

LOUISIANA LEGISLATURE.

HOUSE OF REPRESENTATIVES.

Wednesday, February 12th, 1834.

The House met at 10 o'clock, on the petition of Thomas G. Lawler, praying for relief.

On motion, ordered that said petition be referred to the Committee on propositions and grievances.

Mr. Nicholls presented the petition of Manuel Cresy, praying for relief.

On motion, ordered that the same be referred to the Committee on propositions and grievances.

Mr. Voorhies of Avoyelles, on behalf of the Committee on contingent expenses, to whom was referred the account of the Governor, for the contingent expenses of the year, beg leave to report—

That they have examined the vouchers accompanying the account, and find them correct. The amount received by the Governor from the Treasury is \$8,540 01. The amount paid out by him is \$4,911 63, leaving a balance due him of \$3,628 38 on the 31st Dec. 1833.

All of which, the same he adopted.

On motion, ordered that the same be adopted.

Mr. Chinn, on behalf of the Committee to whom was referred the bill, coming from the Senate, relative to the cotton weavers, made a report by introducing a bill entitled,

"An Act to amend the laws now in force relative to the weighing of cotton," which was read for the first time and ordered for a second reading on tomorrow.

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but under the supposition that great difficulties are to be encountered. Should experience prove the undertaking to have been made easier than they anticipated, they will realize great profits, which they will not be reluctant to share, on the contrary, the work will prove still more laborious than they had supposed, they will either abandon it or they will come forward with a claim for an additional compensation, which they will probably obtain, because the Legislature will not permit that the State should be benefited at the expense of a few individuals. Having, therefore, every thing to lose and nothing to gain by contractors; I consider that the risks ought to be removed at the expense of the State, by means of laborers or other agents employed under the superintendance of the Board of public works. But the difficulty of obtaining laborers for all our works of Internal Improvements, is such an obstacle to their execution that the main purport of this communication is, to call your serious attention to the means of procuring them. The immense facilities which the State offers to all those who select it for their residence, leave us but little chance of obtaining hands for our public improvements. Our own citizens are too probably employed to be induced to offer as day laborers, and our only dependence must be on such strangers and foreigners as, having come lately amongst us, have not yet had time to settle in any regular line of business. Very few of these can be found in the city, they may be procured in the country, where they meet with many advantages, but they are not so likely to be at exorbitant prices. After they are procured they cannot long be depended upon, for those among them who are industrious, soon find some other permanent employment for which they have a preference, and the undertaking is after a short time, left to the management of those whose temperance or want of industry, compel them to continue to work for their daily bread. Laborers have been paid as high as two dollars a day for the work now under execution at Pointe-a-Piquette. Slaves can, at certain seasons of the year, be hired on reasonable terms, but at such times as their attendance on the crops is necessary, few if any, can be obtained even at higher wages than are usually paid for free laborers.

These considerations, which must appear obvious to all those who have reflected on the subject, have led me to the conclusion, that it could be for the interest of the State to purchase slaves to be put at the disposal of the Board of public works, for the execution of such undertakings as may be ordered, either by the Legislature or by the Board itself. The removal of the obstacles to the navigation of the Atchafalaya is far from being the only improvement which, for the reasons above stated, ought not to be entrusted to contractors. Our State is interested in every direction by water, and the only requisite, to be rendered navigable, the river, lower and upper, and such impediments should be removed from their beds.

As the actual expense of such work can never be estimated, with any certainty, before hand, whenever the Legislature undertakes to appropriate specific sums of money for any such undertaking, we shall have again a repetition of what has been so often seen in this State. The appropriation will either be too large or too small, and the result will be either a waste of the public money, or if he sum be found too small, it will also be thrown away; because the object had in view will not be attained. Improvements of that kind must be made at the expense of the State, if we want them to be executed properly and with as little waste of public money as possible. But if that course is adopted, the same difficulty in procuring laborers which has been experienced in the execution of the canal, will be experienced at such high wages as to render the purchase of slaves an economy. To ascertain the relative cost of a canal and free labor in Louisiana, the contemplated improvement on the Atchafalaya may well be taken as an example. The number of laborers which it would be necessary to employ in removing the reefs would be about one hundred, supposing that they could be obtained at the rate of \$2.50 a month, exclusive of their maintenance. One hundred slaves could purchase for \$70,000; the interest of that sum, calculated even at ten per cent, would be for a month \$533 33 1/2. The expense for maintaining the laborers and for the payment of competent persons to superintend them, would be very near the same in either case, and the difference in other respects is not so great as to offer an ample compensation for any loss that the State might experience by death or other process.

The success of the bayou Grand Navigation Company, who, after having completed the improvement of that river by means of the slaves they had purchased, can now sell them for what they cost, and that of the Barataria and Lafourche Canal Company, who, having a great part of the canal completed, are finishing the remainder, are in the habit of selling their slaves at a profit, are arguments in support of the opinion that the preference ought to be given to a slave labor, for our Internal Improvements.

If the Board of public works were authorized to lay out in able bodied slaves the whole or at least the greatest part of the funds to offer their superintendance, and if that sum was added such a one as to be able to procure a sufficient number of negroes, to do the work at the same time service, which is felt to be necessary, in a few years, be almost completed, and the laborers might then be disposed of at a price which would not differ materially from the one at which they could now be purchased. This seems to me not only the cheapest, but the only means of succeeding in a regular and permanent system of Internal Improvements, the absolute necessity of which is felt by all those who have an interest in the welfare of Louisiana.

A. B. ROMAN.

On motion, ordered that said message, together with the report accompanying the same, be referred to a Joint Committee of both Houses.

The Speaker appointed Messrs. Voorhies of Avoyelles, J. H. Jones and Jones members of said Committee, on behalf of the House.

On motion, the House having dispensed with their rules, Mr. Bullard, on behalf of the Committee on propositions and grievances, to whom was referred the petition of Manuel Cresy and of Thomas J. Lawler, praying for relief, made a report by introducing the following bills:

"An Act to amend the Act entitled 'An Act granting pensions to the persons therein mentioned,' and

"An Act for the relief of Thomas J. Lawler," which were read for the first time and ordered for a second reading on tomorrow.

ORDER OF THE DAY.

The House took up the resolution directing the Civil Engineer to examine the bed of the lake Pontchartrain, in the vicinity of New Orleans, and report on the practicability of preventing the city of New Orleans and vicinity from inundations of the lake.

On motion, ordered that the same be adopted.

The Clerk was directed to request the concurrence of the Senate in said resolution.

The bill entitled "An Act relative to the revenue of the State," was read for the second time and ordered for a third reading on tomorrow.

The bill entitled "An Act to prevent conflicting Jurisdiction in certain cases in the parish and city of New Orleans," was read for the second time and ordered for a third reading on tomorrow.

The bill entitled "An Act relative to appeals from the Associate Judges of the City Court of New Orleans," was read for the second time and ordered for a third reading on tomorrow.

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relative to family meetings," which was read for the first time.

The House having again dispensed with their rules, said bill was read for the second time.

On motion of Mr. Bullard, the House again dispensed with their rules, and took up said bill.

During the discussion, on motion of Mr. Bullard, ordered that the further consideration of said bill be postponed until to-morrow.

A message from the Senate, by Mr. Davis, their Secretary, informing the House that the Committee of Enrolment of the Senate, having reported correctly enrolled the bill entitled,

"An Act to incorporate the lake Pontchartrain Steam Boat Navigation Company,"

"An Act supplementary to an Act incorporating the Natchitoches Causeway Company," and

"An Act creating additional election precincts in the parish of St. Landry."

The President of the Senate had signed the same. By the same message, the House is informed that the same Committee having reported fully enrolled, the resolution granting leave of absence to Wm. Boswell, Louis T. Care and Branch W. Miller, Members Public; the President of the Senate had signed the same.

By the same message, the House was informed that the Senate had concurred, with amendments, in the bill entitled, "An Act relative to the administration of oaths in the courts of Probates in and for the different parishes of the State and for other purposes."

The House took up said amendments.

Said amendments having been adopted.

The Clerk was directed to inform the Senate thereof.

By the same message the House was informed that the Senate had concurred, with amendments, in the bill entitled, "An Act for the relief of the parish of East Baton Rouge."

On motion of Mr. Hill, ordered that said bill be laid on the table, subject to the call of the House.

By the same message the House was informed that the Senate had concurred, with amendments, in the bill entitled,

"An Act to authorize the inhabitants of the parish of Iberville, on the E. side of said parish, to clean and improve a bayou, known by the name of bayou Iberville."

The House having taken up said amendments.

On motion, ordered that the same be adopted.

By the same message the House was informed that the Senate had concurred, with amendments, in the bill entitled, "An Act supplementary to an Act entitled 'An Act to divide the parish of St. Tammany into election districts.'"

By the same message the concurrence of the House is requested in the bill entitled,

"An Act for the relief of J. Campo, of the parish of Assumption."

The House took up said bill, which was read for the first time and ordered for a second reading on tomorrow.

Mr. Ducros, on behalf of the Committee of Enrolment, reported, as duly enrolled, the bill entitled "An Act to amend the Act entitled 'An Act to incorporate the city of Lafayette, and to amend an Act in relation to the city of Lafayette, passed on the 14th of February, 1833.'"

On motion, ordered that said bill be adopted.

The Speaker having signed said bill.

The Clerk was directed to request the signature of the President of the Senate.

A message in writing from the Governor, by Mr. Verdon, his private Secretary, informing the House that the bill entitled "An Act to amend the Act entitled 'An Act to incorporate the city of Lafayette, and to amend an Act in relation to the city of Lafayette, passed on the 14th of February, 1833.'"

The bill was read for the first time and ordered for a second reading on tomorrow.

SALES AT AUCTION.

BY TRIGOU & CANONGE.

Monday the 26th of March next, at noon, at Hewlett's Exchange, will be sold, by virtue of an order from the Hon. the First Judicial District Court of this State, bearing date the 14th of February, 1834, the following household furniture, and other articles belonging to the partnership of Rigou & Co. to-wit:

1. The steamboat Barataria, with her tackle, apparel and furniture.

2. The steamboat Onacha, with her tackle, apparel and furniture.

3. One large Bed.

4. Two small Beds.

5. Two small Pirogues.

6. Six Mules.

7. One Black Ox.

8. Sixty-five Spades.

9. Sixty-five Axes.

10. One Horse Cart.

11. One Old Dray.

12. Five Thousand Cyprus Planks, (of which one thousand are headed and seventy-five pieces of different sizes.)

13. One lot of Cyprus Planks, consisting of about seven hundred and seventy-five pieces of different sizes.

14. Two Thousand Club Boards.

15. Two Hundred and Fifty cubic feet of Wood, cyprus and other.

16. Two Tar-pawlings.

17. About One Thousand barrels of shells.

Terms: For the Steamboats and the 12 Barrels, 6 months credit for approved endorsed notes, and the other articles 100 days, and above 60 days credit for approved endorsed notes.

The act of sale to be passed before F. De Armas, p. n. at the expense of the purchaser. Feb 29.

BY T. MOSSY & GARDEL.

Will be sold on Saturday the 1st March next, at 12 o'clock, at Hewlett's Exchange.

Three fine elevated lots of ground, each on account of their advantageous situation deserve the attention of speculators.

Lot No. 1, measures 31 feet 11 1/2 inches, facing on Camp Eliza street, by 100 feet in depth, and forming one corner of the lot on the corner of St. Charles and Camp Eliza streets.

Lot No. 2, measures 31 feet 11 1/2 inches, facing on Camp Eliza street, by 100 feet in depth.

Lot No. 3, measures 37 feet 10 1/2 inches, facing on Camp Eliza street, by 100 feet in depth.

Lot No. 4, measures 37 feet 10 1/2 inches, facing on Camp Eliza street, by 100 feet in depth.

Lot No. 5, measures 37 feet 10 1/2 inches, facing on Camp Eliza street, by 100 feet in depth.

Lot No. 6, measures 37 feet 10 1/2 inches, facing on Camp Eliza street, by 100 feet in depth.

FOR SALE. THE Steamboat WALTER SCOTT, having recently undergone complete repairs, is offered for sale. For terms, apply to Captain Harrison, Brown & Co.

FOR MOBILE. THE new copper fastened and coppered, fast sailing Baltimore built schooner FREDERICKSBURG, captain Hunter, will have immediate dispatch. For freight or passage, apply to the captain on board, opposite to the office of HARRISON, BROWN, & CO. 117, Royal street.

FOR HAVRE. THE first class coppered and copper fastened ship CRESCENT, J. B. Haley master. For freight of 3 to 400 bales of cotton, apply to J. OGDEN & Co. No 73, Canal street.

FOR BALTIMORE. THE fast sailing brig WILLIAM, Capt. Homer, will have immediate dispatch. For freight or passage, apply to HARRISON, BROWN & Co. street, or to HARRISON, BROWN & Co. No 117, Royal street.

FOR HAVANA, to sail immediately. THE fast sailing coppered and copper fastened Spanish Brig BELLA ANITA, will take passengers to whom she offers excellent accommodations. Apply to M. S. CUCULLU, LAPEYRE & Co. No 37 Toulouse street.

FOR TAMPOICO. THE schooner EXPRESS, Capt. Delorme, having most of her cargo engaged and going on board, will have quick dispatch. For remainder of freight or passage, apply to the Capt. on board opposite St. Louis street or to NARTIGUE & DESBOIS, Chartres street.

FOR MARSEILLES. THE Ship DUBLIN PACKET, John R. Butler, master, will have immediate dispatch. For freight of 150 bales of cotton, or passage, having good accommodations, apply to the captain on board, or to A. QUERTIER & BOUTIN.

FOR BELIZE, (Honduras). THE schooner GLEANER, will sail for the above port on the 1st of March. For freight or passage, apply to the captain on board or to JULES LEBLANC, 103 Royal street.

FOR LIVERPOOL. THE first class coppered and copper fastened ship WARRIOR, R. Eldridge master. For freight of 400 bales of cotton, apply to I. OGDEN & Co., 72 Canal street.

FOR TAMPOICO. THE Mexican Brig GENERAL SANTA ANA, alias Bello, having part of her cargo engaged, will sail shortly for the above port. Goods shipped by rail vessel will have the benefit of duties of 20 per cent, allowed to the National flag. For balance of freight or passage apply to CUCULLU, LAPEYRE & Co. No 37 Toulouse street.

FOR TAMPOICO. THE remarkably fast sailing, copper fastened & coppered, new Baltimore built schooner TALBOT JONES, Capt. Berry, built 35 tons, and carries 500 barrels. For freight or passage apply to HARRISON, BROWN & Co. No 117, Royal street.

FOR TAMPOICO. THE schooner REGARD, Ramon Palomo, master, having most of her cargo engaged, will have dispatch. For balance of freight or passage apply to the captain on board or to THYES & Co. No 121 St. Louis street.

FOR FREIGHT OR CHARTER. THE new and elegant first class American ship SENATOR, Wm. Steacy, master, having most of her cargo engaged, will have immediate dispatch. For freight of 100 hundred bales of cotton or passage, apply to the captain on board, or to THIRMAN, CUDDY, & CO. Corner of Grand & Tchoupitoulas.

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