-two miles in a north-westerly direction through the towns of Gratiat, Darlington and Calamine, all lying in the beautiful and fertile valley of the Pecatonic, to Mineral Point, its northern terminus. Mineral Point is a flourishing and enterprising city of nearly 4,000 inhabitants, unsurpassed in location and natural advantages by any in Wisconsin. It is, as its name suggests, in the heart of the mineral region of the North-west. The product of the mines, though retarded for a few years past by the drain of miners to California, has for twelve years exceeded an average of 20,000 tuns per annum, and is now greatly on the increase. In addition to the lead product of this region, copper and zinc are in such abundance that the ores of the latter metal thrown aside in the explorations for lead are, on account of the want of means of transportation heretofore experienced, used in constructing the roads of the country. The transportation of coal from the fields of Illinois to Mineral Point, and the return of the smelted metals, will constitute a very large item in the business of the road.

"Of the capacity of the country to sustain this road and render it profitable there can be not the slightest doubt. Indeed, so evident is the fact that the sagacious Directors of the Galena and Chicago and Illinois Central Railroads, in order to secure its construction, have entered into an agreement practically guaranteeing to the Mineral Point Road a net annual income of $50,000—a sum sufficient to pay 8 ⅌ cent annual interest on all the bonds of the Road, besides a dividend on the stock. This agreement will never require any fulfillment on the part of these two Roads, but its execution testifies to the confidence of the Directors in the new Road, and their opinion of its value as a feeder.

"Twenty-four miles of the Mineral Point are already completed, and trains are running regularly over it. Four miles more are finished, and on the remaining four miles the iron is being laid as fast as it can possibly be done. The entire road, it is expected, will be complete before the first day of January. It is completely equipped with rolling stock not surpassed by that of any road in the West.

"From Mineral Point a charter has been obtained and an organization completed to push forward in a direct line to La Crosse, and ultimately to St. Paul and Lake Superior, when it will form an important link in Stevens's *North Pacific Road*. It will then, in connection with the Illinois Central and Mobile and Ohio roads form a grand North and South Trunk road from Lake Superior to the Gulf of Mexico.

"From this you will see that the Mineral Point road though now apparently short and unimportant is destined eventually to exert a controlling inference over the North and South roads of the Mississippi Valley."

We publish, by request, the annexed extracts from *The Cleveland Herald*, in regard to the late railroad accident at Alliance:

THE RAILWAY ACCIDENT IN OHIO.

RAILROAD DISASTER AT ALLIANCE—WHO THE TESTIMONY SHOWS.

From the first, we have had no doubt that great criminality was chargeable upon the person who gave the order to start the train upon the Pennsylvania and Ohio Road across the track of the approaching train from Wellsville, on the Cleveland and Pittsburgh Road, and we have also thought that appearances indicated error in judgment—to say the least—upon the part of Engineer Cherry in not stopping the Wellsville train before it reached the fatal crossing. The Coroner's investigation is concluded, and we are compelled to say that, in our judgment, it exonerates Engineer Cherry from all blame.

1. As to what was done on the Wellsville train:

The testimony shows that the train left Bayard on time, and arrived at Alliance on time—distance 12 miles, which was run in 25 minutes, being the regular card time, and usual speed between those points, viz: at the rate of 30 miles per hour. The testimony of Mr. Ball, who was on the engine with Cherry, shows that at the usual place, on approaching Alliance, the whistle, giving notice of approach to the station, was sounded, and the brakemen testify the brakes were then set. Mr. Ball testifies that a short time after sounding that whistle, Cherry suddenly sounded the alarm whistle to "break" that he drew out the cut-off and immediately grasped the reversing lever, but witness did not see Cherry reverse the engine, as his (witness's) attention at the occurring of these alarming acts was instantly directed to what was ahead on the track, which he then saw was the crossing train, and distant, as he thinks, about 60 rods. Witness testifies that after the collision the engine was found reversed.

The testimony shows that upon the alarm whistle being sounded, the brakemen sprang to their brakes, and did all they could to tighten the brakes. Conductor Leland himself sprang to one of these brakes, and found it so fast set that he could not tighten it the least. Mr. Hovey, master machinist, testifies that on examining the engine he found a leak in the steam conductor, which would cause it to move after steam was shut off; that this would deceive an engineer; that a leak from the boiler to the cylinder would keep up the momentum, and cause an engine to run past a station.

These facts show that the train was running at its usual speed, that everything was done which is ordinarily done to check the train, and which always before had proved effectual to stop the train, but that the derangement of the engine rendered it beyond the control of the engineer, as usual.

2. As to what was done on the Pennsylvania and Ohio Railroad train:

The Wellsville train approaching the Alliance station first comes in sight a mile and three-fourths distant. It is in testimony by Mr. Bates that in the public room of the station he saw Mr. McGuire call the attention of another man to some object south; that immediately after he (Bates) saw the headlight of the approaching train. After about three minutes had elapsed, Bates heard Conductor Leavitt say that his time was up, and he would wait no longer. Then Leavitt had a conversation, which Bates did not hear, then gave orders for all aboard for Crestline," and when the passengers had got on board he (Leavitt) gave the signal to the engineer to start. The engineer whistled "off brakes," and the wheels of the engine flew around twice before it started the train, and then the train moved off.

All this occupied from a half to a minute in addition to the foregoing time. Engineer Smith himself testifies that 30 seconds elapsed after starting the train before the collision occurred. Thus, from the time the train first appeared until the collision, 4½ minutes transpired, showing that the average speed of the train for this 1½ mile was a little over 20 miles per hour. At the time of the starting of Leavitt's train, Mr. Bates again directed his attention to the Wellsville train, which appeared to him from its head-lights to be half a mile distant, and approaching the station with unusual rapidity, and he thought there would be a collision, and one immediately took place.

The testimony shows that Leavitt was notified that the time when the Wellsville train was due was 7 o'clock, which was four minutes after his leaving time, and he was asked by a passenger if he would wait for the Wellsville train, and was understood to say that he would wait a while for it, and was then notified by Ely that the Wellsville train was in sight. According to Engineer Smith's testimony, he started his train one minute before the Wellsville train was due, and according to Leavitt's testimony it was started just at the moment when the train was due. To show that the conductor and engineer of the Ohio and Pennsylvania train must have seen the Wellsville train, it is sufficient to say that Mr. Bates testifies that he saw the light of the Wellsville engine shine over the other engine between the baggage cars and through the windows, as the cars were passing, up to the moment of collision.

All testimony shows that Conductor Leavitt started his train across the track of the Wellsville train at the moment he knew that train was due; that he also knew that the train was actually in sight and had been some four minutes when he started; and had he paid any heed to the approaching train could have seen from its unusual speed that for some cause it was not properly under the control of its engineer.

The testimony also shows that although trains on these roads had in the day time repeatedly crossed each other's tracks when a train was approaching the crossing, and when the speed, distance and condition of the approaching train could be noted, yet this is the first instance when such a feat has been attempted in the night, when, as every one knows, there is nothing but the head light to give token as to the situation of the approaching train. The inevitable conclusion is this: that Conductor Leavitt, knowing, as every railroad man does know, that trains do often pass crossings and stations despite all exertions of the brakemen to stop them, placed his train in such a position that upon the happening of such a very common contingency, the passengers were liable, on an instant, to be murdered.

In justice to Mr. Cherry, it is proper to say that after the accident he immediately, as in duty bound, took means to secure his engine against further disaster by putting out the fires, and while so engaged was warned by friends that his life was in danger, that the people of Alliance sought his blood, and that he would be killed if he remained. To the shame and disgrace of some of the Alliance people, this is true. Mr. Cherry, thereupon, did leave Alliance, and at the next station North took the train for this city, where he has since been. Had it been safe for him, he would have given his testimony at Alliance before the Jury.

Mr. Cherry's statement agreed entirely with the testimony of Mr. Ball as to the run from Bayard, and the means used to check the train, although Mr. C. had not exchanged a word with Ball since the accident, nor had he seen his testimony.

STATEMENT OF SUPERINTENDENT DURAND RELATIVE TO THE ALLIANCE DISASTER.

So many premature and erroneous statements having been made, and a portion only of the Coroner's inquiry in the matter of the recent railroad accident at Alliance having been published, and the following sadly erroneous communication of G. W. Case, esq., President of the Pittsburgh, Fort Wayne and Chicago Railroad Company, having been given to the public, I feel called upon to present a simple statement of the facts in reference to the sad occurrence, that the people may form a correct conclusion in the premises.

Neither Mr. Case nor the officers of the Cleveland and Pittsburgh Company need resort to anything but the simple truth to show that the rules of their respective companies are based upon the most abundant caution and care for the safety of the public. This was most fully shown upon the Coroner's investigation.

The casualty was occasioned either by a breach of these rules, or by an inevitable accident. I, therefore, impute what is erroneous in Mr. Case's statement to misinformation. Mr. C. states as follows, as taken from the Pittsburgh papers: "The Cleveland train passed across the P. Ft. W. and C. R. R. track at a "most frightful speed, reported at over 30 miles per hour, without brake being set or steam cut off. I cannot find that any "blame properly attaches to any of the employees 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 saw their train a mile distant. The train of the P. "Ft. W. and C. R. R. left Alliance at its usual time, and was "literally torn to fragments by the collision."

Mr. Case evidently was *informed* that the train of the Cleveland and Pittsburgh Company was running at the rate of thirty miles per hour, and he conveys this idea to the public; but if he will consider the matter for a moment, he will be convinced that the statement was erroneous. It has been shown in the investigation that the engine of the Cleveland and Pittsburgh Road ran, after the collision, about 150 feet; that it was but slightly damaged, and that the cars of the Cleveland and Pittsburgh train were but little injured, and not even thrown from the track. Now, Mr. Case must know, beyond peradventure, that a momentum of thirty miles per hour would have driven the engine and train a much greater distance, or in case the engine had stopped within 150 feet of the point of collision that it would have been almost demolished, and that the cars following it would have been inevitably broken in pieces.

The Cleveland and Pittsburgh Company does not wish to attach blame to any person to whom it does not properly belong. Mr. Case represents that Mr. Leavitt saw the Cleveland train a *mile* distant when his train attempted to cross the Cleveland and Pittsburgh Road. It requires very little effort to prove by Mr. Case's own statement that the Cleveland train was not more than eighty rods distant when Leavitt's train started. For example: Mr. Case represents that the Cleveland train was running at the rate of thirty miles per hour—that is, *one mile in two minutes*, or eighty rods in thirty seconds. Let any man look at his watch for *half of one minute*, and determine whether it is not evident that a passenger train two hundred feet long could be moved once its length during that time. The fact that it could will be palpable. Hence, had the Cleveland train been running, as Mr. Case alleges, at the speed of thirty miles per hour, and been even but eighty rods distant, it could not have come in contact with Mr. Leavitt's train. Therefore the statement that it was *a mile* distant is entirely preposterous.

The facts indicate to me that the progress of the Cleveland train was not at that time arrested as it had previously been when approaching the crossing at Alliance, the reason of which has not been satisfactorily explained. It is clear, however, that every possible effort was made to stop before reaching the crossing, for notwithstanding the statement made to Mr. Case to the contrary, it has been shown beyond a doubt that the brakes were forcibly applied and the engine reversed. The speed of the train at the time of the collision could not have exceeded 10 or 12 miles per hour. It is evident that the P., Ft. W. and C. train was either started when the Cleveland train was not more than 40 or 50 rods distant, or that the engine of the former train slipped its driving-wheels, or for some reason did not move with the usual facility and dispatch.

Mr. Case furthermore alleges that the P., Ft. W. and C. train left Alliance on its usual (meaning of course its regular) time, which statement is not correct. The Cleveland train was due at Alliance at 7 p. m., and was exactly on its time. The leaving time of the P., Ft. W. and C. train was 6:36 p. m., or five minutes before the Cleveland train was due—to which add three minutes for difference of time of the two companies—that of the former being much the faster—and it will readily appear that the P., Ft. W. and C. train was seven minutes behind its regular time, while it was on the main track of the Cleveland and Pittsburgh Road on the regular time at which the train of that road was due, even when it was distinctly in sight, and less than one minute distant. The conductor of the P., Ft. W. and C. train was notified by the agent of the Cleveland and Pittsburgh Railroad Company at Alliance that the Cleveland train train was in sight, hence he cannot excuse himself for starting his train on the ground that he was not aware of the fact; for when he was notified he said "Very well," or "All right."

Among all the rules of Railroad Companies, the one that has most general application may be considered of the greatest importance, viz: "In all cases of doubt, always take the safe side." I ask any man of common sense, having in full view the fact that a train often passes the point at which it should stop notwithstanding the utmost exertions of the men engaged in all capacities upon it to arrest its progress, whether the conductor of the Pittsburgh, Fort Wayne and Chicago Railroad did or did not take the safe side when he ordered his train to start across the Cleveland and Pittsburgh Railroad track on the regular time of the Cleveland and Pittsburgh Road, and when said train was less than eighty rods distant, although there was a rule of the Cleveland and Pittsburgh Company requiring their train to stop before reaching the crossing.

The train of the Pittsburgh, Fort Wayne and Chicago Road, which Mr. Case is reported to have stated was "literally torn to fragments by the collision," may be damaged to the amount of five hundred dollars, or less than one quarter the value of a new car.

Let me add in conclusion, the rules of the Pittsburgh, Fort Wayne and Chicago Railroad Company require that at each of the several railroad crossings on the line of that road the conductor of the train, or the firemen employed on the engine, must pass on to the crossing and give a signal that the way is clear, before the train or engine is allowed to pass over it. Had the conductor of the P., Ft. W. & C. R. R. complied with this requirement, had he gone out to the crossing, and ascertained whether any train was approaching on the C. and P. road, is there any doubt that the casualty would have been avoided? No—the C. and P. train would have passed before the conductor could have returned to his train.

No instance has occurred, to my knowledge, within the last three months previous to the accident that the train of the Pittsburgh, Fort Wayne and Chicago Railroad has started west from Alliance before the arrival of the train from Wellsville, when the latter was on its regular time. It has been the usual custom of the trains of either road to wait for those of the other when in sight, and this has, doubtless, prevented accidents at the crossing; for in several instances trains have passed over the crossing when they should have stopped before reaching it.

The violation of this rule by the Pittsburgh, Fort Wayne and Chicago Railroad Company has been, I am informed, much more frequent than by the Cleveland and Pittsburgh Company. Men of the best judgment will sometimes commit an error, and the only assurance of safety exists in the exercise of the utmost vigilance and care on the part of the employees of both Companies.

On the evening of the fatal occurrence, the train of the Pittsburgh, Fort Wayne and Chicago Railroad Company was standing at the station in a perfectly safe position. The conductor of it must have been aware, if he exercised any forethought, that it was prudent to wait a moment for the train from Wellsville to arrive—knowing, as he did, that it was close at hand; and when we reflect that a delay of some thirty seconds, according to his own testimony, would have prevented the disaster, the conclusion is forced upon us that great blame must certainly attach to the conductor of the Pittsburgh, Fort Wayne and Chicago train, as also to the engineer of that train, who testifies that he, too, was aware of the approach of the train from Wellsville. J. DURAND, Supt. Cleveland & Pitts. R. R.

Cleveland, Friday, Dec. 12, 1856.

ILLINOIS CENTRAL RAILROAD LANDS.

LAND DEPARTMENT ILL. CENT. R. R.,
CHICAGO, December 10, 1856.

To the Editor of The Democratic Press:

My attention has been called to an article in your paper of yesterday, under the caption of "Illinois Central Railroad Lands," in which it is stated "That the Company have still a million acres unsold, north of the Terre Haute and Alton Road, and the price of all the lands has been advanced to $25 per acre."

It is true that the Company have nearly a million of acres north of the Terre Haute and Alton Road, but the statement is wholly erroneous that "the price of all the lands north of that road has been advanced to $25 ⅌ acre." Many of those lands command freely $20 ⅌ acre and upward, but these are chiefly in the vicinity of towns and stations, while many others of them are only $8, $9 and $10 ⅌ acre. The object of the Company is to secure the settlement and cultivation of these lands, and hence the prices fixed on them, as far as our information enables us to do so, are about the same as those charged by individual proprietors in the same neighborhood; while the terms, being six years' credit, at 8 ⅌ cent ⅌ annum interest, are so easy that most of the settlers are enabled to make their payments and improvements from the proceeds of their crops. I should very much regret if an erroneous impression should be made on the public mind by the article referred to, and by inserting this correction you will oblige

Your obedient servant,
JOHN WILSON, Land Commissioner.

Markets. CAREFULLY REPORTED FOR THE TRIBUNE.

TUESDAY, Dec. 23, 1856.

ASHES—The market is firm for both kinds but is quiet; sales of 40 bbls. at $7 42½@$7 75 for Pots, and $8 for Pearls.

COTTON—The market is firm at very full prices; some quote higher, but our annexed quotations show the basis at which most holders are selling their goods. The transactions are reported at 2,000 bales. We quote:

NEW-YORK CLASSIFICATION.

	Uplands.	Florida.	Mobile.	N. O. & Tex.
Ordinary	—	—	—	—
Middling	12¼	12¼	12¼	12¼
Middling Fair	13	13	13¼	13½
Fair	13¾	13¾	13¾	13¾

COFFEE—There has not been any movement of the slightest importance; the sales are 1,100 bags Rio, part at 10½c., less 4 ⅌ cent for cash. In all other kinds the sales are trifling. The stock of Rio is 75,772 bags.

COPPER—New Sheathing sells in suits at 31c., and Yellow Metal 25c., 6 mos. Ingot Copper is in moderate request at steady rates. Old Sheathing commands 23c. @24c. cash.

CANDLES—A fair inquiry continues to prevail for Adamantine—prices are unchanged; sales of 2,500 boxes at 25@26c., as to quality. Plain Sperm sell at 40c. 200 boxes Patent brought 50c. Mold Tallow, 10½@10c.

DRUGS AND DYES—Sales have been made of 100 kegs Newcastle Bi Carb Soda at $4 75; 20 casks Cream of Tartar at 29c.; 20 bbls. Balsam Capivi on private terms; small lots Refined Camphor at 25c.; 5 bales Aniseed at 17½c.; 300 bales Cutch at 12½c.; Gumbo Madder at 11@11½c.

FLOUR AND MEAL—The demand for Western Canal Flour moderate owing to the storm, and the announcement of the steamer at Halifax early in the day restricted transactions. Prices are without change to note; the better grades are in fair request for the home trade and are well sustained; the sales of Western Canal are 8,000 bbls. at $6 30@$6 50 for common to good State; $6 60@$6 85 for extra State; $6 45@$6 70 for superfine Indiana and Iowa; $6 65@$7 10 for common to fair extra Ohio; $7 10@$8 for fair to choice do.; $7 40@$8 50 for extra Genesee, and $6 70@$8 75 for St. Louis brands. Canadian Flour is without important change to note and is in limited request; sales of 250 bbls. at $6 45@$6 70 for superfine, and $7@$7 75 for extra brands. Southern Flour is in fair request and is firm; the arrivals are moderate; the sales are 2,000 bbls. at $7 10@$7 35 for mixed to good superfine Baltimore, &c., and $7 40@$8 for fancy and extra brands. Rye Flour is firmly held with sales at $3 50@$5 25 for fine and superfine. Corn Meal is in limited request at $3 25@$3 37 for Jersey, $3 75 for Brandywine. Buckwheat Flour firm at $2 25@$2 50.

FRUITS continue quiet; the sales are 150 bbls. Havana Oranges at $7@, which is an advance. Western Apples are dull at $3 75@$4. By auction, 200 boxes Layer Raisins at $3 87½@$3 90; 400 do. Bunch at $3 40@$3 50; 36 frails of Soft Almonds at 5c.; 10 do. Hard at 12c.; 14 do. at 13½c.; 3 cases Prunes at 16½c.; 4 cases Citron at 18c., and 10 kegs White Grapes at $3. Dried Fruits are quiet; sales of 10,000 lb State Apples at 9½c.; 15,000 lb Pennsylvania at 9c.; 1,000 lb Southern Apples at 5½c. Southern Peaches command 16c.

FISH—Dry Cod are quiet but firm at $3 25@$3 50 for Western; Bank, and $3 75@4, for Marblehead and St. George's. Mackerel are dull, but with light receipts previous rates are maintained. We quote medium Nos. 1, 2 and 3, at $10, $8 and $6 75, respectively. Smoked Herring are also dull at 35c. for scaled, and 25c. for No. 1. Pickled Herring are steady and in fair request at $4 50 @ $4 75 for Halifax.

GRAIN—The Wheat market is firm, with limited arrivals, but in the absence of later news from Europe, until late in the day, little was done; sales of 7,500 bush. red Illinois at $1 60, and 2,900 bush. white do. at $1 73, in store. Rye is in moderate request at 85@90c. Barley is nominal at $1 20@$1 30. Oats are in limited demand at 47@48c. for State, and 45@50c. for Western. Corn is quite heavy, the arrivals are moderate, but with an ample stock and a further advance in freights, prices favor the buyer; the sales are 15,000 bush. at 69@72c. for Western mixed, in store and delivered; and 75c. for Southern white and yellow, and Jersey round yellow.

HIDES are active and prices still show an upward tendency. Sales of 3,000 Buenos Ayres at 31c.; 1,000 Monte Video at 31c.; 246 Porto Cabello at 27c., 6 mos., rejecting hides unfit for tan; 200 Country Slaughter. Large sales of Oronocos were rumored, but were denied by what is considered good authority.

The following remarks are from Messrs. Terry & Bros.:

"The trade have come up to the demands of importers with a readiness that fully sustains our previously conceived opinions, and have taken Hides upon the spot and to arrive since our last issue to the extent of 44,344, showing the demand for Hides did not cease with the close of inland navigation; indeed, the wants