

# GALLIPOLIS JOURNAL.

Published by James Harper,]

"Truth and Justice."

[At \$1.50 in Advance.

Volume XV.--Number 45.

GALLIPOLIS, OHIO, OCTOBER 10, 1850.

Whole Number 773.

## THE JOURNAL.

Is published every Thursday morning  
BY JAMES HARPER.

In Telegraph Building, Public Square.

### TERMS:

I copy one year, paid in advance, \$1 50  
" " if paid within the year, 2 00  
For Clubs.—Four copies, \$5 50  
" " Six " 8 00  
" " Ten " 13 00

The person getting up a club of TEN will be entitled to one copy gratis, so long as the club continues by his exertions. The cash, in these cases, must invariably accompany the names.

### ADVERTISING:

One square 3 insertions, \$1 00  
Each subsequent insertion, 25  
One square 6 months, 4 00  
" " 1 year, 6 00  
To those who advertise larger a liberal reduction will be made.

For the Gallipolis Journal.

### Friendship.

INSCRIBED TO J. S\*\*\*\*.

Where shall we trace the power which binds,

In union sweet all kindred minds,  
Tis where the feelings of a friend  
With truth and virtue haply blend.

Where friendship's spirit kindly flows,  
Around each joy in beauty glows;  
It leaves a thousand charms impress'd  
And gives to life its finest zest.

When days of sorrow and of care  
Urge on the mind to sad despair,  
The hand of friendship will sustain,  
Nor seek to comfort you in vain.

In memory's vision, friendship smiles,  
And of the lingering hour beguiles,  
Disdaining all the wiles of art,  
It glows in every virtuous heart.

Sweet friendship—then is not a blessing,  
To be worn or cast aside,  
But a firm and priceless treasure,  
And more valued when most tried.

The hand of friendship, may its power,  
Be felt by thee in sorrow's hour;  
Be faithful in each changing clime,  
Be cheered by absence and by time.

IRENE.

EWINGTON, Oct. 3, 1850.

### Properties of different kinds of Corn.

Indian Corn, according to Professor Johnson, contains starch, oil and albumen, but in very different proportions, according to the seed which is analyzed. The Southern corn has a fair proportion of starch, and of oil also. Another variety, (the name we did not hear) has a large quantity of starch, but no oil; the pop corn has an undue proportion of oil; so has the rice corn; sweet corn has but little oil, but a considerable amount of gluten, &c. If starch is required, the corn containing the largest proportion of this ingredient should be selected; if to fatten cattle, corn containing oil should be employed. Pop corn is dependent for its peculiar powers (if we may so speak) upon the quality of oil which it contains, its popping, by which its whole character is changed, being the result of the expansion of the oil contained within the cells; one barrel of this corn, when popped, will make sixteen barrels; one barrel of rice corn will make thirty-two after popping. Reference was made to wheat, which is said to contain usually about two per cent. of oil, while corn contains nine and ten per cent. of the same material. Thus it will be seen that a knowledge of the structure of the seed has to do with the subject of raising and fattening cattle, and with manufactures.

**RAILROADS.**—An exhibit of the affairs of the Ohio and Pennsylvania Railroad Company, has been put forth by the Directors. The road is to extend from Pittsburgh to Crestline, near Gallipolis, in Ohio, a length of 185 miles—and connects with the Bellefonte and Indiana and the Ohio and Indiana railroads; one running towards Indianapolis and St. Louis, and the other to Fort Wayne, Chicago and Galena. It also intersects the Cleveland, Columbus and Cincinnati railroad. The company have the authority of issuing \$1,000,000 of bonds for the purpose of constructing the road, which will cost when completed to Massillon, \$2,885,000. With a portion of these bonds the company has bought the iron for the road from Pittsburgh to Massillon, a distance of 170 miles. From the latter place to Crestline, 78 miles, it is estimated that the grading and bridging will cost \$400,000, of which \$250,000 have been raised by local subscription. The whole work is to be completed in 1853.

## GALLIPOLIS JOURNAL.

MONDAY, Oct. 7th, 1850.

### The Railroad Meeting at Point Pleasant.

The adjourned Railroad meeting at Pt. Pleasant on the 2nd inst., was more numerous attended and manifested more enthusiasm than any popular gathering we have witnessed since the last Presidential election. The number in the court house, where the organization took place, and in the yard around, may safely be put down from eight hundred to one thousand.

The meeting was called to order by the Chairman of the former meeting, James H. Couch, Esq., Chairman of the committee appointed at the previous meeting to draw up and submit a report, read the committee's report, prefacing it with appropriate remarks, enlarging and elucidating the matter of the report, and closed with a well directed appeal to his Virginia fellow-citizens to unite with energy in an effort to procure the extension of the Central Railroad down the valley of the Kanawha to its mouth. His remarks on the value of this improvement to Western Virginia, and to the country along and adjoining the Kanawha valley were appropriate and forcible. Gen. Newsum, of Gallipolis, read to the meeting some written remarks embodying numerous facts, showing the advantages of a Railroad connexion of central Ohio with central Virginia. The Secretary read a number of letters from gentlemen who had been invited to attend, but were prevented from so doing.

Henry J. Fisher, Esq., being called for, appeared and addressed the meeting. He spoke of the proper and most expedient measures to be adopted to induce the Virginia company to push forward their road to Charleston and down the Great Kanawha to the Ohio river. He mentioned the difficulties but thought that by well directed efforts and timely measures they might be overcome. He pledged himself to exert himself for its accomplishment while in Richmond (he is a member of the Virginia Constitutional Convention) and to attend the meeting of the Company at Louisa Court House on the 17th inst. After Mr. Fisher had concluded, an adjournment for dinner was carried.

The people of Point Pleasant, with a generous hospitality for which Virginians are renowned, had provided a fine dinner on a liberal scale. The table extended the whole length of the yard surrounding the public buildings, and was well supplied, as the eight hundred who partook can testify.

When the meeting was called to order in the afternoon, the report of the committee from Ohio, drawn by Gen. House, who had personally been over the proposed route from Gallipolis as far as Jackson, was read with some explanatory remarks by S. A. Nash. (This report, accompanying which is a map of the country through which the route passes, we presume will be presented by Gen. House himself to the meeting next Wednesday. Indisposition prevented Gen. H. from being present at the Pt. meeting.) The official proceedings with the report will be found below.

On the whole we think this meeting an auspicious commencement. The numbers present and the enthusiasm manifested shows that the proposed improvement has taken strong hold of the popular mind, and that any measures looking to its accomplishment will meet the hearty co-operation of the people. We cannot close this brief notice without expressing, in behalf of those who visited the Point from Ohio, to Messrs. Allen & Rosebury our thanks for generously conveying all attending the meeting from Ohio across the river free, and the promptness and desire they manifested to accommodate all.

**Proceedings of the Meeting.**  
At an adjourned meeting of the citizens of Virginia and Ohio, held at Point Pleasant, Va., on the 2d day of October, 1850, to take into consideration the extension of the Virginia Central Railroad to the mouth of the Great Kanawha river, James H. Couch, Esq., chairman of the joint committee on behalf of Virginia and Ohio, appointed at the primary meeting to collect facts and information upon the subject, made the following report. (See report below.)  
Mr. Newman offered the following resolutions, which were adopted:  
**Resolved,** Unanimously, that the re-

port by the committee appointed at a meeting of the citizens of Mason county, Va., and Gallia county, Ohio, held at Point Pleasant, on the 14th day of Sept., 1850, to report to an adjourned meeting, to be held at the same place on this day, be adopted, and that the Chairman and Secretary sign the same on behalf of the meeting, and that a copy thereof, with the proceedings of this meeting, be submitted to the next General Assembly of Virginia, by Robert T. Harver, Esq., the delegate from this election district.

**Resolved,** That James M. Choin, Charles Glendinen, Nathan Smith, and Charles T. Beale be a committee to contract for and superintend the printing of five hundred copies of said report and proceedings of this meeting, in pamphlet form, for distribution.  
**Resolved,** That Henry J. Fisher, George W. Stribling, George W. Summers, and Benjamin H. Smith, Esqs., be and they are hereby appointed delegates to represent Mason county in the meeting of the stockholders of the Virginia Central Railroad company, to be held at Louisa Court House on the 17th instant.

James H. Couch, Esq., offered the following resolution, which was adopted:  
**Resolved,** That a committee of five be appointed by the chairman, to meet Charles G. Shaw, the Engineer now surveying or reconnoitering a route for a railroad from Covington to the Ohio river, and offer him any facilities for surveying the route down the Kanawha Valley.

The Chairman appointed Charles T. Beale, James H. Couch, John McCulloch, Maj. A. Bryan, and George Moor said committee.  
On motion of Charles Kreuzer, the Secretary is directed to forward copies of the proceedings of this meeting to the Richmond, Staunton, Lewisburgh, and Kanawha, Va., papers, and the Gallipolis, Jackson, and Chillicothe, O., papers, with a request that the editors of said papers publish them.

On motion of S. A. Nash the meeting adjourned.

ROBT. MITCHELL, Ch'n.  
JAS. C. MURDOCK, Sec'y.

### REPORT.

The Joint Committee from Virginia and Ohio, appointed at a meeting of the citizens of Mason county, Virginia, and Gallia county, Ohio, at Point Pleasant, Va., on the 14th day of September, 1850, to report to an adjourned meeting, to be held at the same place, on the 2d day of October, 1850, such facts as they might be able to obtain in regard to the extension of the Virginia Central Railroad from Covington to the Ohio river, respectfully submit the following report:  
The improvement of the bed of the James river was commenced in the year 1784, and as far back as the year 1812, John Marshall, James Brackenridge and four other commissioners, appointed to view certain rivers in the Commonwealth of Virginia, examined the James river by Lynchburg up, crossed the mountains, and with much difficulty and danger descended the then unexplored New river.

They recommended the improvement of the James and Jackson rivers to Dunlap's creek, thence a turnpike road across the Alleghany mountain, and the improvement of the Greenbrier, New and Kanawha rivers to the Ohio.  
Subsequently another survey of the same route was made, and an independent canal to Covington, a turnpike from thence to the Kanawha, and the improvement of that river was recommended as the best mode of accomplishing the great object of connecting the Eastern with the Western waters of Virginia.

In the year 1823, the State having previously purchased the improvement of the original James river and Kanawha Company, adopted the above recommendation, and commenced deepening and widening the old canal, the construction of the Kanawha turnpike and the improvement of the Kanawha river, and in 1829 the Kanawha road was extended to the Ohio river at the mouth of Big Sandy.

Since that time the canal has been completed to Lynchburg, and partially so to Buchanan.  
The whole cost of the James river and Kanawha improvements, including the cost to the State and individuals of the Kanawha and Big Sandy turnpikes, has been seven millions of dollars.  
Thus after a lapse of more than a half century, and the expenditure of millions of money, the only connection between the East and West through Virginia, for more than half the distance from the Ohio river, is by a mud turnpike and the Great Kanawha river, rendered more difficult and dangerous of navigation by every dollar ever spent in its so-called improvement.

It would seem therefore that the scheme of connecting Richmond with the Ohio river by means of a canal and the improvement of rivers, after an expenditure of sixty-six years, and the expenditure of seven millions of dollars, ought now to be abandoned.  
It is hoped that prejudice and unwillingness to abandon a long cherished means of accomplishing an object dear to all, will soon yield to reason and universal experience, and that the end will no longer be endangered, or rendered useless of accomplishment, by stubborn persistence in the use of means that must end in disappointment and loss.

In 1836 the Louisa Railroad Company was incorporated by the Legislature of Virginia, and they have constructed a railroad from a point on the Richmond and Fredericksburg railroad 21 miles north of Richmond to Gordonsville, from Gordonsville the road has been completed to Charlottesville, and from Charlottesville is in process of construction west to Staunton, and will be completed to that point in a short time.

By an act of the Legislature of Virginia, passed on the 2d of February, 1850, the name of the Louisa railroad company was changed to the Virginia Central Railroad Company, and the bonds of said company, to an amount not exceeding one hundred thousand dollars were guaranteed by the State for the purpose of completing the construction of their road from the junction to Richmond.

By an act of the same Legislature the Louisa, now the Virginia Central railroad company were authorized to increase their capital stock by the additional sum of seven hundred thousand dollars, for the purpose of extending their road from Staunton to Covington, and of this amount the State is to subscribe three-fifths. By a subsequent act of the 8th of March, 1851, certain counties mentioned in said act were authorized to subscribe for stock in the said Virginia Central Railroad; two of those counties, Greenbrier and Monroe, have subscribed each the sum of fifty thousand dollars, which will insure the subscription of one hundred and fifty thousand dollars by the State, and as it is confidently believed the construction of the road to Covington. The liberal subscription of one hundred thousand dollars by the counties of Greenbrier and Monroe, both lying west of Covington, and neither touched by an improvement terminating at that point, would surely not have been made but for the belief that the road would be continued west through their territories to the Ohio river.

The road then being completed from Richmond to Covington, more than half the distance to the Ohio river—the Blue ridge passed—the road within twenty-five miles of Greenbrier river, the principal tributary of New river, itself the main stem of the Great Kanawha—within reach of the immense trade and travel of the great West and Southwest by the Ohio river and by a railroad through the centre of Ohio to Cincinnati and the lakes—it is impossible that it can there stop.

It cannot be that Virginia will then abandon the long and ardently cherished scheme of connecting her Eastern and Western territory—that she will then forego the only means of arresting the sinking fortunes of the State—of making her people East and West one in feeling, interest, and destiny.

Impressed with the belief that this great central improvement would be continued to the Ohio river, the Legislature of Virginia at its last session authorized the Board of Public Works to employ a competent engineer to survey and report to the Board, the nearest and best route for a railroad from Covington to the Ohio river.

In pursuance of the authority so vested in them, the Board have employed a distinguished engineer, Charles G. Shaw, who is making the survey of Greenbrier and New rivers. Diversity of opinion exists as to the best route from Covington to Charleston—some contending for a location down Elk river to the Kanawha, and thence down the Kanawha—others for a route down Guyandotte river to the Ohio—but looking to the map and the country through which the road must pass, it is evident that the natural, if not the only practicable route is down Greenbrier river to its junction with New river, down New river to its junction with Gauley, and from thence down the Kanawha to the Ohio river at Point Pleasant.

Some difference of opinion exists also, as to the route the road should take from Charleston, or from the mouth of Coal river twelve miles below, and it is contended that the road should leave the Kanawha valley at one of those points, and go across the country to Guyandotte or the mouth of Big Sandy. It is said by the friends of the Guyandotte terminus, that it is nearer from Charleston to the Ohio river at Guyandotte, than to the Ohio at Point Pleasant—that a road terminating at Guyandotte would strike the Ohio forty miles lower down and nearer Cincinnati—and that Guyandotte bar at the town of Guyandotte so obstructs the navigation of the Ohio in low water, as to render it difficult and often impracticable for boats to get over it when there is sufficient water below to Cincinnati.

From Charleston to Point Pleasant by the turnpike road, is fifty-three miles, and from the same place to Guyandotte by the turnpike road is forty-eight miles, and to the mouth of Big Sandy sixty miles, making a difference in favor of Guyandotte, supposing the road could be located as near as the turnpike, of four miles favor.

But in seeking a grade practicable for a railroad there is no doubt that the distance would be much increased and perhaps rendered greater than the route down the Kanawha valley.

The country through which a railroad would pass down the Kanawha valley is already graded by the hand of nature; there are no valleys to fill up, or hills to cut down; it is a country unsurpassed by any in Virginia for the salubrity of its climate, the fertility of its soil, or the extent and value of its minerals.—The country from Charleston to Guyandotte is a succession of large hills and small valleys—comparatively unproductive, and offering no single facility for the construction of a railroad, either from the course of its streams or the range and direction of its hills.

There can be no doubt that a railroad can be constructed from Charleston down the Kanawha river, at an expense very far short of that necessary for the construction of such a road to Guyandotte, and to the cost of the road must be added the cost of a bridge across the Kanawha at Charleston.

In view of the immense amount of business that must be done by the railroad and the steamboats on the Ohio river, it becomes an object of paramount importance to terminate the road at some point on the river that will afford to boats at all seasons of the year, and all stages of water, a convenient and safe landing, and a deep and safe harbor. The Ohio landing at Point Pleasant from its depth, and freedom from snags and other obstructions, is notoriously one of the best on that river, while the great depth of the Kanawha at its mouth, renders it the safest and best harbor from Pittsburgh to Cincinnati.

Guyandotte possesses none of these advantages for the terminus of a railroad. It has no harbor in which boats could safely lie in the summer, or be protected from ice in the winter, the landing in low water is difficult, and often impracticable by reason of Guyandotte bar, which extends some three miles below the town, and indeed from the town to Twelve Pole bar, a distance of nine miles, there is not a single safe or convenient landing for steamboats in low water.

Supposing the railroad to terminate at the Ohio, and that the river alone should be relied upon as the conduit of Southern and Western travel and trade, in that event the single fact that by the river, Guyandotte is forty miles nearer Cincinnati is all that could be justly said in its favor, for in all time past when boats could get to Guyandotte, they have with the same freight got to Point Pleasant.

During last summer and this fall, more steamboats have been aground and fast at four mile bar, only nine miles above Cincinnati, than upon any other bar or shallow from Pittsburgh to Cincinnati.

Coming from Cincinnati up the Ohio river there is four mile bar, Charleston bar, Brush creek island, Greenup shallows, and Twelve Pole bar, all nearly as shallow, and some, from the difference in the character of the bed of the stream, more difficult than Guyandotte bar. From Guyandotte to Point Pleasant there is no obstruction in the river so difficult as those just mentioned below that place.

But it can never be that a great central railroad through Virginia will terminate on the Ohio river, it must and will seek a more safe, uniform and reliable connection with Cincinnati, the great centre of the Western commerce and travel, than can be found by the river.

In the State of Ohio there is now in process of construction, a railroad from Cincinnati through Hillsborough to Chillicothe, this route intersects the Cincinnati and Sandusky railroad and is already completed to Hillsborough.

At the last session of the Ohio Legislature a company was incorporated to build a railroad from Gallipolis, four miles below Point Pleasant, through Jackson to Chillicothe, a distance of sixty-one miles. The route has been surveyed and found to be practicable and easy, and only awaits the decision of the terminus of the Virginia road; should that decision be in favor of Point Pleasant, the road to Chillicothe will be built *pari passu* with the road from Charleston, and a direct connection thus formed between Cincinnati and Sandusky and every Atlantic city of the Union. If the route of the Virginia Central railroad down the Kanawha valley had not a solitary other recommendation, the single fact that by that route a scheme so magnificent could be so easily accomplished, should be conclusive in its favor.

From Point Pleasant to Cincinnati through Gallipolis, Jackson and Chillicothe, is one hundred and fifty miles; from Guyandotte to Cincinnati by the nearest practicable route is one hundred and seventy miles, so that at no point on the Ohio river within reach of the Virginia Central railroad can a connection with Cincinnati by railroad be so easily and certainly made as from Point Pleasant.

### JAMES H. COUCH.

Signed by the Chairman and Secretary in obedience to a resolution of the meeting for and in behalf of the meeting.

ROBT. MITCHELL, Pres't.  
J. C. MURDOCK, Sec'y

We have not space for all of the letters read. We make the following extracts. Dr. S. Patrick, a member of the General Assembly of Virginia for Kanawha county, writes as follows:

BLUE SULPHUR, Sept. 20, '50.

GENTLEMEN:— \* \* \* Nothing short of a continuous line of Railroad from the city of Richmond to the Ohio river can arrest the sinking fortunes of the State, in the cause of internal improvements as well as in a commercial, agricultural and manufacturing point of view. I have always regarded the route through the Kanawha valley as the most feasible, having regard to distance as well as practicability. It is well understood that vigorous efforts are being made in other portions of the State, to enlist both the people and the Legislature to support a scheme which is to connect with the Mississippi much farther South. To carry out this plan it will require the construction of some seven hundred miles of road through a region in and out of the State, perhaps presenting more obstructions than any proposed line of road in the Union; and if it were possible to accomplish a work so visionary, it would of necessity dispirit its friends and the public—it must be evident to all that will examine the subject without bias, that its terminus would be too far below some of the great commercial cities, to command the trade and travel of the great West. Wishing that your efforts may do much to promote the great object of the meeting,

I am your ob't servant,  
S. PATRICK.

To Messrs. Charles Beale and others.

From the Hon. S. Price:

LEWISBURG, Sept. 23, 1850.

GENTLEMEN:— \* \* \* I have for years been a humble advocate of this improvement, and although I cannot be with you in person, my heart and best hopes will be with you. I look upon it as the greatest improvement of the age, calculated to exert a greater influence upon the destinies of Virginia, than all her other improvements combined. Every means should be employed to push it on. I hope your meeting will be fruitful of much good.

With great respect,  
I am your ob't servant,  
SAMUEL PRICE.

To C. T. Beale and others.

From Dr. Wm. N. Patton:

LEWISBURG, Va., Sept. 25, '50.

Messrs. C. T. Beale and others. GENTLEMEN:— \* \* \* In the objects of your meeting you have my hearty concurrence, and I only regret that I could not contribute somewhat to forward your efforts by giving you some evidence of the desire of our people to see them succeed, and furnish some statements showing that there is no difficulty in the way, but want of capital and disposition to invest it. The vote of Greenbrier and Monroe, of which you are informed, furnishes only a fair expose of the feeling on the subject by all that wide scope of interesting country to be affected by it; and I do not hazard too much when I affirm that no question was ever presented to a people upon which they were more unanimous. You may, therefore, I think, endorse for us of the mountains, as being fully mature to co-operate with you in the noble efforts you are making.— Of the practicability of the route, I entertain no misgivings; but upon this point we shall soon hear the authentic report of the engineer now engaged in making the survey. Such gentlemen, in brief, are the views I entertain on this question, and trust your deliberation may guide you to the wisest course of action. I cannot conclude without expressing my high admiration for the interest manifested by a part of Ohio, in a work reciprocally beneficial, but essential to the vitality of Western Virginia. It is magnanimity like this that will destroy sectional prejudices—makes us one in feeling and interest, and

practically teach that we are brothers of the same compact, identified in interest, and one in feeling. You will please accept this as an apology for not responding in person, to the kind and complimentary invitation to be present and participate in the meeting.

I am, gentlemen,  
Your ob't servant,  
Wm. N. PATTON.

To Committee.

From the Hon. W. Smith:

LEWISBURG, Sept. 23, 1850.

To C. T. Beale, and others.

GENTLEMEN:— \* \* \* Approving most cordially the object of the meeting, and believing that object to be deeply interesting to the friends of internal improvement, in this part of the country, it would be exceedingly gratifying to me to be present, and to participate in the proceedings and measures which may be adopted on the occasion referred to. That gratification, however, is denied me. I am, very respectfully,  
Yours, &c.,  
Wm. SMITH.

From the Hon. John Brough:

MADISON, Ia., Sept. 23, 1850.

GENTLEMEN:— \* \* \* I feel a great interest in the Railroad improvements of the country; they are emphatically the improvements of this age. They benefit all classes, but especially the agricultural—enhance the price of real estate—bring distant points into close proximity, and afford not only the most speedy and safe means of travelling, but the most expeditious, and certain avenues to markets.

Wishing you every possible success in your enterprise, I remain  
Very truly  
Your ob't servant,  
JNO. BROUGH.

Messrs. C. T. Beale and others.

From C. Hendrick, Esq.

KANAWHA SALINES, Va., Sept. 24, '50.

GENTLEMEN:— \* \* \* I look upon a central Railroad through our beloved native State as the only bond or means whatsoever that can ever make the citizens of East and West Virginia, what they should be and what an elevated patriot desires above all things, one people—the same in interest, in feeling, in destiny. Mountains interposed has made them strangers and almost enemies, by barring nearly all intercourse, social or commercial, and giving rise to opposing interests and a feeling of antagonism which I fear is rapidly growing upon us.

I hope, gentlemen, the proposed meeting will be fully attended, and that it may result in much good towards furthering its great object.

Your obedient servant,  
C. HENDRICK.

From the Hon. J. M. H. Beale:

HOUSTON OF REP., Sept. 21, 1850.

To C. T. Beale, and others.

GENTLEMEN:— In addition to what I wrote you this morning, I have now to say, from information derived from Mr. Vinton, that it would be much more practicable for the people of the State of Ohio, to unite with a Virginia Railroad, terminating at Point Pleasant, than at Guyandotte, for the reason that the distance from Point Pleasant to Chillicothe is only sixty-four or sixty-five miles, and only some thirty miles from the Point to some station on their contemplated Ironton Railroad; whereas the distance from Guyandotte by way of Ironton, or any practicable connexion with that road to Chillicothe, would be 105 or 110 miles; showing a difference of some 45 miles, or near 50 per cent. against that connection.

J. M. H. BEALE.

WOMAN INSTANTLY KILLED.—A French woman fell on the steamboat "Richard Henry Lee" yesterday, and ran a parasol stem into her brain, through her eye. She died instantly.— *Cin. Com.*

The Lancaster Daily Gazette says that there are rumors afloat, of forgeries played upon some banks in that vicinity, and also upon individuals to a large amount. At present the Gazette does not feel at liberty to make disclosures. The forgeries will amount, it is said, to \$10,000 or \$12,000.

Some heartless scoundrel has been in the habit for some time past of poisoning the cows in the neighborhood of St. Louis, Missouri. It is said that the only object which could prompt such villainy is the procuring of the hide.