

The council met in session last evening; but the length of the mayor's letter, and of the debates in consequence thereof, not giving rise to an official account.

The municipal of the property holders was referred to the standing committee on amelioration, of which Alderman Gannett is chairman. He is favorable to something being done for the part of the upper part of the city.

We have been permitted to read a private letter dated Princeton, 8 Oct., in which it is stated that the inhabitants of that place are every day alarmed by the Mexicans; that some two or three hundred of the latter had proceeded to Gonzalez, about 150 miles distant, and demanded the arms and ammunition of the Americans; and on being refused they attacked the town, but were repulsed with the loss of 30 or 40 killed or wounded, none being killed on the part of the Texans.

We have also seen a call to arms of the freedom of Texas, dated 23d Camp of the volunteers, and signed by several of the influential Texans; to their fellow citizens. They state that at the arrival of the 23d of October, the Mexican commander was slain. The rights of Americans are no trifles in declining the fate of the republic.

We have learned that a letter of the 12th inst., Princeton, was received last evening, in which it is stated that the Texas forces under General Houston had taken the town of San Antonio de Bexar, with 1000 men under his command. The Mexicans had retired at the approach of the Texans; and the city was taken without resistance. It is also stated that a conveyance of \$70,000 belonging to General Cos had fallen into the hands of the Texans.

It is expected that Mr. Garrison will bring forward in the United States Senate some motions of importance to this state.

A new and suitable customhouse to be erected on the square usually called customhouse square; the front of the edifice to extend along the whole front of the square opposite the river; and the wings to be far government stores.

A national hospital to be erected in the vicinity of this city.

A law of appropriation to open the navigation of the river between the mouth and the bay, and to be carried into effect by the U. S. troops in the last war.

The resolution of the Congress to appropriate for removing the fall from the Archway river.

A law of compromise between the general government and the corporations of the city of New Orleans, on condition that the waterworks of the city shall be sold to the general government, to be of course under the regulation of our national government.

A resolution or clause in an appropriation bill, for a certain amount to improve the port of New Orleans.

These measures will be reported by the Cabinet; and it is to be expected that some of these measures have been approved, and that we have but to wait until they are reported to the attention of the public.

A NATIONAL HOSPITAL AT NEW ORLEANS. We are entitled to the particular attention of Congress. In formerly advocating a measure of the kind, we adduced many facts and arguments to show its necessity and justice. Our cities on the Atlantic and the western waters may require marine or commercial hospitals; but New Orleans and New York require national hospitals—New Orleans in particular.

Louisiana has too long been obliged to support a Charity Hospital for the benefit chiefly of strangers to her state, and strangers to the country, without taking the least care from the general or any state government; and that a very heavy drawback on her own revenues, which should have been appropriated to her educational and internal improvements; hence she has been obliged to herself, while she has been generous to others.

Let us now see what she has done for her own people. A joint committee of both houses of the Legislature, and we shall then be better enabled to perceive the injustice of appropriating so large a portion of the revenues of the state in mere charities, such as the state hospital; and sometimes perceive the necessity for some aid on the subject by the national Legislature. Out of 3567 persons admitted into the Charity Hospital in one year, there were from Maine 57, Hampshire 24, Vermont 15, Massachusetts 115, Connecticut 24, Rhode Island 37, New York 231, Pennsylvania 145, New Jersey 44, Delaware 18, Maryland 53, Virginia 145, North Carolina 33, Georgia 17, Kentucky 67, Indiana 7, Illinois 70, District of Columbia 15, Michigan 2, Arkansas 3, Florida 15—in the same year there were only 59 from Louisiana. It is just therefore that Louisiana should be obliged to support the patients of all the other states, without the least assistance from any of them! Yet farther—only those enumerated amounting to 1701 were natives of the United States; the remaining 2165 patients were natives of foreign countries—of whom from England there were 251, Wales 23, Ireland 191, France 139, Spain 105, Portugal 5, Switzerland 4, Greece 2, Gibraltar 3, Malta 3, Austria 17, Prussia 40, Poland 7, Norway 15, Sweden 23, Denmark 17, Canada 24, Nova Scotia 9, Africa 3, California 2, Madras 3, Canary Islands 3, South America 21, Mexico 21, Cuba 8, Jamaica 9, St. Domingo 7, Vera Cruz 2, Tampico 2, Islands of Jersey and Manx 5.

Now let us ask Louisiana herself: is it just that they should be taxed for the support of all patients whose pecuniary speculations may have brought them to New Orleans? Let us ask the citizens of other states: can they reasonably expect that Louisiana will continue to support their patients? And let us ask the general government, is not the subject a national affair? Is there a member of Congress from any state can deny the justice of erecting a national hospital in New Orleans, where there are patients from every state in the Union; and from almost every country in the world?

It is difficult for an editor to fulfil the duties which an honorable gentleman acting in that capacity believes that he owes to the public, unless he is a mere matter of fact. We believe that we are called to give us for a solid and positive public interest in every respect, and for an ardent desire to advance all works of internal improvement; and we hope to merit even a more favorable opinion when we are better known in the community. We are indeed anxious not only to promote public works, but to inspect them personally. For this purpose we visited the New Orleans Canal on Thursday last; and present to the public the result of the information we so acquired, in an humble paper of benefiting all parties concerned in the management and results of the canal operations; but certainly not to reflect on the conduct of the president or any member of the board of directors of the company—whom all of whom we are personally acquainted. Their conduct in relation to the canal is equally unobjectionable. There can be no dispute as to the propriety of the canal; and we are confident that it will be as profitable as we think.

The Virginians appear well awake on the subject of railroads, particularly in connecting the interior and eastern parts of their state with the Nashville and New Orleans rail-road. For this purpose two projects are proposed—one on which it is said the legislature of Virginia will be called on to vote; that of connecting a railroad between Lynchburg and East Tennessee, whence it could with easy benefit be extended to Knoxville by Knoxville to Nashville; and another only suggested to connect a railroad from Fredericksburg to Gayandotte on the Ohio, thence to Louisville and Nashville.

The citizens of Virginia and Louisiana and Tennessee should prefer the former line as being more practicable, and likely to be more effective in results to the trade of the three states. Besides the difficulties presented to the route to Gayandotte and Louisville, will be encountered in the route to Lynchburg; and the latter would at once connect New Orleans with the railroad.

to be less expensive as a part of the route is effected; and the 1863 is taken through a quarry, where hills and crests do not abound as in the line to Gayandotte; and it would enable the rail road heads to Baltimore to pass the central parts of Mississippi, Tennessee and Virginia.

We were citizens of Louisville or Charleston, we would suggest the propriety of a rail road between those cities. We know that it has been proposed by the Cincinnatians to have a rail road from their city to Charleston; but we do not believe it would for a moment be considered by the Charlestonians, if a similar proposal were made to them by the capitalists of Louisville, and this for many reasons.

The route to Louisville might easily be made from Charleston by continuing the present rail road from Aiken to Pendleton; and thence through the western angle of North Carolina and eastern of Tennessee, to Barterville and Louisville—or which would be preferable for Charleston though not for Louisville, by taking Nashville in the route; for this would give Louisville an easy access to New Orleans, but it would give Charleston the major part of the western trade, which might descend the Ohio and the Mississippi to Louisville; and it might convey the trade of Kentucky and Tennessee also to Charleston. It would then be a draw back of commercial enterprise between New Orleans and Charleston for many reasons.

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of our city in August last was taken by the hands of French pirates more than a century ago, at which time but a few of the whites left are ascertained to be under 160 years of age, and 100 returned without designation of sex or age. Of the colored persons 1300 are males, and 122 are females; and 164 returned without designation of sex or age. Of the white males, 1002 are over 15 years of age, and 870 under 15; of the females 500 are over 15 years of age, and 445 under 15. Of the colored males 924 are over 15 years of age, and 770 under 15. Of the colored females 1076 are over 15 years of age, and 978 under 15.

The above census was taken at a season when a large portion of our white population are absent, in search of health or pleasure. If we estimate the population at 1800, we should have a more ready sale, and not down as 924. Annual persons however small this population is distant to 10 or 11,000.

NOVELS A HUNDRED YEARS AGO. There was only one novel (strictly leaving this name) published more than a century ago, at which time but a few of the whites left are ascertained to be under 160 years of age, and 100 returned without designation of sex or age. Of the colored persons 1300 are males, and 122 are females; and 164 returned without designation of sex or age. Of the white males, 1002 are over 15 years of age, and 870 under 15; of the females 500 are over 15 years of age, and 445 under 15. Of the colored males 924 are over 15 years of age, and 770 under 15. Of the colored females 1076 are over 15 years of age, and 978 under 15.

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