

of disembarkation, the approach to which is announced by ringing a large bell.

A great proportion of the trees are still leafless, the willows, cypresses, and red maples being no more advanced than I had seen them at Mobile in the third week of February. The gardens continue to be gay with the blossoms of the peach and plum-trees. As our vessel wound its way round one great bend after another, we often saw directly before us the dome of the St. Charles and the tower of St. Patrick's, and were sailing toward them after I thought we had already taken a last look at them far astern. In the first seven hours we made sixty miles, including stoppages. We were passing along what is called "the coast," or that part of the Mississippi which is protected by a levee above the metropolis. A great many handsome country houses, belonging to the proprietors of sugar plantations, give a cultivated aspect to this region, and the scenery is enlivened by a prodigious number of schooners and large steamers sailing down from the Ohio and Red rivers, heavily laden with cotton. This cotton has already been much compressed when made up into bales; but it undergoes, at New Orleans, still greater pressure, by steam power, to diminish its bulk before embarkation for Liverpool.

The captain calculated that within the first seven hours after we left the wharf, in the Second Municipality, we had passed no less than ten thousand bales going down the river, each bale worth thirty-five dollars at present prices, and the value of the whole, therefore, amounting to 350,000 dollars, or 73,500*l.* sterling. All this merchandize would reach the great emporium within twenty hours of the time of our passing it. Before we lost sight of the city, we saw a large flat boat drifting down in the middle of the current, steered by means of a large oar at the stern. It was laden with farm produce, and had come about two thousand miles, from near Pittsburg, on the Ohio. I had first observed this kind of craft on my way to the Balize, meeting near Fort Jackson a boat without a single inmate, thirty-five feet long, and built of stout planks, with a good roof. It was drifting along on its way to the Gulf of Mexico, the owner having abandoned it after selling his corn and other stores at the