

LAWRENCEBURGH,  
SATURDAY MORNING, NOV. 21, 1835.

Hon. T. H. Benton arrived at Cincinnati on the 13th instant, on his way to Washington. He was tendered a public dinner by the citizens of that place, but owing to circumstances requiring him to proceed upon his journey, the hospitality was declined.

**Fort Wayne Branch Bank.** We learn from the Sentinel, that the Branch at this place has commenced operations. On the 2d instant the following named gentlemen were elected directors on the part of the stockholders, viz: Samuel Lewis, Joseph Morgan, Joseph Sinclair, Asa Fairfield, W. G. Ewing, Francis Compart, David Burr, Jesse Vermilyea, Isaac Spencer, and Samuel Edsall. Allen Hamilton was chosen president and Hugh McCullogh, Cashier.

The second instalment payable to the branch bank here, which fell due on the 10th instant, was punctually paid up in gold and silver—not a single delinquency occurring. The specie capital of this branch is \$130,000, on which she may issue \$200,000. The business of the year has demonstrated that this sum, or even all she could issue, were her whole capital (\$200,000) paid in, is too small to meet the wants of our trading community; and that if the capital was enlarged one half, the branch could employ the whole profitably.

The watchful portion of creation, who are ever on the alert for something new, had a rare opportunity on Tuesday night last to feast their eyes and exercise their imaginations. About nightfall the horizon to the north became brilliantly illuminated, as if by an immense fire. The rays striking out in lines, east and west, extended spirally to the middle of the heavens, illuminating the space between, and dispersing the gloom of night as under the influence of a full moon. Ever and anon the light grew dim, and again brightened up, as it were, into a flame. About 10 o'clock the beauty of the scene was heightened by the change of the sky to a deep red, beautifully variegated by light interspersed.

We do not pretend to give an accurate description of the phenomenon, nor guess at the whys nor wherefores of its occurrence; but merely notice it to let our readers know we are not always napping when sights are to be seen. To those more acquainted with astronomy, we leave the task of accounting for this strange appearance in the heavens; promising to lay their opinions before our readers as early as possible. In the mean time, we imagine the world will jog on as it has wont to do it times past, unmindful and unminding that any thing has occurred to create a doubt in the minds of any one that he is about to be arrested in his onward course.

**Pork.** Although the season has arrived for packing of this article, we have heard of but few sales, and those small lots of hogs, intended for immediate shipment in bulk, as it is termed. There appears to be an unusual backwardness, this season, both on the part of growers and purchasers to set prices, or make offers of what they will take or give for hogs. Both seem disposed not to be in a hurry to sell or buy, hoping, perhaps, to do better after a while. The few sales made, as noticed, were at something like \$4 per cwt. The business will probably open at near the same price; and we apprehend, though better prices are expected, that few dealers will do better than to sell now on similar terms.

We understand that several persons in this place intend purchasing and packing this season. We know that extensive and suitable preparations have been made for the purpose, perhaps superior to any in the State. Maj. J. P. Dunn, we would mention, has erected extensive buildings expressly for packing pork, and fitted them up in a style that does credit to his taste and enterprise. Others have provided themselves with suitable buildings and appendages to do an extensive business, both in slaughtering and packing.

Farmers and others in this section of the State, entering the pork trade this fall, we think would do well to visit our place and see our dealers. Whether disposed to sell or pack on their own account, we feel persuaded they could do as well here, if not better, than at any other place.

**Lawrenceburg Market.**—Apples, bushel, 25 to 37 cts. Butter, lb. 15 to 18, in demand. Beef lb. retail 5 to 6; by quarter lb. 3 to 4. Pork lb. 5 to 6, retail. Corn meal, bushel, 50 to 62. Chickens, dozen, \$1 to 15, scarce. Cheese, lb. 9 to 10. Eggs, dozen, 8 to 12. Flour, bbl. \$7 to —. Flaxseed, bushel, 90 to 100. Hay, cwt. 50 to 56. Oats, bushel, 31 to 37, in demand. Potatoes, bush, 25 to 37, sales fair. Salt, Kenhawa, bush, 35; Conamoy, do. 37. Wood, cord, \$2 to 250.

We understand that petitions are circulating in different parts of this county, for signatures, praying the legislature to revise their act of last session to relocate the county seat, and pass a law to give the people the power to determine by vote where the court-house shall be. The plan seems to be regarded as reasonable, and the most likely to give satisfaction to the people.

**GREAT SOUTHERN RAIL ROAD.**

From the manner in which this work receives favor in the South, there can be no doubt of its being immediately undertaken. We make the following extract from Gov. Lumpkins annual message to the Legislature of Georgia on this subject. The language he holds and the argument she uses, are admirably calculated for our own people, and our own legislature—and, we trust, will have due weight. If a branch into this great work is of so much consequence to Georgia, how much more so is it to the people of Indiana, that they should be connected with it. This will be effected by the construction of our rail road to Indianapolis, and then by means of it and the White Water canal, the centre, northern, and eastern sections of the State will be brought into immediate connection with the southern trade and travel.

Already we perceive the citizens of Ohio are alive to this important subject. Meetings have been called to devise means for carrying branches from the main track into the interior of Ohio to the Lake. On the one side its business will be diffused to the

upper Ohio by means of the Maysville turnpike—in the middle the main road will strike the river at Cincinnati—and the Lexington and Louisville rail road will accommodate the lower part of this State, Kentucky, and lower Illinois, and will the centre, the northern and the eastern parts of Indiana remain idle? If indeed we will not stir on our own account, place, but owing to circumstances requiring him to proceed upon his journey, the hospitality was declined.

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I would most respectfully and earnestly invite the attention of the General Assembly to the contents of a pamphlet, which I lay before the House of Representatives, on the subject of a contemplated rail road from the valley of the Ohio river, to the Atlantic coast of Georgia and the Carolinas. A deliberate consideration of the documents which compose this pamphlet, will not fail to impress the comprehensive mind, with the great importance of the subject. Georgia, the two Carolinas, Ohio, Tennessee, Kentucky, Virginia and Indiana are the States, most deeply interested in the project—while its consummation could not fail to extend benefits to every part of our continent, East and West, North and South. The extent of this inland communication, from North, to South, through the centre of the United States, would comprehend at least fifteen degrees of latitude, and could only be compared with that established by the Mississippi river itself: at least half the population of the Union, comprehended in whole or in part, residing in Florida, Georgia, the Carolinas, Virginia, Pennsylvania, Kentucky, Ohio Michigan, Indiana, Illinois and Missouri are interested in the completion of a rail road from Cincinnati in Ohio, to the Atlantic coast, and would immediately participate in its advantages. This line of communication, connected as it is and would be, with the other public works of the States, from the Atlantic Ocean to the great northern lakes, establishing a direct communication through nearly all the varieties of climate, soil production and people of United States, would forever stand conspicuous among the public works of the union, both in a commercial and social point of view. Should this work be executed, the social, political, and commercial relations between these extreme sections of the North and South, would instantly be changed. The intercourse thus established would be unprecedented in those United States; we should no longer be strangers and aliens to our brethren—Charleston, Savannah and Augusta would be brought into social and direct intercourse and good neighborhood with Cincinnati, Louisville, Lexington &c: the people of the two extreme regions would every summer meet together in the intervening mountain region of Georgia and the Carolinas (one of the most delightful climates in the world) exchange opinions, compare their sentiments and blend their feelings, the North and the South would shake hands with each other as united brethren—yield up every sectional and political prejudice, pledge themselves to joint objects of national interest, and part as friends and brethren, devoted to the Union and the liberties of their common country.

The important objects of direct inter-communication between distant communities, have enlisted the talents and enterprise, of not only the first men of the age, but whole communities, composed of different States and sections of the country, are moving forward to the accomplishment of the most splendid works of internal improvements. The apathy of Georgia, on this deeply interesting subject, is pregnant with the most fatal consequences to the present and future interest and prosperity of the State. 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