

PALLADIUM.

Saturday Morning, May 31.

State Bank. It will be seen by reference to an article published under this head, in another column, that the stock authorized to be subscribed at each of the branch locations, has all been taken; and that measures are in progress, to enable the several branches to go into operation, as soon as the loan is effected on the part of the state. The reports published, that the loan had been taken at 4 per cent., are considered without foundation.

The Board of State Directors have appointed Messrs. Omer Tonsey, Jesse Hunt and Pinckney James, as Directors on the part of the State, in the branch at this place.

It is stated that the President has nominated to the Senate, Henry Horn, Robert Vaux, J. M'Alister, of Philadelphia, Saul Alley, of New-York, and Joseph White, of Baltimore, to be directors of the U. S. Bank, on the part of the Government, vice Peter Wager, Henry D. Gilpin, John T. Sullivan, Hugh McElderry, rejected by the Senate, and James A. Bayard, refusing to serve.

SAMUEL H. DOWDEN, Esq. is nominated in the Whig of the 24th, as a candidate to represent this county in the next Legislature.

Paoli, la. Patriot. The editor of this paper, in a late No., informs his readers that he is not sufficiently patronized to warrant him in continuing the Patriot; and intimates that after the publication of two Nos. more, it may be discontinued. We are sorry to hear this. The Patriot is neatly printed, and conducted with more than ordinary ability and spirit. We should regret very much to lose so clever a fellow-laborer from the corps editorial.

The Weekly Messenger announces James H. Cravens, John Dumont, and Alexander Sebastian as candidates for the Senate in the Switzerland and Ripley district; and Henry Banta, Daniel Kelso and John Pavay, for Representative, in the former county.

We consider it due to Mr. Lane to say, that the remarks published in the Palladium, a short time since, as delivered by him on the amendment proposed by Mr. Yance to the general appropriation bill, were very erroneously reported. We are promised a correct report, which we shall endeavor to lay before our readers at a convenient time.

We present our readers to-day with a full report of the proceedings of the Senate, on rejecting the nominations of the U. S. Bank directors, on the part of the Government. Both sides of the subject are thus placed before the reader, who is left to draw his own conclusions from the facts submitted.

WHOLESALE PRICES CURRENT.

Cincinnati, May 29. Beans, bush, 75; coffee, lb. 14 to 15; feathers, lb. 30 to 31; flaxseed, bush, 87½; flour, bbl. \$3 to 3 75; grain—wheat, bush, 60 to 62; rye, 37; oats, 25; corn, 31; hay, ton, \$8; meal, corn, bush, 40 to 44; molasses, gal. 23 to 45; bacon hams, canvassed, lb. 7; butter, keg, lb. 8 to 10; cheese, lb. 8 to 84; salt, Kenawa, bush, 34 to 37; Conemaugh, 50; sugar, N. O. lb. 7 to 8; tea, imperial, \$1; young hyson, 75.

The following letter, addressed to the editor, was received during the past week; and as its contents are of interest to many of our readers, we take the liberty of publishing it, without knowing the writer's wishes in this respect:

WASHINGTON, May 21st, 1834.

Dear Sir.—Your kind note of the 13th is before me. In reply I can only say, in reference to the mail routes spoken of, that I have procured to be placed in the mail route bill, a route from the Rising Sun, by James's mill, Dillsburgh, Watts's mill, to Crossplains.

A mail route from Lawrenceburgh by Aurora, Wilmington, Dashiel's, &c. to Napoleon. I considered it advisable to leave Lawrenceburgh by way of Aurora, on account of circulating the papers; and in order to enable the citizens between the points named, to communicate direct to Aurora, or Lawrenceburgh. Also, a route from Georgetown to Napoleon, by way of Vevay, &c.

Thus you see, from Napoleon, they will be able to communicate direct to Vevay, Rising Sun, Aurora, or Lawrenceburgh, and all the places between those points—possessing facilities not heretofore enjoyed. I have also caused the route from Lawrenceburgh to Sumner's to be put in immediate operation. And a few days since, obtained an order from the department, directing the mail boats to leave the mail at Vevay, instead of Ghent.

Yours, in haste, A. LANE.

Extract from a letter to the Editor, dated

“WASHINGTON, May 24, 1834.

The die is cast. The Bank has sealed its own fate, and the fate of the Bank Senate. Its refusal to submit to an examination of its affairs, is proof, strong as holy writ, of its corruption. It has set itself up, against, nay, above, the President, the Government, the people, the constitution, and laws.”

The Indiana American says: “We see it stated in the Western Christian Advocate, that a stout, athletic man, by the name of Samuel Book, of Lawrenceburgh, la. died at Natchez, two or three weeks since, of Cholera.”

We think the above is an error, in part. No person of the name of Book has ever, to our knowledge, resided in this place or the neighborhood. If any such has lived here, it was only for a short period, and was little known.

From the Indiana Sentinel.

Extract of a letter from the Hon. Amos Lane member of Congress from Indiana, to W. J. Brown, of Rushville.

WASHINGTON, April 21, 1834.

Dear Sir: The President's message has thrown the Senate into a flame—nor is our House exempt from the contagion. How, or when, or where it will end no one can tell.

If I was compelled to give my opinion, it would be that a bank of some kind will be chartered before the session closes. For a bank possessing all the usefulness without the power to do evil, is my bulk, and I hazard nothing when I say that two-thirds of all the genuine and abiding friends of the administration are of the same opinion.

Trust me sir, when I say, that when the hour shall come that a distinct proposition of a bank or no bank shall be brought before Congress, you will find some of those who have been the loudest, boldest, and fiercest in the chase to hunt down the president for assisting to put down the present bank, and for the removal of the deposits, the first to oppose any bank or any plan for relieving the people or to correct the currency—I am for a bank of a harmless but useful character. A bank for the people—a bank for the many and not for the few. My opinion has undergone no change since I was before the people as a candidate—you knew them—all knew them—all read them—and all heard them.

The gentlemen of Rush county deceive themselves if they should have supposed it would not have been perfectly agreeable to me if they had, or should send me a memorial, either for or against the bank, to have received it; and to have been the humble instrument of presenting it to the House; I would and will do them justice as American citizens, and as high-minded, honorable constituents.

I have no opinion to conceal, nothing to dissemble: the day has come when every man ought to speak freely. I, sir, can say I have stood at my post, and voted in every instance during the session. I have not been to Baltimore, Philadelphia, or New York on my own private business, at the public expense of eight dollars per day. Nor does my name stand erased by the pen of the clerk as absent when the ayes and nays have been taken, some thirty-five times out of sixty-seven. I vote and speak; let my constituents judge.

Yours, sincerely. A. LANE.

W. J. BROWN, Esq.

The following article from the Wabash Courier contains matter of general interest to the people of this state; and we would like to see the subject of our contemplated state improvements more generally discussed. The project of a Whitewater canal has been by some deemed visionary; so was the Wabash and Erie canal a few years ago, not only viewed as premature, but opposed as a monster that would devour all the resources of the country, and by the enormity of consequent taxation, reduce us to beggary. We now behold that work rapidly progressing, the country within its vicinity settling with industrious and enterprising citizens, and the means of its accomplishment nearly if not quite sufficient without the patronizing hand of the General Government to aid in its construction, but unlike the work now in progress, it will be located through a thickly settled and highly cultivated country; and the general prosperity and increasing wealth of Indiana will soon make such enterprises absolutely necessary; and they can be effected without imposing grievous burdens on the people. Their evident advantage, too, in affording facilities to our agricultural and trading classes, must far outweigh any consideration which a contracted and selfish policy would throw in by way of objection. We say “go ahead.”

Richardson Palladium.

Improvements by Canals in Indiana. To the people of the valley of the Wabash, it is proposed that the Wabash and Erie Canal be extended to Mount Vernon on the Ohio river.

No improvement short of that will answer your purpose. It is vain to talk of stopping the Canal short of Lafayette, and it should be enlarged and continued to the Ohio river, of such dimensions as will admit that boats to be laden for New-Orleans, with your Flour, Pork and Corn, to pass down the Canal to the Ohio, and then descend the river, as at present. An increase of 10 to 15 feet in breadth, and one foot in depth of water, will answer every purpose. Each farmer can then load his own boat at his own door, as it were, and by one horse power carry it to the Ohio, and descend the Ohio and Mississippi, as they now do. To make our improvements complete, a canal along Whitewater to Lawrenceburgh, one along both branches of White river, commencing at or above Columbus and Andersonstown, to intersect the Wabash canal, and a canal from the Wabash, at or near the Falls above Logansport, to Indianapolis. All these works are demanded by the abundance of produce that can be raised and shipped from the interior of our State; and it is within the ability of the state, in a few years, to complete all these works, I have no doubt.

Were these works completed, our produce could be shipped in October and November, it could reach New-Orleans by the 15th or 20th of December; and New-York or the Southern ports in January, instead of being locked up by ice and low water, as is now the case, until March. Our farmers would receive one-third more for their produce, and the return cargo would be received at and above Terre Haute, as early as we can now get out of the Wabash and White rivers.

No citizen of the valley of these rivers, where water can be had to feed a canal, should suffer himself to be misled by the rail road project. Rail roads are useful, and may be constructed where there is no water to feed a canal, as is the case between Indianapolis and Lawrenceburgh.

Canals can be constructed without sending to Europe for iron, and without paying freight to ship and steam boat owners who reside in other states.

Every cart load of earth removed in the construction of a Canal, finds employ, and furnishes the means of payment to the poorest, but industrious and most useful class of our citizens. When a canal is finished, every man can use his own boat on the canal, to convey his produce to market. It is not so with the rail road. No carriage but the rail road car can be used on the road; consequently, while the canal is of general use to all men, the rail road is a monopoly to the wealthy, and does not suit us as well as a canal along the valleys of our rivers.

We need not fear a debt contracted for internal improvements, provided, the use of the work, when finished, will defray the interest of the sum expended in its construction, and a very small portion of the principal debt annually, and that all the canals I have proposed above, will do this, I cannot doubt.

Not having leisure, at this time, to go into details, I have thrown out general views, and invite the closest scrutiny from those who deem these suggestions worth notice. Every citizen of the prairie country is deeply interested in the continuation of the Wabash canal, to cheapen the transportation of coal from the coal banks; and the citizens of other sections of the state, cannot long be indifferent to the fact, that a water conveyance will cheapen all their operations to a market.

The Indiana Democrat pays the following just and well deserved compliment to Messrs. Hendricks and Tipton, Senators in Congress from this State.

OUR SENATORS.

We take great pleasure in bearing testimony to the commendable industry and ability with which our senators in Congress, Messrs. Hendricks and Tipton, have attended to their arduous duties, during the present stormy session of Congress.

It is true, that, unlike most of their fellow-members,

they have not delivered long speeches, upon the “deposite question,” the reception of the protest, &c. &c. and it is full as well that they have not done so, for there has already been quite as much speaking upon those subjects, as either the interests of the country require, or will redound to the credit of some who have indulged in it, to an immoderate extent, both as regards to the length and tenor of their speeches. But in every thing relating more particularly to their own state, the Indiana Senators have not been surpassed in their devoted attention, by any other member of that body, as will have been noticed in the brief summaries which we have occasionally given, of Congressional proceedings.

The zeal with which Mr. Hendricks, as chairman of the committee on Roads and Canals, has urged upon the Senate the Cumberland Road bill, through its different stages, is deserving of the highest praise;

and the steps taken by Mr. Tipton, in relation to the survey of the public lands, &c. are no less so.

We perceive, too, by a late number of the Globe, that he has delivered a brief but neat and appropriate speech, on the introduction of the bill authorizing the people of Michigan Territory to form a separate State Government. The other acts of our Senators during our session, have been given heretofore in our Congressional summaries.

The Philadelphia Commercial Intelligencer 5th inst. says:—In consequence of the difficulties which have occurred between the Government of the United States Bank and the committee of investigation sent to this city by the House of Representatives, the latter set off yesterday on their return to Washington.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

Edward Chandler, to be Attorney for the Southern Judicial District of Florida, reappointed.

Thomas Douglass, to be Attorney for the District of East Florida, reappointed.

Robert L. Crawford, to be Marshal for the Southern District of Alabama, reappointed.

Frederick H. Duperier, to be Marshal for the Western District of Louisiana, reappointed.

Uriel Sebee, to be Receiver of Public Moneys for the District of Lands subject to sale at Fayette, Missouri, for four years from the 17th December, 1833, when his commission expired.

Thomas Gillespie, to be Register of the Land Office for the District of Lands subject to sale at Bucyrus, in the State of Ohio, from the 25th day of May, 1834, when his present commission will expire.

Fins Ewing, to be Register of the Land Office for the District of Lands subject to sale at Lexington, in the State of Missouri, from the 25th day of May, 1834, when his present commission will expire.

William Wright, to be Register of the Land Office for the District of Lands subject to sale at Palmyra, in the State of Missouri, from the 19th day of May, 1834, when his present commission will expire.

Hilary R. Cenas, to be Register of the Land Office for the District of Lands subject to sale at New Orleans, in the State of Louisiana, from the 17th of December, 1833, when his commission expired.

Valentine King, to be Register of the Land Office for the District of Lands subject to sale at Opelousas, in the State of Louisiana, from the 28th of January, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.

John Killian, of Louisiana, to be Register of the Land Office at St. Helena, in the State of Louisiana, vice Thomas G. Davidson, resigned.

Sheldon S. Clark, to be Appraiser of the Customs for the port of New Orleans, in the place of R. N. Canfield, removed.

John P. Norton, to be Collector of the Customs for the District, and Inspector of the Revenue for the port of Edgartown, in the State of Massachusetts, from the 19th day of February, 1834, when his commission expired.