

# THE BEE.

PRINTED AND PUBLISHED BY  
JÉRÔME BAXON, DELAUP & CO.

N. Y.—NEW-ORLEANS,  
TUESDAY (MORNING), DECEMBER 21, 1830.

We are still without the mail due on Saturday, and there is an absolute dearth of news of any kind. This is the more vexatious, as in the ordinary course, we had a right to expect news of some importance both domestic and foreign.—The *De Rham* (Havre Packet) was announced as having arrived below at New-York, and it was presumed she would furnish some highly interesting accounts of the past and passing events in France, Spain and the Netherlands.

The President's message was also looked for with confidence. We are, we confess, anxious to see it; not on account of any great intrinsic merit which we expect the document itself will be found to possess, but because we look upon it as a sort of *prologue*, which will serve to open a most momentous political campaign.

Among the sage counsellors who will have wrought at it, something, no doubt, will be produced, not altogether wanting in tact, or adaptation to the various interests which the administration will endeavour to combine and cement together. It will of course be lauded to the skies by some, contain what it may; there are others, too, who will condemn it in toto, though their motives of opposition. For our own part, we undertake in advance, to absolve Gen. Jackson from all and every thing pertaining to it, except the *quæsita*; which we presume will be done in *proper personæ*.

Wilkins *Tunneill* (Esq.), a gentle man of acknowledged talents and energy, has come to New-Orleans to prosecute his law studies, and to practice before the bar. He is a native of New-Hampshire, and has been educated in the schools of that state, and in the University of New-Hamshire, and has received a good education, and is well qualified for the law.

*WATER INDIA TRADE.*—A New York paper says: "Two British vessels entered this port today by virtue of the treaty, the dates on board being 16 and 17 November, viz., 1830, 600 cwt. of sugar, 100,000 bushels of wheat, and 23,000 barrels of flour, have already arrived here."

A large amount is now lying in the warehouses of half-rent places on the canal, waiting for boats to transport it. Whiskey, pork, oil, ashes, barrels, boxes, bird, and coal also form considerable articles of exportation from the interior.

Pork will probably form a very large item, when it shall be packed in the interior, as will undoubtedly be the case in great extent soon.

Most of the wheat and flour exported from the central parts of the state will probably continue to seek a market by way of the Lake, on account of the fluctuating and often depressed state of the market at New-Orleans. I think there will probably be brought this way from the Ohio river.

It is now brought from Zanesville, where it lies in great quantities, and is to be transported by the day, by steam-boats, and probably will be so transported by the light of the moon, and at a small expense.

It is to be expected that the price will be increased, from an opening of ports.

A small vessel may be made,

so as to take the experience of *past years* to scale the future.—*Vicksburg Register.*

the part of the federal government, has been severely tested; but if infidels are to be taken into consideration, the question is at rest. All admit its happy effects in tending to secure the permanence of *united* union, by adding to the political ties which at present bind us, the strongest natural ones, and by daily opening fresh channels of national wealth and social intercourse.—Upon these vital questions, I shall be governed by my public capacity by such motives as become a Pennsylvanian, not, however, as a Pennsylvanian whose principles were to be regulated by the multiplying doctrines of a small district of our southern country, but as one who, confiding in the unbounding political integrity of his native state, and intent in his affections for the great federal union, will admit of no governing principle which the one will not suetion; of no principle which the other does not create.

"Allow me to offer you, fellow citizens:

"The *voice of sound moral and political principles*—the best means to secure the *integrity of the party*, to aid the improvement of the intellectual character, cherish the progress of free principles, and establish upon a certain foundation the happiness of man."

(From the *National Intelligencer*.)

The last *New-York Courier* and *Advertiser* repeats from the *New-Hampshire* papers, the surmise that Mr. Woodward will be appointed Minister to Russia, in the place of Mr. Bassett. Is the present Minister then coming back so soon? We should attach no importance to the suggestion, did we not find it in a paper which enjoys, perhaps more highly than any other of the *Metropole*, the confidence of the secretary of state.

The New-York correspondent of the Boston *Advertiser* gives as a rumor that Mr. James A. Moore has received an overture from the General Government to proceed to Russia as the successor in the Legation of Mr. Randolph, but that he had declined it. We give the suggestions which may reach us. Formerly it was our custom to notice nothing in the *sample* of mere rumors, but now, as things so strange seem to pass, that it is hard to tell what we shall hear at the *office*.

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*NAVIGATION OF THE OHIO.*—The following account of one recent improvement in the navigation of the Ohio river, is taken from the *Louisville Advertiser*:

"The rocks have been all taken out of the river from the mouth of the Illinois shore to the Kentucky shore, opening a channel at extreme low water from the rocks to the sand, and the Kentucky shore about 1200 feet in width and four feet in depth, or of very little water. Five buoys have been placed in the stream to show the obstructions with the place the best and safest track through the chain. The first or upper bank is placed at the extreme outer point of the rocks, which project out from the Illinois shore in Wadsworth. The second buoy is situated on the side of the middle reef of rocks that form a wind or current called the middle bar, at the head of the chain. The third buoy is fixed opposite to the large rocks on the Illinois shore, and on the outer bank of that reef. The fourth buoy is fixed on the outermost rock on the middle reef. The fifth buoy lies at the extreme end of the low water, and an intermediate of water between several hundred feet of the banks, between the Kentucky shore and the middle of the river. A boat should pass between the buoys on the Kentucky shore, and unless the river should be very high she would run extreme hazard to pass between the buoys and the Illinois shore, as the rocks in the two lower reefs, and from ten to twelve feet above the water at an extreme low water, and within a few feet of the buoys on the opposite side. The deep water, between the two reefs, is about 1200 feet wide, and the distance between the buoys and the outer side of the river is about 1000 feet, so that a boat can pass between them with safety, and an intermediate of water between the two reefs, and from ten to twelve feet above the water at an extreme low water, and within a few feet of the buoys on the opposite side. 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