THE BEE.

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THE UNION IS MORE PERFECT.

THURSDAY MORNING, JAN. 29, 1835.

The reader will find the public reports which will be found in our paper, to include the insertion of our usual quotations of the prices current. The report of the Board of Public Works should invite general attention, it cannot but repay the perusal of the reader.

Mr. Kenfort's and Mr. Nichols' Reports shall appear in our next.

Mr. Brashear expressed surprise that an officer of the Legislature should take the *liberty* to make remarks similar to those which we expressed in our paper of yesterday. Is it just that an officer of the State should be accused by an incompetent witness, without having the right to repel the accusation? This is a privilege which we are entitled to; and which neither Mr. Brashear nor any other individual shall deprive us of. We have given evidence of this, upon every proper occasion, and shall continue to do so.

In noticing the resolution presented by Mr. Brashear, relative to the public printing, we had no intention as stated by the gentleman, to show any disrespect to the House, but merely to justify ourselves for the negligence imputed to us by him. We have shown it was not our fault that the printing was retarded, and that we were undeserving the reproach made against us. All that now remains for us to say, is to repeat again, that the principal portion of the French text is not yet in our possession.

To the Editor of The Bee:

You have been kind enough to indicate me as the introducer of the act, having for its object an extension of the invaluable right of suffrage. Though nominally so, it is due to others to say, that I was only acting in concert with much abler friends of that important measure. With great respect,

Your obliged servant, RICHARD WINN.

January 24th, 1835.

[We fully appreciate the modest and retiring feelings which have induced Mr. Winn to decline that he was only nominally entitled to the honor of introducing the bill to extend the invaluable privilege of suffrage, and that he was only acting in concert with abler friends of that measure. Our acquaintance with Mr. Winn is but limited, and yet that acquaintance enables us to say that a more talented or more patriotic representative than he is, is not to be found in our legislative halls. While we estimate highly the gentlemen with whom he was associated, he will permit us to say, that no one could have shown more zeal than he did upon the occasion to which he alludes.—Ed. Bee.]

To The Senate and House of Representatives:—I have the honor to transmit herewith to the general assembly the annual report of the board of public works, presented in obedience to the 15th section of the act entitled "an act to incorporate a board of public works, &c., to create a fund for internal improvements," approved March 4, 1833.

A. B. ROMAN.

January 15, 1835.

REPORT

OF THE BOARD OF PUBLIC WORKS TO THE SENATE AND HOUSE OF REPRESENTATIVES OF THE STATE OF LOUISIANA, IN GENERAL ASSEMBLY CONVENED.

Since the last report in December, 1833, there has been received, and placed to the credit of the fund for internal improvements, forty two thousand five hundred and nine dollars, fifty cents, as follows, to wit:

From the United States, being 5 per cent on sales of public lands in this state,	$12,049 73
From the tax on sales at auction,	20,000 00
Interest rec'd from city bank on deposites,	1,193 87
Transferred from the special appropriation for the work at Plaquemine,	9,266 90
	42,509 50
Which, with the balance remaining on hand on the 22d November 1833,	43,818 55
Total available funds, eighty-six thousand three hundred and twenty eight dollars, and five cents.	86,328 05

The expenditures have been, purchase of the steamer Two Friends, $10,000 00; Purchase of 57 slaves, 40,520 75; Compensation to Directors, 1,347 00; Salaries to engineers and men employed, 3,792 44; Expended on the works at Plaquemine, exclusive of the labor of the slaves, and 1,241 17; All other contingent expenses, 14,533 32; Leaving a balance on the 31st December of thirty-six thousand six hundred ninety-two dollars eighty-seven cents, 36,328 05.

This state account includes the salaries of the officers and men employed to the first of December, and leaves a small amount unpaid, of the contingent expenses.

Pursuant to the act giving further powers to the Board, approved March 10, 1834, the Board at the meeting in April last, ordered a steam boat and thirty-five slaves to be purchased and placed under a superintendent; and agreeably to the will of the legislature, they were directed to proceed first to the Atchafalaya and clear the obstructions in that stream. Unfortunately, immediately after their arrival there, the cholera made its appearance among them, and we have to regret the loss of Mr. Welsh, an assistant engineer, and seven slaves, by that disease; subsequently, twenty two slaves have been purchased; six of them since died of other diseases; leaving forty-four now belonging to the state. After the cholera subsided, the steam boat, officers and slaves were employed on the works in the Atchafalaya from the 14th of July to the 12th of August; a fit succeeded in removing about one quarter of a mile of the raft, besides cutting a great deal of timber, and preparing for future operations; finding that in consequence of the low water, they were laboring under great disadvantage, the work was suspended until the water should rise again.

From the report of Mr. Buisson, assistant engineer, the reader will be enabled to believe that our efficient superintendent, Captain Mayo, with the force now under his command, will be enabled to clear the whole of the obstructions in that channel, from the mouth of the Courtableau to the Mississippi, during the present season. This work, when finished, besides giving greater facilities of intercourse, will, it is anticipated, reclaim an immense body of the most fertile land belonging to the United States. How, may we the legislature with great justice and propriety ask a donation of part of these lands to assist in defraying the expenses incurred!

After leaving the Atchafalaya, Captain Mayo, with the force under his command, repaired to Plaquemine; and have completed the works projected at the entrance of that stream; and have also removed the most dangerous stumps and logs in the channel of the bayou Plaquemine, and bayou Sorrel, leading thereto, from Attakapas; and has again returned to the Atchafalaya, preparatory to a vigorous prosecution of the works therein, when the water rises.

The surveys ordered by the resolutions, approved February 17, and March 6, 1834, have been made by Mr. Harford, an assistant engineer, the cost of improving the navigation of those streams is estimated by him as follows, to wit:

The Amite, to Governor's Bluff, 59 miles,		$2,000
" Tickfaw, 45	29 miles,	5,215
" Natalbany to Springfield, 10 1-2 miles		1,450
" Tangipahoa to Mapipalipas, 30 miles,		5,015
" Fabiette, as far as Covington, 30 do		3,400
The Bogue Chitto, one section from Franklinton to the head of the island, 53½ miles,	8,385	21,310
2 sec. to Sheller's ferry, 206 m.	8,145	
3 " to the mouth, 225 m.	4,760	
The Westpearl, 1 section, 10 1-4m.	20,275	25,745
2, 21 1-4	5,470	
Total,		$82,715

Mr. Harford, who has some experience, estimates that the same improvements can be made by slave labor on the plan adopted by the board for 827,000

We refer to a copy of his report, herewith, marked A.

Surveys of the Bayou Lafourche and L'Eauble, ordered by a resolution, approved January 31, 1834, have been made by Mr. Buisson, assistant engineer, who also surveyed the route of the Barataria and Lafourche Canal to Berwick's Bay. He also made examinations of the bayou Courtableau, Boeuf, and the lower part of the Atchafalaya, a copy of his report is herewith, marked B.

To make the Lafourche navigable at all seasons of the year, from the Mississippi to the sea, is no doubt practicable; but the expense of such an undertaking will exceed the present means of the state, and will not be justified by the advantages that may result. It is thought that deepening the channel at its from the Mississippi, may produce a good effect; and after further surveys and estimates are made the board contemplate taking the subject into consideration. The inhabitants on that stream now enjoy comparatively great facilities of intercourse with the capital; and will no doubt cheerfully wait until more urgent works are done.

The object of making a survey of the bayou L'Eauble is not perceived by the board, and consequently, they can give no opinion in relation to that stream.

The Barataria and Lafourche canal, it is said, is now open for small craft, from the Mississippi, to lake Barataria. And from the memorandum given by Mr. Buisson, it appears that the canal is finished to within about seven miles of the bayou Lafourche. One third of this distance will be through timbered land and cypress swamps, the balance of prairie, easily excavated, on the west side of the Lafourche. Four cuts of about three quarters of a mile each will carry the canal through lake Meteair and lake Long to the bayou Terrebonne; the route proposed follows up this bayou eight miles, which will have to be deepened and widened to double its present width, the whole distance thence, a cut of about one mile long will reach the head waters of the bayou Black; by deepening, widening and improving this bayou, a distance of from sixteen to eighteen miles will carry the canal to navigable water leading to Berwick's Bay, the completion of this canal, so as to give an outlet to the settlements on the Terrebonne and Caillou, must add greatly to the convenience and prosperity of the inhabitants of that part of the parish of Terrebonne.

But whether the advantages to be derived from extending it to Berwick's Bay, will be commensurate with the expenditure and time required, is doubtful.

As the powers of this company, and those of the Lafourche and Terrebonne navigation company are somewhat in conflict, and as some difficulties are anticipated should the former commence operations on the west side of the Lafourche, it is thought that it will be advisable for the stockholders to unite.

The storms experienced during the last summer so obstructed the Bayou Boeuf with fallen trees, that the inhabitants will be deprived the present season of the only convenience by water of their produce to market, and have to resort to a transportation by a land of from 20 to 30 miles through bad roads, a serious inconvenience, when we reflect on the quantity made on the banks of that stream, and the board have come to the conclusion to assist in removing the obstructions as soon as possible.

As connected with the navigation of the bayou Boeuf some slight obstructions in the Courtableau may require to be removed.

The removal of the raft in the lower part of the Atchafalaya, as forming part of the work ordered by the legislature, is deemed essentially necessary. The accumulation of that obstruction by drift, through Plaquemine has stopped, and partly turned the current from its natural course, and by forming an eddy at the outlet of Plaquemine, has created a deposit and bar to such an extent within the last two or three years, as to threaten a total loss of all communication by that channel (the Atchafalaya, or old river) between Plaquemine and the Courtableau. Clearing away the raft, it is believed, will, by giving the current its natural direction, soon remove this obstruction, or at least prevent its further accumulation.

The surveys and examinations of Bullit's bayou, bayou Rapides, Rapides, Jean de Jean and Darchout and lake Dastineau, and of the practicability of erecting locks on bayou Boeuf, are now making by Mr. Nichols, an experienced engineer, whose report is shortly expected, and will be submitted.

These surveys and examinations have been delayed much longer than was expected, owing to the sickness and afterwards the resignation of Mr. Harford, to whom they had been assigned.

At the present meeting, the board have, pursuant to the powers given by the act approved March 10, 1834, authorised the governor to procure a loan of twenty-five thousand dollars, to purchase ninety-three more slaves. When bought, it is proposed to divide them into three gangs, with a superintendant and proper boats, and apparatus to each, and employ them permanently in the eastern part of the state, first on the river Taliate, and afterwards on the rivers Tangipaho, Notalbany, Ticklaw, Amite, West Pearl, and Bogue Chitto, in the order here named. On the other, in clearing the obstructions in the Bayou Boeuf, and the third in clearing some obstructions in the bayou Bartholomew.

Should the water fall before Captain Mayo, with the force under his command, shall have finished the work in the Atchafalaya, he will be instructed to repair to Plaquemine, and remove some obstructions that prevent boats from arriving during low water at a place called the portage; and afterwards to remove some obstructions to the navigation of the bayou Grosselete.

In addition to the surveys heretofore ordered, the board have directed a survey to be made of the river Iberville, (bayou Manchac) in order to ascertain the propriety of opening that channel, and making it navigable by means of locks or otherwise; and also the survey of the route for a road from Baton Rouge to Madisonville.

Of the many projects of internal improvement presented to the public to be performed by stock companies, your attention is respectfully called to the following, viz:

1st. Draining the lands in the vicinity of New-Orleans.

2d. The project of a railroad from New-Orleans to Nashville.

3d. One or more railways from suitable points on the navigable waters communicating with Attakapas and Opelousas, leading to suitable points on the Mississippi.

The first, it is expected, will add greatly to the salubrity and prosperity of our metropolis, and deserves the patronage of the city and state authorities.

We are informed by the public prints that several railroads leading from the interior to points on the Mississippi in our neighboring state, are projected.

The rail road from New-Orleans to Nashville will supersede all these; and must, if carried into effect, prove of great importance to this state.

The third object recommended to your attention are of minor importance, but if effected, and there is no doubt but that one, at least, would be highly beneficial to an interesting and important section of our state, now laboring under great inconvenience and disadvantage for want of some such improvement.

The project of a canal across the point of Florida is agitated in the public prints. If practicable, the state of Louisiana has a deep interest in its completion; and although she can take no direct part yet, as it will be entirely through a territory belonging to the United States, she may, through her senators and representatives in Congress, urge and aid the measure; does not the subject merit your attention!

Too little has been done under the auspices of this board to make any just comparative estimate between hired and slave labor to perform works of internal improvement in this state.

The only works commenced by hired labor, were those at the entrance of Plaquemine; nearly twelve thousand dollars was expended exclusive of the salaries and expenses of engineers; and when the work was recommenced the present season, it was found about one fourth done. Under the present system, Captain Mayo, with the force under his command, reduced to forty four slaves, have completed those works, had previously made considerable progress in clearing the raft in the Atchafalaya, has since cleared from five to six miles in the channel of Plaquemine, and fifteen in the bayou Sorrel, in the space of seven months; and that after having been visited by the cruel and afflicting disease, the cholera, by which at least two months were lost; the expenses incurred may be estimated as follows:

Interest on $50,520 75, cost of the steam boat and slaves a 8 pr cent, 7 months,	$1,768 23
Contingent expenses, including the costs of boats, apparatus, &c,	12,961 82
Add expended and placed to the special appropriation for Plaquemine,	1,100 00
Salaries of the superintendant, engineer, mate and sailors for boat,	1,820 00
Seventeen thousand six hundred and fifty dollars five cents.	$17,650 05

Something at least has been done, and our statute books will show how much had previously been expended, without producing any good; all duly considered, the board have the satisfaction to believe that operating by slave labor will be found to be the cheapest and only effectual plan, of making internal improvements by the state.

At the meeting in April last, the board was informed that Mr. Crozet, the civil engineer, was about to resign, and the Governor was requested to suspend the nomination of a successor until the action of the legislature could be had on the propriety of abolishing that office.—The impulse given to internal improvements by that talented and efficient officer, has been felt and acknowledged; the board, however, conceive that the system has been so far developed and matured, that the office, as now constituted, may be abolished; giving at the same time to the board power to appoint and employ from time to time, such engineers as may be deemed necessary, and to fix their salaries, all of which is respectfully submitted.

I certify the above to be a true copy of the report of the board of public works, adopted at its meeting of the 12th January, 1835. [Signed] A. ROUSSEAU, Secretary.

To His Excellency, Gov. Roman, President of the Board of Public Works:—Sir, I have the honor of transmitting to you the general report of my operations since the month of June last, when I was sent by the board of public works in the western parishes of the state. I have annexed to the report some plans necessary to show the works that have been executed, and the usefulness of those which I recommend to undertake.

I have understood, from the instructions given me, that I had to devote my whole attention to the best means of establishing the most sure and easy communications between the Mississippi and the parishes of Attakapas and Opelousas; and after I had travelled in that part of the state so as to become sufficiently acquainted with the country, and duly appreciate the wants of agriculture, I was struck with the disadvantageous situation of the western, and south western parishes, the inhabitants of which, during the low stage of the river, have but very expensive and uncertain means of sending their crop down to New-Orleans.

All the plantations of Lafourche, of Darbonne, Black and Caillou bayous, Teche river, Opelousas, Bayou Boeuf, Bayou Grosselete and some other settlements of less importance, are under the necessity of waiting for the rise of the river to send their produce to market. As regards the population, there is at least one third of the state that is subject to this kind of embargo. As to the extent of country, one fourth, at least, of the arable lands of Louisiana, that remain uncultivated, on account of their being unable at any season to run off their products.

But while the country offers some obstacles, it presents many resources to overcome them; and no where have I met with insuperable difficulties, provided the state persevere a few years longer in the system of improvements which it has just begun to carry on.

THE ATCHAFALAYA.

The map No. 1 shows all that part of the Mississippi comprised between the mouth of Red River and Plaquemine; it shows, also, the whole course of the Atchafalaya,

The settlements of the Opelousas and Bayou Boeuf have no communication with the Mississippi but by the Atchafalaya and Plaquemine at the time of the high stage of the waters, and all the imports or exports to and from the western part of the state are subject to a land carriage between Plaquemine and the Indian Village. This is an immense disadvantage to the Opelousas, which besides, are threatened with the loss of this communication, by the deposite of sand, which are continually accumulating in the Grand River.

It was with a view to improve and preserve a constant communication with the Mississippi, that the board of public works ordered the clearing of the obstructions of the superior Atchafalaya, which I am now going to describe.

These several obstructions may be divided into four different parts, making together an extent of about five miles fifty-one rods. The first begins at about seven miles above the mouth of Courtableau. It is one mile and sixty rods long its breadth from the lower part to two thirds of a mile up is from thirty-two to forty rods. Then the channel straightens gradually to eighteen rods and continues so not only as far as the upper part of the raft, but several miles above it. All the trees at the surface of this raft are in such an advanced state of decomposition that it required the utmost precaution to cross it with safety. At low water there is a depth of twenty five or thirty feet under the raft, and hardly any current; yet the level of the mass of water that runs under the raft is considerably sinking, and it rushes out with impetuosity at the lower end.

From the head of the first raft to the beginning of the second, there is a distance of fifteen and one fifth miles. The navigation in all this extent may be rendered both easy and sure, by cutting off some trees that lie on the bottom of the Atchafalaya, and project their heads several feet above water. They are particularly found in greater numbers above the islands situated six and one third miles above the first raft.

The second obstruction begins at the mouth of Bayou Latannche, at about seven or eight miles above the point where the cattle from Opelousas cross to go to Point Coupee. This raft is one mile, two hundred and sixty-two rods long, less a small space of twenty-four rods free from embarrassment situated, at about the middle of the raft. The trees at its surface are in the same state of decomposition as those of the first raft. The depth of the water at the head is twenty-four feet (low water) and above the raft twenty-eight feet. The current is very rapid under the raft, while for the space of about one mile between the upper part of the raft, and the beginning of the first, there is no apparent current at the surface of the water.

The third obstruction is only two hundred and fifty rods long. It presents the same appearance as the others.

The fourth obstruction begins one mile, one hundred and five rods above the third. It is divided into two sections by a clear space sixty rods long. The lower section is two hundred and twenty-four rods long; and the upper one two hundred and fifteen rods. The head of this raft is twenty-two miles and fifty-three rods from the embrachment of the Atchafalaya and Mississippi. The river, at low water, was twenty-eight feet deep below the raft; above it, a line thirty-one feet long could not reach the bottom.

This last obstruction, although the trees of which it is formed have nearly the same appearance of decomposition as the others, is not, however, so old; for from the report of well informed persons, it did not exist in 1826.

The four rafts I have just described are floating, and rise or fall with the waters of the Atchafalaya; but they are obstructed by a great number of large trees firmly fixed by one end in the river, and projecting their other end to a height generally above the level of high water.

Those trees which I will call the keys of these rafts, are actually the principal obstacles to the clearing off of those obstructions, by a strong current.

I have got sawed off all the keys of the first raft, and I am inclined to think that at the time of high water, the force of the current will be sufficient to sweep it away. The great number of keys remaining in those parts of the river that seem to have been obstructed at a time, would countenance the belief that the current has sometimes removed the rafts. In favor of this opinion, I may add that persons employed to transport by water carriage the cotton of the prairies of Bayou Rouge, say, that in 1831 the head of the fourth raft was opposite the mouth of Bayou Petit Courant, one and three quarter miles above its present situation.

The opinion which I entertain, that a heavy freshet can sweep away all the obstructions of the Atchafalaya, if their keys were cut off at low water level, induced me to limit this operation to the first obstruction. Prudence requires that so enormous a quantity of wood should not come down at once, without its direction being known, lest it should choke up the communications of the Attakapas and Opelousas, with the Mississippi.

Since I have been employed by the sub-board of public works, I have not had occasion to see the Atchafalaya in its high stage; and it will not be possible until the next rise of the river, to know exactly the direction the drift wood may take in the lateral bayous. Every thing that could prevent the wood from being carried off from the first raft down to the Grand River, has been cut down, and all this part of the Atchafalaya is clear, and of a safe navigation.

During the short rise of water which took place last summer, the steamboat and slaves of the state have been employed from the fourteenth of July to the twelfth of August to clear the first obstruction. But the water having for all the while been at a common height of four feet above low water, (the high stage being from eighteen to twenty feet) the current was but small, and the work very difficult. In that space of time, however, a channel has been opened, seventy-five feet broad by a quarter of a mile long.

When the Atchafalaya shall be opened and navigable up to the Mississippi, the Opelousas will have a water communication during the whole year with New-Orleans, but this road will considerably increase the distance, for there is only forty-nine miles from the mouth of Courtableau to the village of Plaquemine; while by going up the Atchafalaya and the upper branch of the old bed of the river which leads to Shreve's cut off, (the other branch being no more navigable) there is a distance of one hundred and sixty-one miles. This will consequently increase by one hundred and twelve miles, the distance from the mouth of Courtableau to New-Orleans.—This distance might be shortened about nineteen miles, by opening a passage to the river, across the cut off of Tunica bend. But it would not be the greatest advantage to be derived from this operation. The river above the cut off would fall about thirty inches at high water, the fall of the river being then one, and twenty-one thirty fifths of an inch per mile. As to the increase of the current, it would hardly be sensible, for a cut off of eighteen miles cannot be appreciated on so extensive a course as that of the Mississippi. The cut off of Tunica bend would also diminish the mass of water that enters in the Atchafalaya from the Mississippi and the Red River; so that lands at present subject to inundations would be entirely secured by this work. But it remains now to examine whether those advantages fairly compensate the damage that would result from the current of the river to the lands opposite the cut off.

The opening of the Atchafalaya to procure to the Opelousas, and to the settlements which would soon rise on the river itself, a constant communication with New-Orleans, is certainly a project of sublime and useful; as it justify the outlays made by the state to that effect. But we must observe that the United States own the land on both banks of the Atchafalaya, that they will derive a considerable benefit from the works undertaken at the expense of the state; and that a cession of a part of those lands to the state of Louisiana would be but an act of justice.

I have said above that the Opelousas are threatened with the entire loss of their communication with Plaquemine, a circumstance that ought to impress on every mind the indispensable necessity of clearing out every obstruction in the Atchafalaya.

On leaving Plaquemine to go up the Grand River, there is a batture extending several miles. In the low stage of the river, a part of this batture, is above water, and there remains but a narrow and sinuous passage four feet deep for the steamboats that navigate at that season.

I was informed by many persons, that eight years ago there was in that place from twenty-eight to thirty feet water, and that the deposit has regularly increased every year since that time. It seems that for the last eight years the drift wood thrown by the bayou Plaquemine in the lower part of the Grand River, where it forms considerable obstructions, has opposed such an obstacle to the stream as to force back the water of the Plaquemine above the mouth of the bayou, which, besides, by the wide opening of its mouth on the Mississippi and of its channel, pours in the interior a greater mass of water than formerly.

There results from it a very strong counter current in the Grand River during high water, while some time ago this stream flowed towards Lake Chittimachas; and when the Mississippi decreases, the current gradually diminishes in the interior bayous; and then the battures increase. The batture we are now speaking of has risen about three feet every year, so that it is probable that after the next rise of the river, it will almost be at low water level; and will completely interrupt the communication between Plaquemine and the Opelousas.

The drift wood that now embarrasses the Grand River and the bayou Pigeon, having been sufficient gradually to elevate the bottom, it will continue to produce the same effect, although the works that I have had executed at the entrance of bayou Plaquemine seem to answer their double purpose: first, to prevent the drift wood from getting in; second, to reduce the entrance to a width nearly equal to that of the bayou in the interior.

If for some years past the entrance to bayou Plaquemine had been completely shut, or protected by solid works, as those now extant, the navigation in the interior would now be uninterrupted, while it cannot be made so but at a considerable expense. The use of a strong dredging machine will this year be necessary to dig the channel of the Grand River at the season of low water; and this work shall have to be resorted to every year, until the bayou Pigeon be opened, and yield a free run to the waters toward Lake Chittimachas.

However considerable may be the works required at the Atchafalaya and bayou Pigeon, the time of their completion may be easily calculated; since on one hand the Atchafalaya does not receive any more drift wood from the cut off made on the Mississippi above the Red River; and on the other hand, the works at Plaquemine have until now kept off all the drift wood; and justify the hope that they will fully attain the results which they are intended to secure.

BAYOU COURTABLEAU AND BAYOU BOEUF.

Conformably to your instructions, I have made a survey of bayou Courtableau, and a part of bayou Boeuf, so as to ascertain the possibility of improving that navigation by locks.

The bayou Courtableau is navigable throughout the year for steam boats up to Barre's landing, fifteen miles below the small town of Washington, which is the landing from Opelousas. The mouth of bayou Boeuf is five miles above.

Although the steam boats stop at Barre's landing at low water, they might go up to bayou Ouatcha, three miles below Washington, if the snags, which are in great number in this part of the bayou, were sawed off about seven feet below the surface of low water. This operation will be easy, when the sawing machine, a model of which I have presented to the sub-board, shall be completed. This model is now at Louisville, where I hope the machine can be executed, (steam being its impelling power,) without exceeding the estimation fixed.

It would be useless to observe that this machine has not for object solely to improve this part of Courtableau; but there is not a water course in the state on which it could not be used to the greatest advantage.

The bayou Courtableau being thus rendered navigable up to bayou Ouachita, it will be necessary, in order to extend the navigation farther, to stop the water by a dam which will be very easy. For, while this Bayou has no sensible current from the Atchafalaya to Barre's landing, it has in the upper parts rapid fall.

When the water is rising in the Courtableau by the ebbing of the Atchafalaya, without being swelled by rains, a rise of sixteen feet in the latter produces a rise of thirteen feet at Washington. But this fall of three feet takes place only between this village and a point about two miles below Bayou Ouachita, beyond which there is no more current.

The spot intended for a lock is marked on the plan just below bayou Ouachita. At that point, the bayou is sixty feet wide by seven feet deep. This lock might be made with little expense, in the following manner: Four bottoms of flat boats eighteen feet wide by sixty feet long, tightly fixed together, would form the floor of the lock, measuring, consequently, thirty-six feet by one hundred and twenty. The gates would be constructed at each end, and the bottom of the bayou being cleared and levelled, the whole frame of the lock would be let in the place prepared for it by the means of piles put up; to that effect a sufficient number of which would afterwards be driven in more firmly to secure it, and the gates. This lock would procure a rise of twelve feet, which would elevate the water ten feet at Washington, and seven feet at the entrance of bayou Boeuf. This work, such as I describe it, executed with the slaves of the state, would not cost above fifteen or eighteen hundred dollars.

The second lock should be built one arpent below the embrachment of bayou Boeuf and bayou Crocodile.—At this spot the bayou is sixty six feet wide at low water, and five feet deep. This lock would be constructed like the first; it would force the water in both bayous, and by keeping it twelve feet higher, would create an elevation of five feet, twenty miles above.

Two locks in bayou Boeuf at twenty miles distance would be sufficient to render it navigable for steam boats as high as sixty miles from its mouth, viz: to Cheneyville. The locks would cost less than those of Courtableau; for the bayou Boeuf is but thirty-three feet wide at low water. The water retained by the locks cannot be lost on either side; the bayou Boeuf is closed in as a canal, on a length of about one hundred and twenty miles.

BAYOU LAFOURCHE.

This branch of the Mississippi, which runs across one of the most populous sections of the state, seems never to have obtained, as an object for improvement, all the attention which its importance should command.

At Donaldsonville, this bayou, during the low stage of the water, is but fifteen or eighteen inches deep; while one mile below, it is at once six feet; and this depth increases to fifteen or twenty feet, which it preserves in all its course down to a few miles from the sea, where there is no outlet but on sand bars having only eighteen inches water.

The two extremities of the bayou Lafourche are therefore the only points that need to be improved; for I do not consider as worthy of remark the destruction of a few snags from distance to distance. The entrance from the river should be dug about six feet, so as to render it navigable all the year for steam boats. On the sea end, the same work should be executed, to admit large schooners.

The object of the works at Donaldsonville should be not only to straighten the pass, but yet to direct the current so as to prevent it from destroying that part of the town which fronts the bayou. This result may be obtained by erecting on the opposite shore, and at the entrance of the bayou, a breakwater, consisting of a contexture of large piles, locked by two or three rows of piles. The row of the centre should be dressed with thick planks and scantlings. The cost would be about three thousand dollars.

This work should be placed on the point round which runs the channel at low water; and should extend in a direct line from east to west. It would completely prevent the drift wood from being forced in the bayou by the north wind, as it now is. The current would run in parallel to the levees, and would occasion no damage on the town side. The entrance of the bayou would not be too wide open, while in its present condition, the mass of water that flows in when the river is full, being much greater than that which runs in the bayou. There is at that place but a surface current, which creates a bar at the entrance of bayou Lafourche.

After the entrance shall have thus been straightened by the work just described, the dredging machine may be applied to dig the pass to the distance of about one mile in the bayou; and no fear should be entertained of its filling up by new deposits. This result may still more surely be anticipated if the pass at bayou Lafourche at the sea end, can be dug the same year, or the canal of the Attakapas widened, this canal being another opening of bayou Lafourche towards the sea. It is now almost insignificant, but may become the best route between the Teche and the Mississippi.

The passes at the sea end are obstructed by old hulks of schooners and other craft that sunk there a long time ago, and round which the sand has accumulated. Willows are growing on those battures.

The board of public works has as yet no dredging machine. It ought to have two. The Barataria and Lafourche Canal Company have one that is moved by steam, which is used most satisfactorily for digging canals in the prairies. The cost of such a machine is from four thousand, to four thousand five hundred dollars.

CANAL OF THE ATTAKAPAS.

This canal, situated on the right bank of bayou Lafourche, fifteen miles from Donaldsonville, is but a small stream, through which a part of the high waters of bayou Lafourche run to lake Verette. I have drawn it on a large scale on the plan no. 3. It is also represented on the plan no. 2. I think there would be less difficulty in rendering this small stream navigable for steam boats, than in opening any of the communications projected between the Attakapas and the Mississippi. At the time of high water, the Attakapas canal has as much as eighteen feet fall on lake Verette, on a course of at least eleven miles; and the current is very rapid.

This watercourse might be straightened and widened in the following manner: by opening on the right bank and in directions marked with red ink on the plan no. 3, a ditch twenty feet wide by about three feet deep.—The rubbish would be thrown on the side, so as to form a levee. It will be seen by referring to the plan, that this new canal forms, by its frequent points of contact with the bayou, several very narrow islands. As soon as the waters of the bayou Lafourche would be high enough to overflow in the Attakapas canal, most part of the small islands which I have just mentioned, would be swept away by the force of the current; and some men in a few days could easily destroy them. The Attakapas canal would then have a less crooked course, and a width of about fifty feet; the double of that which it now has. Its width being therefore double, and the natural slope of its banks remaining the same, its depth will increase in the same ratio, and from the first year it will be navigable for large barges. The dimensions of this canal being now double, it will admit a mass of water four times greater than that it now receives. That mass of water carried on with the rapidity resulting from a fall of eighteen feet on a space of about ten miles, will so corrode the banks as yearly to enlarge the bed of the canal.

But we should foresee that this mass of water which will run into lake Verette, by carrying with itself much earthy matter, will form in the lake so considerable deposits as to render it unfit for navigation in the place where the canal discharges itself. It is with a view to prevent this result that I have indicated on the plan no. 3, by the lines A. B., the digging of a navigable canal, about one mile long, which will reach the lake at a point distant from that where the deposits will form themselves. This canal, at its junction with the bayou, is closed by a lock, so as to prevent the water from running in that direction.

The lake Verette has little depth. It has, however, not less than four feet; and its bottom consists of a very soft mire. A pole will sink in it by its own weight. On the other side of the lake is the bayou Long, which leads to the Attakapas lake.

The road projected by the Barataria and Lafourche Canal Company to go to Berwick's Bay, and which is represented on the map no 2, will be very useful for small craft running from Darbonne and Caillou bayous; but immense works must be completed in bayou Black and bayou Derbonne, before steamboats from the Attakapas may avail themselves of this line of communication.

BAYOU L'EAUBLEAU.

The Barataria and Lafourche Canal Company propose to establish their line of navigation through lake Mercier and lake Long. I think it worthy of remark that those lakes are generally six feet higher than the sea.—It would seem, however, from the maps, that they communicate with the Gulf of Mexico. I was at a loss for some time to account for this difference of level; and it is but lately that I have ascertained that the communication with the sea, which once took place by the bayou L'Eauble, does not exist at present.

This bayou is closed on an extent of about six miles, by a thick turf produced by the decomposition of the vegetable matter that grows so rapidly in shallow bayous which have little current and choke them in a few years. This obstruction of bayou L'Eauble retains rain water, on a large portion of the lands situated between bayou Lafourche and bayou Darbonne. A large part of the land now unfit for cultivation, would be reclaimed to agriculture, if the water was restored to its natural course. It is true, that lakes Long and Mercier would fall by five or six feet, and would leave in the country now covered by water, swamps across which the Barataria and Lafourche Canal Company would have more considerable works to execute in order to establish their line of navigation. This consideration ought not to be an objection to the opening of the bayou L'Eauble.

OF THE WORKS IN GENERAL.

I am going to add a few remarks on the manner in which the above mentioned works should be distributed this year.

They may be divided in two classes: those that cannot be executed but at low water, and those that can be at high water. The destruction of the rafts of the Atchafalaya and bayou Pigeon belong to the former class; all the other works belong to the latter.

In consequence, as long as there will be a sufficient current in the Atchafalaya to work at the rafts with advantage, all our hands should be employed there; and in the meantime, in order to get prepared for the works of the second period, it would be proper to have two dredging machines constructed: one for the Grand River, where it will be wanted for several years at the season of low water; and the other for the bayou Lafourche.

Before the Mississippi be too low to let our steamboat go out by way of Plaquemine, I would propose to send her to Lafourche, where she would be employed as well as the gang, during the low stage of the water. That gang consists only of forty-four negroes: you purchased fifty-seven, out of whom thirteen died, viz: seven of the cholera in May last, and six since, of fever and dysentery.

During the works on Plaquemine, say from the twentieth August to the first of November, there always was a great number of sick, and I never could dispose of more than sixteen or eighteen hands. It is but justice to Captain Mayo, superintendent of the public works, to say, that without his activity and intelligence, it would have been difficult to complete that work with so few hands, before the rise of the river.

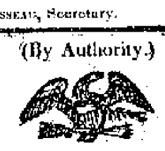
The whole of which is respectfully submitted.

[Signed] BENJAMIN BUISSON,
Assistant Civil Engineer.

New-Orleans, 4th January, 1835.

A true copy,
A. Rousseau, Secretary.

(By Authority.)



Resolved that a joint committee composed of two members of the Senate, and three members of the House of Representatives, be appointed to inform Mr. Edward D. White, the Governor elect, that both branches of the General Assembly, will be ready for his reception, in the hall of the House of Representatives on Monday next the 26 proximo at 12 o'clock, to take the oath of office, as Governor of the State of Louisiana, that said committee be further authorized to invite the Judges of the Supreme Court, to attend and administer the oath of office.

Resolved that the Mayor and Recorder of the City of New Orleans, together with the constituted authorities of the United States and this State, be invited, to assist at the installation of the Governor—and that said committee cause the Representative Hall to be prepared for that purpose.

All persons mentioned in the above Resolution, are respectfully invited to assist at the installation of the Governor of this State, which is to take place, in the Hall of the House of Representatives, next Monday, at 12 o'clock agreeably to the aforesaid Resolution.

J. THOMAS, Chairman,
J. DUPRE,
Committee on the part of the Senate.
M. G. PENN, Chairman,
V. PATIN,
E. MONTEGUT,
Committee on the part of the House.

P. S. The public printers of the City are requested to publish the foregoing.

MARINE JOURNAL

PORT OF NEW-ORLEANS

CLEARED.

Brig Pharma, Green, St. Marks, A Fisk
Brig Mary Hall, New-York, A S Page

ARRIVED

Steamer North Alabama, Kelly, fm Vicksburg cargo, 1926 bales cotton cotton, 593 bags cotton seed; 25 pass.

Steamer Florism, Walker, from Bayou Sara—cotton and sugar, 36 pass ngers.

Steamer Boots, Fitch, from Lake Washington—cotton, 18 pass ngers.

Sloop Harrison, Graham, from the Coast—sugar, molasses and rum.

THOMAS FELLOWS,
EXCHANGE BROKER,
No. 31, St. Louis street.

Purchases and sells Bills of Exchange, Promissory Notes, Bank and other Stocks, Uncurrent Bank Notes, Doubloons, Sovereigns, and other Gold Coins, on the most reasonable terms. jan 17

MR. BRIENGNE, Veterinary, recently arrived from France, respectfully informs the public, that he will Shoe Horses after the French or English manner, either riding, race or dray horses, &c. &c. He will cure all kinds of diseases to which animals are subject, and perform the most difficult operation. His experience and the success he has obtained in his art are the guarantee he offers, in soliciting a share of public patronage.

Persons wishing to contract by the year for shoeing, or for Mr Briengne's attendance to sick animals, may see him at his blacksmith shop, No 112, St Philip street, between Bourbon and Dauphin streets. jan 29

COMMERCIAL BANK OF NEW ORLEANS.

THE Stockholders of this institution are hereby notified, that agreeably to the act of incorporation, an annual election for eleven Directors, in behalf of the Stockholders, will be held at the Banking House on Monday the 2nd day of March next, between the hours of 10 o'clock A. M. and 2 o'clock P. M.

By order of the Board,
jan 29 JOSEPH SAUL, cashier

FLORIDA WATER.—Several dozens bottles of that water, and some leeches, for sale at the Apothecary Store, Royal street, No 128.
jan 29 A A PEYCHAUD.

EXCHANGE on London, Paris and New York, for sale by T. NICOLET,
jan 29—1w 86 Bienville st

EXCHANGE on New York, for sale by
jan 29 WHITE & Co.

AMERICAN THEATRE.
CAMP STREET.

Last night but two of Mr POWER'S engagement.

On THURSDAY Evening,
Will be presented for the second time, Mr Power's highly successful Comedy of
ETIQUETTE RUN MAD.
Capt. Dennis O'More ..... Mr Power
With the original song of "The Irish Hussars"
Sir Peregrine Laughley .....