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By the President of the United States of America.
A PROCLAMATION.

Whereas a treaty of navigation and commerce, between the United States of America and His Majesty the Emperor of all the Russias, together with a separate article thereto, was concluded and signed at St. Petersburg, on the sixth (eighteenth) day of December, in the year of our Lord one thousand eight hundred and thirty-two, which treaty and separate article are, word for word, as follows:

In the name of the most Holy and indivisible Trinity.

The United States of America, and His Majesty the Emperor of all the Russias, equally animated with the desire of maintaining the relations of good understanding, which have hitherto so happily subsisted between their respective States, and of extending and consolidating the commercial intercourse between them, have agreed to enter into negotiations for the conclusion of a treaty of navigation and commerce. For which purpose the President of the United States has conferred full powers on James Buchanan, their Envoy Extraordinary and Minister Plenipotentiary near His Imperial Majesty; and His Majesty the Emperor of all the Russias has conferred like powers on the Sieur Charles Robert Count de Nesselrode, His Vice Chancellor, Knight of the Orders of Russia, and of many others, &c.: and the said Plenipotentiaries have exchanged their full powers, found in good and due form, have concluded and signed the following articles:

ARTICLE I.

There shall be between the territories of the high contracting parties, a reciprocal liberty of commerce and navigation. The inhabitants of their respective States shall, mutually, have liberty to enter the ports, places, and rivers of the territories of each party, wherever foreign commerce is permitted. They shall be at liberty to sojourn and reside in all parts whatsoever of said territory, in order to attend to their affairs, and they shall enjoy to that effect, the same security and protection as natives of the country where they reside, on condition of their submitting to the laws and ordinances prevailing, and particularly to the regulations in force concerning commerce.

ARTICLE II.

Russian vessels arriving, either laden or in ballast, in the ports of the United States of America; and reciprocally, vessels of the United States arriving, either laden or in ballast, in the ports of the Empire of Russia, shall be treated on their entrance, during their stay, and at their departure, upon the same footing as national vessels coming from the same place, with respect to the duties of tonnage. In regard to light house duties, pilotage, and port charges, as well as to the fees and perquisites of public officers, and all other duties and charges, of whatever kind or denomination, levied upon vessels of commerce, in the name or to the profit of the Government, the local authorities, or of any private establishments whatsoever, the high contracting parties shall reciprocally treat each other upon the footing of the most favored nations with whom they have no treaties now actually in force, regulating the said duties and charges on the basis of an entire reciprocity.

ARTICLE III.

All kinds of merchandise and articles of commerce, which may be lawfully imported into the ports of the Empire of Russia in Russian vessels, may, also, be so imported in vessels of the United States of America, without paying other or higher duties or charges, of whatever kind or denomination, levied in the name, or to the profit of the Government, the local authorities, or of any private establishment whatsoever, than if the same merchandise or articles of commerce had been imported in Russian vessels. And reciprocally, all kinds of merchandise and articles of commerce, which may be lawfully imported into the ports of the United States of America, in vessels of said States, may, also, be so imported in Russian vessels, without paying other or higher duties or charges, of whatever kind or denomination, levied in the name, or to the profit of the Government, the local authorities, or of any private establishments whatsoever, than if the same merchandise or articles of commerce had been imported in vessels of the United States of America.

ARTICLE IV.

It is understood that the stipulations contained in the two preceding articles are, to their full extent, applicable to Russian vessels and their cargoes, arriving in the ports of the United States of America, and reciprocally, to vessels of the said States and their cargoes, arriving in the ports of the Empire of Russia, whether the said vessels clear directly from the ports of the country to which they respectively belong, or from the ports of any other foreign country.

ARTICLE V.

All kinds of merchandise and articles of commerce, which may be lawfully exported from the ports of the United States of America in national vessels, may also be exported therefrom in Russian vessels, without paying other or higher duties or charges, of whatever kind or denomination, levied in the name, or to the profit of the Government, the local authorities, or of any private establishment whatsoever, than if the same merchandise or articles of commerce had been exported in vessels of the United States of America. And reciprocally, all kinds of merchandise and articles of commerce, which may be lawfully exported from the ports of the Empire of Russia in national vessels, may also be exported therefrom in vessels of the United States of America, without paying other or higher duties or charges, of whatever kind or denomination, levied in the name or to the profit of the Government, the local authorities, or of any private establishments whatsoever, than if the same merchandise or articles of commerce had been exported in Russian vessels.

ARTICLE VI.

No other or higher duties shall be imposed on the importation into the United States, of any article, the produce or manufacture of Russia; and no higher or other duties shall be imposed on the importation into the Empire of Russia, of any article, the produce or manufacture of the United States, than are or shall be payable on the like article, being the produce or manufacture of any other foreign country. Nor shall any prohibition be imposed on the importation and exportation of any article, the produce or manufacture of the United States, or of Russia, to or from the ports of the Russian Empire, which shall not equally extend to all other nations.

ARTICLE VII.

It is expressly understood that the preceding articles, II, III, IV, V, and VI, shall not be applicable to the coastwise navigation of either of the two countries, which each of the High Contracting Parties reserves exclusively to itself.

ARTICLE VIII.

The two Contracting Parties shall have the liberty of having, in their respective ports, Consuls, Vice Consuls, Agents, and Commissioners, of their own appointment, who shall enjoy the same privileges and powers as those of the most favored nations; but, if any such Consul shall exercise commerce, they shall be submitted to the same laws and usages to which the private individuals of their nation are submitted in the same place.

The Consuls, Vice Consuls, and Commercial Agents, shall have the right, as such, to sit as judges and arbitrators in such differences as may arise between the captains and crews of the vessels belonging to the nation whose interests are committed to their charge, without the interference of the local authorities, unless the conduct of the crews or of the captain should disturb the order or the tranquillity of the country, or the said Consuls, Vice Consuls, or Commercial Agents should require their assistance to cause their decisions to be carried into effect or supported. It is, however, understood, that this species of judgment or arbitration shall not deprive the contending parties of the right they have to resort, on their return, to the judicial authority of their country.

ARTICLE IX.

The said Consuls, Vice Consuls, and Commercial Agents, are authorized to require the assistance of the local authorities, for the search, arrest, detention, and imprisonment of the deserters from the ships of war and merchant vessels of their country. For this purpose they shall apply to the competent tribunals, judges, and officers, and shall, in writing, demand said deserters, proving by the exhibition of the registers of the vessels, the rolls of the crews, or by other official documents, that such individuals formed part of the crews; and this reclamation being thus substantiated the surrender shall not be refused.

Such deserters, when arrested, shall be placed at the disposal of the said Consuls, Vice Consuls, or Commercial Agents, and may be confined in the public prisons, at the request and cost of those who shall claim them, in order to be detained until the time when they shall be restored to the vessels to which they belonged, or sent back to their own country by a vessel of the same nation, or any other vessel whatsoever. But if not sent back within four months from the day of their arrest, they shall be set at liberty, and shall not be again arrested for the same cause. However, if the deserter should be found to have committed any crime or offense, his surrender may be delayed until the tribunal before which his case shall be depending, shall have pronounced its sentence, and such sentence shall be carried into effect.

ARTICLE X.

The citizens and subjects of each of the high contracting parties shall have power to dispose of their personal goods within the jurisdiction of the other, by testament, donation, or otherwise, and their representatives, being citizens or subjects of the other party, shall succeed to their said personal goods, whether by testament or *ab intestato*, and may take possession thereof, either by themselves, or by others acting for them, and dispose of the same, at will, paying to the profit of the respective governments, such dues only, as the inhabitants of the country wherein the said goods are, shall be subject to pay in like cases. And in case of the absence of the representative, such care shall be taken of the said goods, as would be taken of the goods of a native of the same country in like case, until the lawful owner may take measures for receiving them. And if a question should arise among the several claimants as to which of them said goods belong, the same shall be decided finally by the laws and judges of the land wherein the said goods are. And where, on the death of any person holding real estate, within the territories of one of the high contracting parties, such real estate would, by the laws of the land, descend on a citizen or subject of the other party, who, by reason of allegiance, may be incapable of holding it, he shall be allowed the time fixed by the laws of the country, and in case the laws of the country actually in force may not have fixed any such time, he shall then be allowed a reasonable time to sell such real estate, and to withdraw and export the proceeds without molestation, and without paying to the profit of the respective Governments any other dues than those to which the inhabitants of the country wherein said real estate is situated, shall be subject to pay in like cases. But this article shall not derogate, in any manner, from the force of the laws already published, or which may hereafter be published, by His Majesty the Emperor of all the Russias, to prevent the emigration of his subjects.

ARTICLE XI.

If either party shall, hereafter, grant to any other nation, any particular favour in navigation or commerce, it shall, immediately, become common to the other party, freely, where it is freely granted to such other nation, or on yielding the same compensation, when the grant is conditional.

ARTICLE XII.

The present treaty, of which the effect shall extend, in like manner, to the Kingdom of Poland, so far as the same may be applicable thereto, shall continue in force until the first day of January in the year of our Lord one thousand eight hundred and thirty-nine, and if, one year before that day, one of the high contracting powers shall not have announced to the other, by an official notification, its intention to arrest the operation thereof, this treaty shall remain obligatory one year beyond that day, and so on, until the expiration of the year which shall commence after the date of a similar notification.

ARTICLE XIII.

The present treaty shall be approved and ratified by the President of the United States of America, by and with the advice and consent of the Senate of the said States, and by His Majesty the Emperor of all the Russias, and the ratification shall be exchanged in the city of Washington within the space of one year, or sooner if possible. In faith whereof, the respective Plenipotentiaries have signed the present treaty, in duplicate, and affixed thereto the seal of their arms. Done at St. Petersburg the sixth (eighteenth) day of December, in the year of Grace one thousand eight hundred and thirty-two.

JAMES BUCHANAN. NESSELRODE.

SEPARATE ARTICLE.

Certain relations of proximity, and anterior engagements, have rendered it necessary for the Imperial Government to regulate the commercial relations of Russia with Prussia and the kingdoms of Sweden and Norway by special stipulations, now actually in force, and which may be renewed hereafter; which stipulations are, in no manner, connected with the existing regulations for foreign commerce in general; the two high contracting parties wishing to remove from their commercial relations every kind of ambiguity or subject of discussion, have agreed, that the special stipulations granted to the commerce of Prussia, and of Sweden and Norway, in consideration of equivalent advantages granted in these countries, by the one to the commerce of the Kingdom of Poland, and by the other to the Grand Duchy of Finland, shall not, in any case, be invoked in favor of the rela-

tions of commerce and navigation, sanctioned between the two high contracting parties by the present treaty.

The present separate article shall have the same force and value as if it were inserted, word for word, in the treaty signed this day, and shall be ratified at the same time.

In faith whereof, we, the undersigned, by virtue of our respective full powers, have signed the present separate article, and affixed thereto the seals of our arms.

Done at St. Petersburg the sixth (eighteenth) day of December, in the year of Grace, one thousand eight hundred and thirty-two.

JAMES BUCHANAN.
NESSELRODE.

And whereas the said treaty and separate article have been duly ratified on both parts, and the respective ratification of the same were, this day, exchanged at the City of Washington, by Edward Livingston, Secretary of the United States, and the Baron de Krudener, Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of all the Russias, in the said United States, on the part of their respective Governments:

Now, therefore, be it known, that I, ANDREW JACKSON, President of the United States of America, have caused the said treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States, and the citizens thereof.

In witness whereof, I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done at the City of Washington, the eleventh day of May, in the year of our Lord one thousand eight hundred and thirty-three,

[L. S.] and of the Independence of the United States the fifty-seventh.

ANDREW JACKSON.
By the President:
EDWARD LIVINGSTON, Secretary of State.

NEUTRALS AND SHARKS.

A Tale of the West Indies.

The following is the substance of a letter from Lieut. M. Fitton, R. N. to Lt. Nichol, Esq., His Majesty's proctor at Jamaica, and the circumstance which it relates is one of those extraordinary coincidences that are almost past belief. It is taken from a copy of the original, and the sharks jaw is now in possession of a gentleman in London.

The commander-in-chief on the Jamaica station, in 1799, ordered Lieut. Whylie, in the Sparrow cutter, to cruise in the Mona Passage with the tender of His Majesty's ship, Ambergraveny, under my command.

We dined together off the east end of Jamaica, and, on comparing notes, we found that he had ten guns in the Sparrow, and I had six three pounders in the tender, with which it was agreed, (after we had dined,) that we certainly should capture any sloop of war belonging to the enemy, and (before we parted) that we could even beat off, and tolerably well hamper, a frigate.

We parted the next night in chase, but joined company again some days after, off Jaquelin, on the south side of St. Domingo. At day light, the Sparrow was about six miles in shore; and I asked Lieut. Whylie, by signal, to come on board to breakfast.

Whilst his boat was on her way, I seated myself on the taffrail watching her progress. The morning was cool and serene, the sea calm and transparent. The far-distant rock of Altavella was seen on the disk of the rising sun, as he appeared above the horizon; an extended line of diversified coast, with Isle la Vache to leeward; the stupendous mountains of Grand Ance, clothed in forests of eternal green, studded with white coffee plantations, their base concealed with floating vapor, mingled their lofty summits with the ethereal blue of Heaven! There was something so inspiring in the whole scene, added to the cool freshness of the morning, and the stillness of all around, that it was worth going five thousand miles to witness, at the risk of dying of the yellow fever, the lot of many a good fellow that I have known.

As I was thus seated on the stern, I observed at some distance from the vessel a dead bullock floating on the surface of the water, and some sharks busily tearing it to pieces. This did not excite my surprise as I was then in the track of cattle loaded vessels from Puerto Cavallo and Lagayra; but I ordered it to be towed alongside, which was soon done, the sharks following it. Among the sharks there was one much larger than the others, which I resolved to catch and make a walking stick of his backbone, by inserting a wire through it, as I had seen frequently done.

I baited the hook with a four-pound piece of beef; but John-shark rubbed himself against it several times, and did not seem quite to fancy it, although the others would have taken it, if I had not drawn it from them. Seeing that this huge fellow was rather dainty, I changed the bait for a piece of pork, which after slighting for some time, he at last bolted. With a strong effort, I fixed the hook in his jaws; as a matter of course, in his turn he sprung forward, but, after playing him a little with about sixty fathoms of line, I had him hoisted on board.

The process of dissecting him was soon commenced; and being curious to know what he had got in his stomach, it was quickly opened, when, to our astonishment, out came a large bundle of papers tied up with a string.

The sailor who had been the principal character on this occasion, like most others, liked a joke; and, as he presented the bundle to me, said, with a smile, "A packet, sir, by—! I hope it's from England; please your honor, (touching his hat,) will you look if there's a letter for me; I should like to hear from my old blowing!"

The papers, excepting the envelope, were in a perfect state; they related to the vessel's cargo; and a letter, dated at the Island of Curacoa, had this commencement. "My good friend Mr. Christopher Schultz, will hand you this." Mercantile affairs then followed.

My first idea was that the shark had come from the Island of Curacoa; the next was, that the papers had been thrown overboard from some vessel chased by one of His Majesty's cruisers.

I therefore hailed the man at the mast head, and told him to keep a good look out; as no doubt, there was a vessel not far off. "There's nothing in sight, sir," he answered, "but the Sparrow cutter in-shore, and her boat pulling on board." Well, keep a bright look-out my boy, I said; and remember the bottle of rum, and the dollar, and a day's leave on shore; for I always like to reward my men for every strange sail that turned out to be an enemy; a 1d in case of gross neglect, which seldom happened, I gave them something else. And yet my men were much attached to me, from the thorough conviction that I would serve out my own brother in the same way; never making (as they said) fish of one and flesh of another, and never seeing a fault until I had broken my shin over it.

Lieut. Whylie shortly after this arrived on board. He was one of the old school, a perfect seaman, who

had (like myself) waddled to the water as soon as he was out of his shell; and yet he had no affinity, more than oil for that element—water being what he never took in. He was brave, of course, and had a strong regard for the enemy, and loved to lie close—"Yard arm and yard arm," was his maxim. He had completed his education from books scattered on the rudder-head, to him equally authentic and erudite, such as Homer's Iliad, Hudibras, Pilgrim's Progress, &c. In religion, he thought a short prayer, *well said*, better than a life monastic; and, like most christians of that day, abhorred popery and the pope, although he would have jumped overboard any day to save him from drowning. In speech, Lieut. Whylie was short and emphatic; but if a word of learned length came athwart him, either end seemed indifferent, and he had a knack of adding a syllable to those already sufficiently long. The West Indies suited him exactly, it being a "brae country, where ye are eye drinking, and aye dry." Alas, poor Whylie, he has taken his final launch; many's the cruise we have had together; he was a merry good hearted fellow, "take him all in all.

When Lieut. Whylie arrived on board, the following dialogue ensued between us.

Whylie.—What a devil of a long pull you have given me this morning, and not a breath of air out of the heavens; come, is breakfast ready?

Fitton.—Well, Whylie, my boy, what luck have you had since we parted co?

Whylie.—Luck! Why, I have taken a Dutch schooner and a French schooner and have detained an American brig. (Looking round and seeing the shark:) But why do you dirty your decks with those cursed animals? You'll be a boy all your life time—Fitton.

Fitton.—Tell me, Whylie was your American brig named Nancy?

Whylie.—Yes, she was; you have met her, I suppose.

Fitton.—No, I have not; I never saw her.

Whylie.—Then how did you know the brig I had detained was named Nancy?

Fitton.—Was there a supercargo on board, called Christopher Schultz, of Baltimore?

Whylie.—Yes, there was, his name was Schultz, or Schults, or some d— Dutch name or other; why, you must have spoken her.

Fitton.—No, I have not; I never saw her.

Whylie.—Then how the devil came you to know I had detained an American brig called Nancy, Christopher Schultz, supercargo?

Fitton.—The shark you see lying there, my boy, has brought me full information about the Nancy, and those papers you see spread out to dry are her papers.

Whylie.—That won't do, Fitton, for I sealed all her papers up, and gave them in charge of the prize master when I sent the vessel away.

Fitton.—The papers delivered to you by the master, when you overhauled him, you have of course sent away in the vessel, but her true papers, which prove the owners to be enemies and not Americans, are those which you see drying on deck, brought to me by that shark you abuse me for catching.

Lieut. Whylie stared at me—at the shark—at the papers—then quickly descended the cabin ladder, calling out "Breakfast, ho—breakfast—none of your tricks upon travellers—none of your stuff Fitton."

I soon after parted company, and I am not sure that Lieut. Whylie fully comprehended the circumstance until he returned into port, and found the vessel and cargo condemned to him as a prize, by the recovery of the true papers, leaving to Jonathan no resource in future, but to swallow the papers himself.

Having preserved the shark's jaws, I sent it to the Admiralty court of Jamaica, and wrote upon it, "Lieut. Fitton's compliments, and begs to recommend this jaw as a collar for the neutrals to swear through."

In addition to the foregoing, Lieut. Fitton remarks, that the same papers led to the condemnation of another vessel, that was taken into Port Royal by one of our cruisers. We believe that her name was Christophe. It happened that Lieut. Fitton dined at a *Table d'Hotel* at Kingston, afterwards, in company with the master and supercargo of the Nancy, who were making loud complaints of the brass-bottomed serpents, the tyrants of the sea, that would not allow vessels under a neutral flag to follow their legal occupations. The contents of the shark's stomach however had proved them to be otherwise; and it was not until Lieut. Fitton had left the table, that they learned the fact of their vessel's true papers having been thus found. It was communicated to them by the captain of a Danish vessel, named the Ameland; and on hearing it, they immediately took horses, and crossed the Blue mountains to port Antonio, from whence they departed, leaving the Nancy and her cargo to their fate.

From the correspondent of the Portland Daily Advertiser.

THINGS IN NEW ORLEANS.

New Orleans must, I think, in the progress of time, and probably not a very long time, be the largest commercial city in the world. It has increased, and is increasing, dirty and unhealthy as it is supposed to be, with immense rapidity. Real estate is very valuable.—Rents are higher than in any other city in the United States. When I cast my eyes over the map, and trace the almost interminable water communication in the interior, not from two or three great rivers, but from many rivers, flowing through regions not settled at all, or but sparsely settled any where, but now yielding so much trade, I am not afraid to hazard the prediction that New Orleans must be the greatest city in the world. The field on which the merchant is to act is most magnificent. Fifty five thousand miles of internal water communication, it is said, seeks a vent for its trade at New Orleans—a trade from a great variety of latitudes, with a great variety of productions, coming from lands unsurpassed in fertility, and administering every thing to the wants or luxuries of man. Think of this, and run your eye over the map, and remember that vast portions of this country we of New England should yet call quite unsettled, and say if I err in my calculation.

There is the Red river, the trade of which goes to New Orleans, up which a steam boat has this year gone as far as Cantonment Town, 1,200 miles—400 miles above which there are settlements,—and all along this river there are new plantations, many of which are the richest in the world, fertile in the sugar cane and cotton, and in almost every thing which the industry of man sees fit to cultivate. An individual has just informed me, that in February he arrived there from Tennessee and planted with fifty negroes, and that when he left, his cotton was up, covering two hundred

acres on the prairie, and was then promising him a fertile and valuable crop.

There is the Arkansas river, the trade of which must go to New Orleans, navigable at times by steamboats 900 miles as I am informed. Arkansas is yet but partially settled—but the extent of the river is 2500 miles.

There is the White river, navigable for steamboats from 400 to 500 miles, and for keel boats 900 miles.—Its course is 1200 miles.

Then there is the Ohio, navigable to Pittsburgh 2000 miles from New Orleans by water, where nearly all of the principal steamboats on the Mississippi are built,—the Ohio with all its tributaries, with the Tennessee, navigable at times to Knoxville by steamboats, meandering through the best parts of Tennessee and the finest territory in Alabama,—with the Cumberland, navigable as far as Nashville by steamboats,—and many other navigable more or less, pouring their treasures ultimately into the Father of Waters.

Then there is the immense Missouri with its tributaries—there is the Illinois, with boat navigation for 300 miles—Rock River, navigable 200 miles—Kaskaskia, 150 miles with many others, which any eye will note on a map. And now to all of them may be added the mighty Mississippi itself, navigable by boats to the Falls of St. Anthony. In short, there is a continent above New Orleans—a world of itself—with streams as useful for trade as the great ocean. A small skiff or flat boat, that cannot stand a wave of the ocean, adventures in safety from the cold north with its ice and snows to the warm south, with its sugar cane, its olives, and its oranges!

Nor is there in the Union such a field as New Orleans for enterprize of all sorts, from the counter and the desk, to the bar and the pulpit. Every thing is new,—in chaos as it were—just advancing to form and comeliness. Moral courage acting prudently and cautiously, and thus winning that influence which moral courage aided by ability and prudence always must have, will here find a glorious theatre for action. There is hardly such a place in the world for an upright, energetic, industrious and brave man,—no matter what his occupation. A *brave man* I say, for courage in such a society is necessary—but I do not mean the bravery that sets at defiance powder and ball, and recklessly rushes into danger,—I don't mean the bravery of the bull and the bear—for I leave such *bravery* to the pistols of the duellists, and horns and tusks of brutes,—but I do mean the bravery, the moral courage, which dare think, speak and act for itself,—if necessary, even in the teeth of Public Opinion, always acting with care and exceeding caution, and delicate respect even for the errors of others.—And Public Opinion will ultimately honor the man who acts thus from honorable impulses, for Public Opinion is ever scanning with an eagle eye the motions of men and ever erring, ever wandering as it is, it ultimately awards justice eight times out of ten, wherever it is due.

A Divine, not bigoted nor fanatic, might do wonders here for the cause of morals, if he had that ability which commands an audience, and makes even church-going a pleasure; for the church and pleasure grounds are here rivals on the Sabbath. A Lawyer travelling at times beyond his suits and his wrights would find here ample range and scope for action.

On the whole, strange as many things appear to a stranger, I have been most agreeably deprived of many of my preformed opinions of New Orleans. There is not much more vice among those whose opinions are valued, than in many other cities. Probably there is no more, for here it takes no trouble to conceal itself as in other places. There is far more society and far better society than report led me to expect. I have been here but a short time, but long enough to find men and women with minds as well stored as any in the Union. Literature, it is true, is here but in the blossom; literary institutions and societies are scarce, but there are very many intelligent minds,—there is the intellect that needs only the occasion—the flint and steel to strike out its sparks. Families begin to look upon this city as an abiding place. Thus society is forming and organizing.—Schools of course cannot yet be worth much; but gradually the schools will improve, as children are to be educated here, and cannot always be sent to the north. Large parties are often given, in which the Creoles and Americans mingle—parties as large as any party-going man can desire, no matter how fond of society. Social visiting is kept up—and with the civilities and cordialities of life, there are its amusements and enjoyments.

New Orleans is not Boston to be sure—Boston with its proud associations, its past history and its great men valued as its "jewels"—nor Philadelphia with its science and refinement and general literature—but it is New York almost. There is the noise and bustle and dust of New York—the same mercantile activity, the same love of good eating and good drinking, the same varied amusement. It is the place to live in, to make money in, to figure in—if you don't die in the acclimation, and if you love long summers and good springs.

In the progress of very few years New Orleans must be a different city. Northern feeling will get uppermost and take command, and thus influence the morals as well as the manners of the city. Northern enterprize, unless effeminated by the luxurious climate, will improve and beautify the city, and render it healthy. Thus far I have found it the most interesting part of my tour, giving one the best scope for observation and reflection. Every traveller should come, and though he will find no man of leisure, yet he will find enough for his eyes to see and his ears to hear.

I go up the river this evening, (April 27,) in the steamer Chancellor, as far up as Louisville. If no accident occurs, you will next hear from me at Louisville, (Ky.) or at Cincinnati, the head quarters of the great West.