

of 1850. Above the mouth of the Atenango the best European maps make the Mescalita flow to the East and South-East, instead of the true course, to the West and South-West, making the valleys of Puebla and Mescalita entirely distinct and separate, although in fact they are one and the same.

The Atenango river was very low, but after entering the Mescalita we had from twelve to twenty feet water in the channel, with a straight course and without impediment. In these two days we have come about fifty miles, and have passed over all the bad places said to exist in the river, except at one, a few leagues further down, which, according to all information, cannot be much. We are now where there is always four feet of water in the channel in the dry season, and we have passed the rapids. But we have yet to survey the river for forty miles to its mouth at Lacatula, where Cortez established the first post and built the first ships on the Pacific Ocean, a fact so well known here that Prescott in his History of the Conquest notices it in several places. Humboldt mentions the same fact four or five times in his description of New Spain. But there is one piece of information equally true that neither Prescott nor Humboldt notices—that by the very route we have come Cortez sent his iron cables, &c., for the ships first built on the Pacific, from Vera Cruz, floating these articles down the Mescalita for the same distance we intend to survey. In the war of the independence in 1823-24 the hero MORELOS had his artillery towed up this river on rafts.

Our party are all so well satisfied already that this river is navigable, that they have written to New-York to that effect. Although the elevation of Puebla is 7,000 feet above the level of the sea, still the descent by the river for the first 100 miles is so rapid that we are in the hot country, and only 1,700 feet above the sea when we are 450 miles up the river.

But you may ask, suppose the Mescalita is navigable, what benefit will it be to New Orleans or any other city on your side of the Continent?

You know you can run from New Orleans to Vera Cruz in a steamer in three days, and from thence in stages, over excellent roads, to this river in thirty-six hours; and from thence to its mouth at Lacatula in forty-eight hours; and from thence in a steamer, 1,500 miles to San Francisco, in five or six days, making something less than twelve days to California, through a delightful, cool, healthy and interesting country, with only eight days of sea traveling and sea sickness. The people all along our route have assisted us in every way possible, and as the country is very thickly inhabited, we have had a fine time of it. There are no less than seventy towns on the banks of the river.

To-day the Governor of this State and other officials, will come down from Guerrero to meet us, and we have put our best foot foremost. If there be any virtue in brandy, claret, champagne, porter and punch, they will have a good time of it. I therefore write to you before they come, for, possibly, I cannot compose after their arrival for "want of time."

HOMBRE.

Interesting Letter from Mexico.

Correspondence of the N. O. Picayune.

TOTALCINTLA, Friday, Aug. 20, 1852.

We arrived at this village, or pueblo, yesterday, from up the river. But first of all, let me tell you where we are, and who "we" are. We are on the banks of the Mescalita river, one hundred miles north of Acapulco, and one hundred and fifty miles south of the City of Mexico, and we have come from the city of Puebla, by the valley of that name, which is the upper part or continuation of the valley of the Mescalita, and which extends still further west, for upwards of four hundred miles, to the Pacific at Lacatula, about three hundred and fifty miles north or west of Acapulco. Now you know where we are.

Therefore, I will not tell you who we are, and what we are doing. You are aware of the grant made to Col. RAMSEY for the exclusive right to navigate the said river of Lacatula or Mescalita, from the sea to the boundary line of the State of Puebla, a distance of four hundred and fifty miles. That Senor along with Capt. REYNOLDS, a skillful steamboat captain of Flushing, N. Y., Mr. FARNUM of New York, Capt. HOLTZINGER of the Mexican Navy, and myself, with several outsiders, are here, out of humanity or newspapers' reach, examining the question whether the said grant is worth anything.

The company in New-York, with whom Col. RAMSEY is connected, have sent forth this pleasant party to make a careful survey of the river, and to decide upon its capacity for steamboat navigation. The base of our operations was established at the city of Puebla, from whence the boats and stores were sent south to the river, on the State line. The Government permitted the boats, (built in New-York,) the instruments and stores, of all kinds, to enter free of duty at Vera Cruz, and offered to assist in any other way possible. The Governor of Puebla offered to have the boats, &c., transported at his own expense from Puebla to the river, at any point we might name; which generous offer was declined, with many thanks. He, however, gave us letters to the Prefects of districts to render us every assistance we might need, which was decidedly to the purpose.

We took a carriage and drove down south, to within five leagues of the point on the river where we intended to launch the boats. The boats, &c., came up on wagons. The road from Puebla is excellent, gradually descending to the hot country. Our drive in the carriage was for twenty eight leagues, (about seventy-seven miles,) over the best stage road in the Republic. We passed through the richest country in Mexico; through perpetual haciendas of wheat, corn, sugar and cattle. Some of these haciendas are valued for their profits at \$800,000, others at \$500,000. Whenever we stopped at these rich plantations, we were entertained like princes—our letters and recommendations being an "open sesame" everywhere. These liberal nabobs know the importance to themselves of our enterprise, and did the honors accordingly.

For the last five leagues the boats had to be carried on the shoulders of the natives, they having to work, by the orders of the Prefect, at eighteen and three-fourths cents per day. Sometimes we had at the boats one hundred and forty men at one time.

We started to explore the river at the village of Mesquitlan, the first pueblo in the State of Guerrero, and where the grant commences. From previous information we expected to encounter falls, rapids and rocks, and therefore requested the alcalde to send some men down the river to assist us over the bad places. Capt. PACHECO had joined us by orders of the Government of Guerrero, as commissioned to assist us, by calling into our service, if needed, the natives, and to give us all local information, &c. We found him to be a very worthy and useful man. This river was about two feet above low water mark, owing to the scarcity of rain lately. We found plenty of water in the channel, even for the dry season—the current from two and a half to three knots per hour—the rapids being short and easily improved, at trifling expense, being only three in number, with five knot current in them, the longest not being over twenty feet. The scenery was most beautiful; among high mountains, whose sides are covered with mahogany, Brazil wood, Nicaragua wood, fan palm, cane along the banks, and other varieties of trees, too tedious to mention even if their names were known. Some of these mountains are eight hundred feet high, and almost perpendicular. After touching at the "intermediate landings," we hauled up at Tlal-co-so-titlan, a pueblo some ten leagues from our starting point.

Our descent had been without obstacle, impediment or labor, but our observations and notes were so incessant that we were glad enough to get to land, to "work up" what we had done. These notes for the first day occupy eighteen pages of a blank book: so you see we are too busy "to swop jack-knives." The general width of the river is about one hundred feet, and depth seven feet. To remove the slight impediment will cost less than \$1,600.

The next day the currents were still more gentle, and after floating down for a league we passed the large river of Atenango, which comes down from the West side of the Popocatepetl snow mountain. This is the river which is erroneously laid down in all the maps as the Mescalita river, except in DISTURNELL'S map of Mexico,