

that distance must be because the petitioners were so far off from the source of alarm—so far off from this chamber where the cry of distress was first raised, four or five months ago. The petitioners speak of the scarcity of money in consequence of the disappearance of the United States Bank notes. Now, said Mr. B. the petitioners doubtless thought there had been great diminution of this kind of currency, because they heard it proclaimed from all quarters. But he, Mr. B., would ask the Senator from Indiana himself (Mr. HENDRICKS,) what was the real amount of these notes withdrawn from circulation?

Mr. HENDRICKS said, that he had not before him any statistical tables, showing him the condition of the Bank of the United States, neither monthly reports nor those of any other period and his recollection did not furnish him with any answer to the question propounded. He presumed the Senator from Missouri was much more familiar with that subject than himself. Nor did it go to the point in question, whatever the facts might be. He presented the memorial of a portion of his constituents, men of intelligence who well understood the fact which they stated to the Senate. What was the fact? The want of an adequate circulating medium, the rapid disappearing of United States Bank paper in that section of the country. This is a fact intimately connected with their business—a fact which they see and feel. They make no statement of this kind for another portion of the country, but undertake to represent the condition of their own. Now, to them it makes little difference how much or how little may be the amount of notes withdrawn from circulation by the Bank of the United States. It is the effect of the existing derangement of the currency upon themselves, of which they complain.

Mr. BENTON, resumed. It was right to be a little statistical in this case. The statistics would show, that in point of fact, there was very little diminution of the circulation of United States Bank notes. There was about sixteen or seventeen millions of those notes now out and that lacked but little of the quantity out last year, before the deposits were removed, and which was usually about seventeen or eighteen millions. Still the petitioners were no doubt right in the fact that these notes were scarce in the part of the country in which they lived; for the law of Bank circulation, which he (Mr. B.) explained on another occasion, carried them off to the northeast.

Mr. B. spoke of the prices of produce in New Orleans and quoted from Benjamin Levy's *Price Current*, of the most recent date. From this, it appeared that western produce bore a good price, cotton higher than it was at this time last year; pork, beef, bacon, flour, corn, &c. about as high as usual, and in good demand. He also read a letter from Cincinnati, showing that steamboat business, both freight and passage, was better than it had been for three years past; that money was as plentiful as usual, prices as good as usual, people contented as usual & panic-makers only out of business. Mr. B. then took up a New York paper, the *Times*, just received, and which gave the value of different Bank notes at the Broker's Board in that city, and showed that the Southern Banks had nearly recovered their ancient rates in that market. The Carolina Banks only about 3 per cent. discount; the Virginia Banks, even those which were reported dead, only about two per cent. discount; and the few Bank of this District, (the Metropolis) which has been the subject of so many melancholy predictions, was at the rate of one per cent. discount, and no more! All is going on well, said Mr. B. It was nearly "the last of peatime" with distress memorials; and, as the cry of distress began in the Senate, he presumed it would end in the Senate; and that, henceforth, nothing more would be heard than the faint and lingering accents of a dying ode and exanimate alarm.

Mr. HENDRICKS repelled the idea, that the memorial which he had just presented to the Senate, had been produced in any degree by the panic which pervades the country, or that it had been gotten up for political effect. The people of Switzerland county were not panic makers, nor were they more liable to alarm from danger at a distance than the people of other portions of the Union. In this instance, he believed they were much less liable to alarm than many others. They stated facts connected with their own business.

The produce business, in which many of them are engaged, is deeply affected by the distracted and depressed condition of the currency. They see, and they feel, and they cannot be mistaken in the facts they state. He had referred, when up before, to the condition of the New Orleans market; to the fact that bankruptcies, unparalleled in number and extent, had taken place in that commercial city; and that it was believed the means of receiving and paying for the produce of the upper country was not to be found there. In that reference, he had allusion, among other things, to a letter which he had seen in the hands of a Senator on the floor, and such information was generally more to be relied on than the prices current. That letter did speak of unparalleled failures in that city, and that information accorded well with the experience of many who have recently been engaged in the produce business on the Ohio and Mississippi rivers.

Mr. H. repeated that this memorial had not been gotten up for political effect. He reminded the Senate of a remark he had made when first up, that the memorial was signed indiscriminately by men of all parties. He would venture the assertion, that there were many names on that paper of persons as warmly devoted to the present Chief Magistrate and his Administration, as any individual within the sound of his voice; men who, although they disapprove of the removal of the depositories, and of the measures which have produced the present state of things, yet they have undiminished confidence in the purity and integrity of the motives which induced the measure—men who indulge in no denunciations, who believe the President of the United States to be an honest man, an ardent patriot, and one who would make, for the perpetuity of our free institutions, as great sacrifices as any other. It's not for political effect that such men make such statements as are contained in the memorial just presented. All their political feelings are on the other side of the question.

The motion of Mr. H. to refer and print the memorial, was agreed to.

The rail road across the Allegheny mountains has ten inclined planes, five from the basin at Conemaugh, to the turnpike road at the Summit, a distance of twenty-five miles, and five from the Summit to the basin at Hollidaysburg, a distance of eleven and a half miles. The horizontal length of the first five planes is 9,747 feet, which overcome an elevation of 804 feet, and the horizontal length of the second five 14,443 feet, with an aggregate descent of 1204 feet. The lowest grade is on plane No. 9, which rises 74 feet to the 1000, and the highest grade is on planes No. 6, 7 and 8, which rise 104 feet to the 100. *Lou. Ade.*

RAIL ROAD.

MR. EDITOR—I enclose you for publication the report made to the Board of Directors, of the Lawrenceburg and Indianapolis Rail Road Company, by Mr. Van De Graff, the engineer employed by the Board to survey the Road. For the information of the stockholders, I beg leave also to make known through your paper, that the Board of Directors have given Mr. Van De Graff leave of absence until the 4th day of July next. During his absence, Mr. Van De Graff will visit all the principal Rail Roads in the eastern States, and will procure the necessary instruments for this survey which he will commence immediately on his return.

GEO. H. DUNN, Clerk
of the Board of Directors.

June 9, 1834.

LAWRENCEBURGH, 26th May, 1834.

To the President and Directors of the Lawrenceburg and Indianapolis Rail Road Company.

GENTLEMEN—

Having made some examinations from Lawrenceburg to Indianapolis, with a view to a line of Rail Road, connecting those two points, I herewith, agreeably to your request, submit the principal result:

The general route. The entire line for the present purpose, will be divided into four divisions, terminating at the three proposed intermediate points, Napoleon, Greensburgh, and Shelbyville.

1st division, from Lawrenceburg to Napoleon—Route No. 1, by means of an *inclined plane*. From the west bank of Tanner's creek, and opposite to the town of Lawrenceburg, a straight inclined plane may be laid directly to the summit of a ridge, dividing the waters of Wilson and Tanner's creeks. This plane would overcome a perpendicular elevation of about 300 feet, at an inclination of about 4 degrees from the horizontal line. From the head of the inclined plane, smooth, high land may be maintained between the waters of Hogan and Tanner's creek, and passing through the village of Manchester with the present state road. Upon this route it will be necessary to pass some of the tributaries of Hogan creek, a small distance north, and some of those of Ripley, a small distance south, of the above-mentioned state road; and thus meeting the stream of Laughery creek, about 600 yards below the present bridge; a situation for passing that stream will be found at such an elevation as proper levels may prove to be necessary. From the west side of Laughery creek, at the point just mentioned, a gentle ravine will be found, leading again to the table land, upon which the town of Napoleon stands.

Route No. 2, *dispensing with inclined plane*. By means of the valley of Tanner's creek, a line of rail way may be laid perfectly horizontal, above high water, for a distance of 6 miles from Lawrenceburg; and from thence a gentle grade of less than 30 feet per mile, I am inclined to believe, will reach the high lands dividing the tributaries of White Water river, from those of Laughery creek. In passing up this valley it will not be necessary to raise embankments over the intersecting ravines at an elevation greater than what is required for the purpose only of providing for high water during freshets; and thus the embankments will be low, and the cost of graduation will be light. The general course of the valley of Tanner's creek is very direct, and the curvatures are remarkably easy. I believe a minimum radius for the curves, much greater than is usual with such streams, may be adopted upon a very cheap line, if proper care and judgment be exercised in their location. After reaching the high land upon this route, an almost direct line may be laid to Laughery creek, at a good point for crossing that stream a short distance above the confluence of Ripley creek. This direct line will pass north of all the ravines of Ripley and Hogan waters. The point on the bank of Laughery, just mentioned, presents a favorable situation for a bridge, 50 or 60 feet high, if so great an elevation should be found necessary; and from the west side of that stream, a ravine is well situated for regaining the level upon which Napoleon is situated.

2d division—From Napoleon to Greensburgh. No important difficulty presents itself upon this part of the route. A few miles adjoining Greensburgh should be laid north of the present Michigan road; and the whole division should be composed of right lines, and curves not less than ten thousand feet radius. None but gentle grades should be introduced here.

3d division—From Greensburgh to Shelbyville. The passing of Flat Rock creek presents the only difficulty to be encountered upon this division. From a little examination of that creek, I am led to believe that a situation for a cheap crossing, with a gentle grade on either side, will be found about two miles above the present Michigan bridge; and after regaining the high land on the west side, the line should be laid *direct* to Shelbyville.

4th division—From Shelbyville to Indianapolis. No obstacle will be encountered upon this division, and the whole distance should, therefore, be laid, either upon tangential right lines or upon curves, not less than ten thousand feet radius; and none but the most gentle grades should be introduced.

The Construction. Good materials for a very substantial wood superstructure may be obtained from well selected white oak and locust timber, immediately contiguous to the line of road. Stone may also be had along the whole line, in sufficient quantity for the necessary broken stone upon which the wood cross ties should be supported; and the material, for a stone horse path, may be obtained, if necessary, at various points along the line, and transported upon the road after the rails have been laid. A wood superstructure with iron plates, 1 by 24 inches, I would recommend as the better plan at present, even if a substantial stone structure were the ultimate object of the company.

The Summary. The whole distance from Lawrenceburg to Indianapolis, by way of the proposed rail road route, will be about 90 miles, of which distance more than 60 miles may be laid either directly straight, or upon curves, not less than ten thousand feet radius. Through the whole extent of this line, a very cheap graduation, I believe, can be effected, upon grades, not exceeding 30 feet per mile at any place; and when it is considered that not a single inclined plane is required upon the entire line, and that the curvatures and other circumstances are remarkably well adapted for locomotive steam power, the conclusion at once apparent, that the contemplated Lawrenceburg and Indianapolis rail road, is a work upon which the cost of transportation may be reduced much below that which is required upon most works of a similar character now in use in the United States. With regard to the cost of constructing the road here proposed, no satisfactory opinion can be given until definite surveys and estimates have been made; but from the general smoothness of the surface of the country, and from the cheapness of good materials for construction, upon the plan here recommended, there can be no doubt that the work is one of decidedly a very cheap character, even when well and permanently graded.

Respectfully submitted,
I. S. VAN DE GRAFF, Pr. Eng.

The past week has been a growing week: vegetation has put forth wonderfully under the influence of a bright sun and warm showers. The fruit trees are in full blossom, and promise abundant crops notwithstanding the severe frosts. Some of the early Peaches, it is probable will be cut off; Cherries do not appear to be at all injured; Grape Vines, in exposed situations, are said to be injured and the fruit buds destroyed. Young Hopfields, we are told, are injured though not seriously. Strong hopes are entertained that the *canker worm* has been destroyed.

Boston, Mass. Mirror, May 24.

There are three thousand Widows in New York City! Think of that inconsolable widows.

Omnium-Gatherum.

The Journal of Commerce of Monday, says—"Letters from Havre state that the French Government had despatched a sloop of war from Brest, for the United States, with despatches for our Government, of such a character as it was presumed would be satisfactory."

Born Proofs. An Editor in Utica combats the notion of that city being on the decline, by stating that during the last year fourteen pairs of twins were born in that place.

The snow, at Saratoga, on the 15th ult. was 6 inches deep; at Whitehall it was 18 inches deep and fine sleighing.

Cholera. It is said, is raging in several parts of Ireland. Care should be taken, and emigrant ships daily arriving should be made to undergo a quarantine.

A letter from Wilkesbarre, Pennsylvania, dated May 15th, says—"All kinds of fruit are destroyed. The ground was covered with snow last evening."

We learn from the Genesee, N. Y. Farmer, that the wheat does not look so well as it did last spring—a considerable quantity has been injured.

The Cholera had broken out among the Cherokee emigrants who had passed through Little Rock, under the command of Lieut. Harris, of the U. S. A., who were on their way to the new grounds allotted to them. The measles had also raged violently among them and a number had died.

Dreadful Shipwreck. The fine ship Shenandoah, Rose, which sailed from Bremerhaven on the 16th of April, bound Baltimore, with 190 passengers, was cast away the same day, or the following night, on the Mellum, near the Bremer beacon, and went to pieces, with the loss of thirty passengers drowned! The remainder have returned to port:

The Globe publishes a correct copy of the returns of the Virginia elections, which gives, upon joint ballot, the following result: Administration 51—Opposition 80—Bank 58—Anti-Bank 101—uncontested 6.

Boston Statesman.

A gentleman passenger from Paris, in the Poland, speaks of the scenes in that city during the insurrection there as truly awful. The soldier put to death all persons of whatever age or sex, whom they found in houses from which they had been fired upon. In one house, of low character, were forty-five persons, the women being employed in making cartridges for the men. Every one was put to the sword.

It is said that the elder Baring has retired from business with savings to the amount of \$40,000,000, a snug sum!

A Man devoured by Wolves.—The Upper Canada Herald states that a young man named Brass was attacked and devoured by wolves a short time since near Kingston.

Richmond, Va. May 31.

On Tuesday last, Mr. Merrill, President of the State bank, passed through this place on his way to the east, for the purpose of having the engraving and printing of the notes for the Bank, executed in the best manner, and to transact other necessary business of the institution.

Palladium.

White-Water Canal. A survey of the route of the White-Water Canal is about being commenced; the surveyors have been in this place for a few days past, making arrangements for their operations.—*16*

Col. Crockett returned to Washington on the 15th inst. The members flocked around him on his appearance in the House, and gave him a hearty welcome. The Colonel talked over his northern *tour*, exhibited his gold headed cane, of 'old iron-sides,' the seal with the racers and motto 'Go-ahead,' and it was some time before order was restored.

Boston Mirror.

During these few days several steamboats have arrived, and brought many hundred emigrants. Judging from their appearance, we are led to believe them generally of such character and habits, as will add much to the prosperity and respectability of the country.—*Galenian, (Ills.)*

Referring to the report that Governor Tazewell was about to call the Legislature of Virginia together immediately, "that the opinion of the State may be expressed on the great political questions of the day," the Richmond Enquirer says: "This is all news to us. We have not heard any whisper of such a thing," and adds: "Let the Legislature come when they will, they will go, against this unconstitutional and dangerous Bank."

Amer. Sent.

Great haul.—On Friday some fishermen at Carpenter's Point took at a single haul, upwards of eight hundred rock fish, of the largest size we ever saw. Some of them weighed upwards of a hundred pounds. They were selling in market this morning, at from 50 cents to one dollar for the largest, say one cent a pound for such fish as this.

Balt. Gaz.

Great Haul of Fish.—On or about the middle of last month, at Greenway Landing (fourteen miles below town) occupied by Messrs. George H. Smot and Charles Cooley, 1,500,000 herring and 11 to 12,000 shad, were caught in a single haul of the seine. Again, on the 25th inst. 11,000 shad were caught at a single haul of the seine, at the same landing.

Ales. Gaz.

Wabash and Erie Canal.—We are informed verbally, that the governors and the boards of canal commissioners, of Ohio and Indiana, are to meet at Fort Wayne, on the 15th instant, to concert measures for the prosecution of the Wabash and Erie canal, from Fort Wayne to the foot of the rapids, on the Miami of the lake.—*Miami of the Lake.*

Plum trees frequently blossom, and the fruit falls off before it is ripe: This may be remedied by boring a hole in the stem, putting in some quick silver, and plugging up the hole.

White-Water Canal.—Just as our paper was going to press, we were informed that the company of Engineers—appointed by the Canal Commissioners for the purpose of surveying and locating the route for this important work—have commenced operations in Wayne county, and are now engaged in making the survey.

They will, in all probability, reach this county during the ensuing week.

Connersville, Ia. Sen.

Wild Animals. The ship Susan, arrived at Boston, from the Cape of Good Hope, had on board seven Zebras, five Ghoules, two Incheumons, four Quaggas, two Secretaries and one Bengal Leopard, four Ostriches, two Secretary Birds, two Ibises, fifteen Pelicans, two Jackalls, six Hyenas, eight Monkeys, a Porcupine, a Morgay, a Gazelle, an Eland, an Ant Bear, a Lioness, a Vulture, and a gnatlike Crane, sixty-eight in number, and all alive.

We learn that ANDREW STEVENSON (now speaker of the House of Representatives) was yesterday nominated to the Senate, by the President, to be Envoy Extraordinary and Minister Plenipotentiary to Great Britain, and MAHLIN DICKERSON, of New Jersey, to be Envoy Extraordinary and Minister Plenipotentiary to Russia.

Nat. Intel. of May 22.

There is every reason to believe from a favorable report made by the Royal Society, in their late visit to the Thames Tunnel, that that great work will be completed.

Col. Crockett has denied in a letter to the editors of the National Intelligencer, that he lost \$1500 in one evening at a Faro Bank—he says the statement is not true, for the best of all reasons, that "he never had \$1500 dollars at one time," in his life. He confesses that he did have his deposits removed in the manner set forth, but not to the amount claimed.

The New Orleans Mercantile Advertiser, says that it is rumored that forgers to the amount of two hundred thousand dollars had been committed on the Consolidated Association Bank, of that city. In addition to which, the Teller of the Bank has absconded, with \$150,000 belonging to the Institution.

Ib.

Col. Buttermilk, of the N. Y. Courier and Enquirer, claims a patent right for the new application of the name Whig. He thinks that he was the first man who ever thought of giving this name to the old Tories—quite likely.

A warrant has been issued by the executive of Maryland, for the election of a member of Congress, to supply the vacancy occasioned by the death of L. P. Dennis. The election will take place in a few days.

There was a severe hail storm at Tinicum, Pa., on the 11th inst. Hail stones measuring several inches in circumference fell in abundance breaking the windows, and prostrating the crops of rye and wheat.

The London correspondent of the N. Y. Journal of Commerce states that 5,000 citizens have fallen in Lyons, by the troops of Louis Philippe. [Ib.]

An attempt was lately made to rob the U. S. Bank at Buffalo.

The rumor that the Bank at Millington, (Md.) had stopped payment, is confirmed.

Fire. The village of Millersburgh, Ohio has been almost totally destroyed by fire; thirty buildings, among them eighteen dwelling houses, the jail and other public edifices