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Truth is unimportant, and Public Justice contemptible.

*FOR PRESIDENT OF THE UNITED STATES,*

## HENRY CLAY,

OF KENTUCKY,

Subject to the decision of a National Convention.

*NEW-ORLEANS:*

FRIDAY MORNING, NOVEMBER 1, 1839.

☞ This being ALL SAINTS' DAY, in deference to custom, no paper will be issued from the office on Saturday.

### ALL SAINTS' DAY.

It is difficult to imagine a more touching and beautiful ceremony than that which consecrates one day in the year to the solemn remembrance of the dead. As it is the peculiar prerogative of time, gently, but irresistibly, to efface the records of mortality, so should it be the object of the survivor, periodically to rebuild by such affecting tributes, the waning recollections of departed excellence. It is a sad, but grateful solicitude that prompts the living to revisit the mansions of the dead—a mute memento that virtue is not forgotten—that love still lingers around the grave of its votary—keeps its melancholy vigils by the side of its mouldering tenement—scatters flowers, and burns incense, at the tomb of those, whom, living, it cherished and protected. The mother renews her tears over the grave of her adored offspring—the bereaved widow recalls the memory of the beloved spouse, whose affections were tenacious and enduring as life itself—and friendship wails once more over the deceased object of its attachment.

On this sacred occasion, the holy cause of charity is appropriately pleaded; and the crowds who on curiosity or a nobler sentiment, induces to pause among the mouldering relics of the cemetery, are appealed to with a potent voice, in behalf of the claims of the destitute and unhappy orphan. May the living be unforgotten in the respect and reverence which we give to the dead.

### STEAM PACKET LINE BETWEEN EUROPE AND THE SOUTH.

The vexed question, as to the punctuality of running steam packets between this port and Europe, will soon be put at rest. A company, comprising some of the most eminent capitalists in Great Britain has been formed with a capital of £1,500,000 sterling, for the purpose of building a number of steam ships to ply between Falmouth and the West India Islands. This company has taken the contract to carry the mails from Falmouth and as far south as British Guiana and Pernambuco, they have already issued a prospectus of their operations, and have, doubtless commenced the construction of their vessels.

It has been doubted by many that steam ships could be so constructed as to admit of their making such long voyages as hence to Europe with profit. The immense amount of coal required for the trip it was thought, would so load the vessel as to preclude the possibility of its taking much freight—and to render such draught of water as to make the navigation of the Gulf both perilous and uncertain. From the experiments already made, the size of a vessel is no objection to it; indeed the British Queen seems to be preferred to the Great Western on account of her superior size. Both of those vessels have successfully crossed the ocean in the stormiest weather, and neither has suffered more than an ordinary ship would have done in similar circumstances. Besides large vessels would better survive those sudden squalls which frequently occur in southern latitudes, than small ones.

Independently of considerations of safety, large vessels upon the whole are cheaper than small ones. A vessel does not require her engine to be large in proportion to her tonnage. For the purpose of propelling a ship of 200 tonnage, it is not necessary to have an engine double the size and power of one which is requisite to propel a ship of 1100 tonnage. The resistance which water offers to a vessel passing, though it is in proportion to the transverse section of that portion of the vessel which is below its surface. Hence a ship 200 feet long will, with the same power go through the water as fast as a ship only a hundred feet long. Both vessels being of equal breadth and draught, notwithstanding the larger vessel is double the tonnage of the shorter. This proposition of mechanics has been frequently exemplified in our steam boats, many of which have been found to run faster with the same engine, after being lengthened. In order to increase the capacity of steam ships to carry freight, they have been made of great length in proportion to their tonnage. This was, in the beginning a great objection—but the success which has attended steam navigation has gone far to dissipate objections on that score. By constructing lengthy vessels the tonnage is increased, without increasing the transverse section of the boat in the same proportion, thus great capacity is gained for freight, without the necessity of overcoming any great obstacle in the resistance of the water. As a necessary consequence the engines of the large boats are comparatively small, and the room taken up with fuel also comparatively less. This consideration deserves special attention in the constructing of steam ships for long voyages. It is of vital consequence, as regards steam navigation between New Orleans and Europe.

The Philadelphia committee, in conformity with the foregoing ideas, have recommended the construction of a steam ship, to ply between that port and Liverpool of 2,500 tons burthen. They laid great stress upon the fact, that the engines of the larger vessels are not required to be of proportionable power, and that, consequently, the large ships are not so much hampered with coal as those of a smaller class.

Nor does the necessity exist, for a steam ship, to have a great draught of water, as in case of wheels propelled by the winds. In steam ships, the power is applied in a straight line with the keel and course of the vessel, and at the elevation, only, of the shaft of the paddle wheel. In sail vessels, the propelling power is generally absent, and the sails being at a great elevation, require a corresponding depth of draught, in order to keep the vessel from carrying too much, or capsizing. From this fact, it would seem, that vessels of great burthen might be constructed so as to admit of their passing the bar at the mouth of the Mississippi without difficulty. It might be objected that it would be necessary in a sea ship to render her stiff enough to overcome the shock of rough weather—this objection is fatal if it is valid. But the old mode for sea vessels was evidently abandoned in the construction of the British Queen, and no mischance has happened to her on that account. It has been found, that by constructing bulk heads, at short intervals, across the vessel, a long ship can be rendered stiff enough for all the purposes of navigation. Besides, the Philadelphia committee urged the propriety of building their large ship of iron. We would suppose that a vessel constructed of that material could be readily made safe from all the dangers which might arise from great length.

The immense advantages which would flow from the establishment of steam communications with Europe, should induce southern men to look upon every gleam to promise that great object, with favor. And the prospect of having the problem of its practicability or such communication speedily solved, must be gratifying to all who have the interests of the south at heart.

### THE MAYORALTY.

It is lawful to learn wisdom from an enemy. The organ of the Van Buren party invokes its *delectus* of brethren to a public meeting, in order that the claims of the different candidates for mayor may be fairly adjusted, and a selection be made of a single candidate upon whom the loco-foco party unite. This is sound advice, and we take the liberty of addressing a similar counsel to the whigs. The election for mayor, though several months off, presents every indication of being a stirring and warmly contested struggle. Already several gentlemen on either side are announced as candidates. Some of these will necessarily with new, either voluntarily or from the force of circumstances, as soon as the regularly nominated candidates are chosen. As the canvass will be annotated, and has commenced thus early, it is absolutely essential to the integrity of the whig party and their hopes of success that they should make suitable arrangements for the nomination of a whig candidate. It is not our province to point out the mode in which this can be effected. It is of little consequence which form the selection is made by the permanent whig committee, or by a public meeting of the whigs. Perhaps the most satisfactory plan would be for the committee to fix upon a candidate, and submit their decision to an assembly of the whigs for ratification. One thing is very evident, that there is a clear whig majority in this city—the course of the party must then be to bring it into energetic and efficient operation. If the whig candidate for mayor combine sound principles, with moderate popularity and the requisite qualifications of integrity, trust worthiness and capacity, his election will be placed beyond a doubt.

We entreat the whigs to act in this matter as early as possible. Prompt decision is the more indispensable, as the game of the loco-focos is confessedly to suffer the whigs to bring out as many candidates as possible. Of the different candidates whose names are now before the people, a great majority are whigs. The loco focos perceive and rejoice at this. They would have the number increased, if possible; they would have personal ambition, aggrandisement and jealousy infused in the canvass, so that a selection would be difficult without offending men of influence and standing. They would divide and distract us, and thus achieve an easy victory. This must and can be prevented by the speedy determination of the whigs to hoist a candidate and adhere to him, to the exclusion of all others. We need scarcely add, that to such a course hearty and undivided support will be given.

### THE WEATHER

For the last three days has been perfectly annihilating to yellow fever. We are credibly informed that on Wednesday morning there was evidence of a white frost to be seen on the roofs of several houses. At all events with so cool an atmosphere, there can be no apprehension whatever of the further continuance of the epidemic. The present temperature would indicate an early and tilting winter. But it is unsafe to venture a prophecy in relation to so mutable a circumstance as our climate, which is as capricious as a coquette who smiles not unfrequently when frowns would be expected, and chills her votaries with freezing looks, when they have most reason to anticipate sunshine and serenity. The meteorology of New Orleans is an mountain as the honesty of a locofoco office holder.

☞ We are indebted to the clerk of the steamboat *Mississippi* of Orleans for very late St. Louis papers.

### COLONEL JOSEPH M. WHITE.

The south has again to deplore the loss of a distinguished citizen, in the death of this gentleman, which occurred in St. Louis on the 19th instant. Already have we been called upon to record the demise of a Cooper, a *Hogue* a *Lee*, a *Blanding*, and others; and to these is now added the name of one who, yet in the prime and meridian of a well spent honorable life, was rapidly acquiring an enviable claim to distinction and renown. A mind eminently discriminating in its character and highly stored with lore of ancient learning, a personal deportment of unmixed urbanity and gentleness; a heart overflowing with the milk of human kindness, and principles inflexible in honesty, had won for Colonel White a large space in the respect, admiration and affections of his fellowmen. The death of such a man is a public calamity, and it adds to the grief which his loss inflicts upon society, that he should have been cut off in the morning of his days. The rich harvest of fame, which his early industry has prepared for the sickle, has been reaped by the scythe of death; and the promises of future usefulness and distinction which long perseverance in well doing had pledged for the future,

Have to sink in the grave, to sleep forever there.

Our city is fast filling up with strangers. Every steamboat and ship arriving at our port is crowded with them.

### NILES' NATIONAL REGISTER.

This valuable and popular Chronicler of the times has passed into the hands of JEDEDIAH HUNTER, late editor of the *Philadelphia Republican*. Mr Hughes is spoken of as a man of industry, experience and talent, and amply qualified to maintain the reputation of this ancient and time honored periodical.

### STEAMBOAT CORSICAN SUNK.

We learn by the St. Louis journals of the 23d ult. that the steamboat *Corsican* struck a log near Rush Island, about forty miles below the city, and sank in six feet water. Most of the freight will be damaged, but it is thought the boat can be easily raised.

### LOSS OF STEAMBOAT ELK.

The steamboat *Elk*, which left St. Louis some weeks since, on her way up the Missouri river, ran against a snag, on the 18th inst., about a hundred miles above St Louis, and sunk. The boat and cargo are a total loss. She was insured for $9,000.

OHIO RIVER.—The Wheeling *Times* of the 19th ult., says that the river is low and navigation closed.

### ABOLITION MOVEMENT.

The abolitionists of New York city, led on we presume by Lewis Tappan and his clique, have called a meeting for political action. The Herald promises a full account of the proceedings. The fanatics will and doubt incorporate the candidates for the legislature to be balloted at, and will give their vote to those who are in favor their opinions. We shall see.

LYNCHING.—Even in sober and law loving Massachusetts a recent example has been furnished of Lynch law. A Mr Asa M. Stevens was seized at Chelsea, some days since by three men who beat him, and tarred and feathered him. Three men have been arrested on suspicion of being the guilty persons. The assault is supposed to have been occasioned by bitter hatred to Mr. Stevens, on account of his active exertions against the license law.

Mr. Poinsett Thompson, the new envoy of Canada, has arrived at Quebec, and Sir John Colborne, the ex governor, has departed for England.

SEVERITY.—The inhabitants of Buffalo contributed upwards of $1,100 as a theatrical benefit given to the editor of the Buffalonian, imprisoned for libel.

☞ We learn that the Hon. Hugh L. White has resigned his seat in the senate of the United States.

On Monday next the Criminal Court for the parish and city of New Orleans will be opened.

A concert was to be given in Philadelphia in which the *Maid* and their teacher were the sole performers.

GUESTS OF the Masked Ball were produced in New York on the night of the 22nd ult. The principal characters were sustained by Miss Sheridan, Mrs Bailey, Mrs. H. Wallack, and by Messrs Simpson, Wilson, Hernandez and Andrews. The society is said to be of surpassing splendor.

### BANKS OF KENTUCKY.

The intelligence of the suspension by the Philadelphia and Baltimore banks, reached Louisville on the 19th Oct. The *Journal*, in speaking of its receipt, says:

"The news was known through the city two hours before banking hours. It excited no surprise or curiosity at alarm. Every one knew that it was a matter of course the banks of Kentucky would follow suit.

"At an early hour the directors of the Bank of Kentucky, the Bank of Louisville, resolved unanimously to suspend specie payments, the branches of the Northern Bank in this city, having received instructions to pay until otherwise directed, one hundred to pay yesterday, but she was only drawn upon for a few thousand dollars.

### MERCANTILE HONOR.

There is in the October number of *Hunt's Merchants' Magazine*, an admirable article on the qualities necessary to constitute the intelligent and upright merchant. After describing the varied attainments, intellectual and moral, which should constitute mercantile characters, the writer, Chas. Edwards, Esq closes with the following elegant remarks on mercantile honor

"Of all the requisite qualifications of a merchant, and it is the last I shall mention—honor—has been accounted the most important. This is the quality which confers obsequious reverence, knowledge, and skill, an additional price. Without honor a man can no more be a merchant than another man be, without zeal, an advocate, or without impartiality, a judge.

"A merchant, in a storm at sea, will first throw overboard that which he values least, and so let it be with him when a temporary and disheartening crisis in his trade, or his state of health, or his fortune, or his fortune, or his fortune