

NEW ORLEANS.

NEW ORLEANS stands on the east side of the river, and in 30° . north latitude ; its situation is extremely well chosen, as it has a very easy communication with the northern parts of Louisiana (now West Florida) by means of the Bayouk of St. John, a little creek, which is navigable for small vessels drawing less than six feet water, six miles up from the lake Ponchartrain, where there is a landing-place, at which the vessels load and unload ; and this is about two miles from the city. The entrance of the Bayouk of St. John is defended by a battery of six guns and a serjeant's guard. The vessels which come up the Mississippi haul close along-side the bank next to New Orleans, to which they make fast, and take in or discharge their cargoes with the same facility as from a wharf. The town is secured from the inundations of the river by a raised bank, generally called the *Levée* ; and this extends from the *Detour des Anglois*, to the upper settlement of the Germans, which is a distance of more than fifty miles, and a good coach-road all the way. The *Levée* before the town is repaired at the public expence, and each inhabitant keeps that part in repair which is opposite to his own plantation. Having described the situation of the city of New Orleans, I will proceed to its plan of construction.

The parade is a large square, in the middle of that part of the town which fronts the river ; in the back part of the square is the church dedicated to St. Louis, a very poor building, framed with wood ; it is in so ruinous a condition that divine service has not been performed in it since the year 1766, one of the king's store-houses being at present used for that purpose. The capuchins are the curates of New Orleans ; on the left hand side of the church