

THE YAZOO WHIG.

VOL. 5, No. 18.

YAZOO CITY, MISS., FRIDAY, NOVEMBER 13, 1840.

Whole No. 226.

POETRY.

The Days that are Past.

BY EPES SARGENT.

We will not deplore them, the days that are past;
The gloom of misfortune is over them cast;
They are lengthened by sorrow and sullied by care;
Their griefs were too many, their joys were too rare;

Yet now that their shadows are on us no more,
Let us welcome the prospect that brightens before!

We have cherished fair hopes, we have plotted
Fair schemes;

We have lived till we find them illusive as dreams;
Wealth has melted like snow that is grasped in
The hand;

And the steps we have climbed have departed
Like sand;

Yet shall we despond while of health unbereft;
And honor, bright honor, and freedom are left?

Oh! shall we despond, while the pages of time
Yet open before us their records sublime!

While enobled by treasure more precious than
Gold,

We can walk with the martyrs and heroes of old;
While humanity whispers such truths in the ear,
As it softens the heart like sweet music to hear?

Oh! shall we despond, while with vision still free,
We can gaze on the sky and the earth and the sea;

While the sunshine can wake a burst of delight,
And the stars are a joy and a glory by night;

While each harmony, running through nature,
Can raise

In our spirits the impulses of gladness and praise!

Oh! let us no longer then vainly lament
Over scenes that are faded and days that are spent;

But by faith unshaken, unswayed by mischance,
On hope's waving banner still fixed be our chance;

And should fortune prove cruel, and false, to the
Last,

Let us look to the future and not to the past!

SCRAPS.

NEPTIDES OF LAW.—In a late court in England a singular case was brought forward, respecting the maintenance of a pauper. In the course of the evidence it appeared that the boundary between the parishes ran across the room in which the pauper slept.

In reference to this fact, one of the lawyers said there had been a decision in a somewhat similar case, which had gone to determine that the parish in which the bed of the pauper had been placed was the parish which was bound to maintain the party. Another remarked, it was impossible that decision could be maintained in all cases where such point was in dispute between contending parishes, for he well recollected an instance where the bed of the pauper had usually stood across the boundary lines separating the two parishes, and it turned out that the pauper had been accustomed to lay with his head in the one and his feet in the other parish. In that case the Court had held that the parish in which the head of the pauper had reclined was bound to support the body. Another begged to remind the Court that there was also another case—one in which the pauper's bed had been placed in such a position as that the dividing line of the two parishes had to the heels—that was, lengthways of the bed. There it was said that the parish on which the left hand side of the bed had been situated was liable to the maintenance of the pauper, on the ground that the pauper's head, which was conceived to be the most vital part of man, was usually on that side. In the present matter it was proved that only fifteen inches of the bed was in St. Giles's parish, and as it became a question whether a man could sleep in a space of fifteen inches wide, a special case was ordered to be submitted to the Queen's Bench!

From the N. Y. Sunday Atlas.

TENDER AYOWAL IN THE WAY OF TRADE.—A young and pretty girl stepped into a store where a spruce young man, who had long been enamoured but dared not speak, stood behind the counter selling dry goods. In order to remain as long as possible, she cheapened every thing; at last she said, "I believe you think I am cheating you?" "Oh, no," said the youngster, "to me you are always fair."—"Well," whispered the lady, blushing as she laid on emphasis on the word, "I would not stay so long bargaining if you were not so dear."

A Texas editor says there are some folks who make a regular practice of borrowing his paper, and his general opinion of such people is simply this:—They are messier than dirt, uglier than sin, more contempti-

ble than storks, and fit only to associate with the Comanches, who have honesty, not the fear of God before their eyes. All this they are for the paltry sum of a newspaper subscription.

If men who have just entered into business for themselves are anxious to become known, receive patronage, and acquire property, they must advertise freely in some paper that has a large circulation. It is the only proper mode to be pursued and is a sure guarantee of success.

"One bumper at parting," as the chap said when he ran against the post.

"Well, I saw tow man, there's a darned mess over tow our house." "Why, what's the matter, Johnny?" "Oh, dad's got a new hat, Moll's got the anub-nosed whooping cough, and Jake's a shaking tow smash with the square-toed moccasins." "Yew don't!" "Yes—and that aint all nuther." "Oh dear, what else?" "Old puss has got a hull snaz of paps; and mother's got apple dumplings and molasses for dinner!"

A certain preacher when treating upon the subject of repentance, said, "My dear hearers, you must repent—I enjoin it upon you to repent—if you do not, you will go to a place which it would be improper to mention in this polite assembly."

Many good qualities are not sufficient to balance a single want—the want of money.

LABOR SAVING MACHINERY.—Among the latest inventions designed to save labor, is a machine that goes with a wheel, for feeding persons, so that they have no occasion to use their hands. Another is arranged with many springs, and intended to be placed in the human chest, to save the heart the labor of circulating the blood.

"I'm a well conducted man," as the drunken husband said when he was led home by his wife.

ONE WAY TO BOTHER A PRINTER.—Irish Writ.—A genuine "son of the sod" came into our office the other day, and asked the rates of advertising for a situation. The price we told him would be one dollar for three insertions, and one dollar and seventy five cents for six. "A dollar," said he, scratching his pate, "for the first three times and three quarters for the last; well then, my darlin, faith and we will have it in the last three."—*Id.*

HOW A RICH MAN MAY DRESS.—Nobody blames a rich man for going with his elbows out, because every one knows that he has got money enough to get him a new coat; but it is unpardonable in a poor man to go ragged, because every one knows that it is out of his power to do otherwise.

A GOOD REPLY.—"Hollo there, you little ragged, bare-footed, bare-headed fellow? who's your master?" "Want is my master," replied the poor outcast, "and a bad one he is."

LOST.—There's a man out East who is so small that he frequently gets lost, and is obliged to go about with a candle and ring a bell, to find out what's become of himself.

INTERESTING STATISTICS.—That indefatigable gatherer up of statistical and useful information generally, has gleaned from Hazard's Commercial and Statistical Register, some interesting statistics relating to the number, sex, age, occupation and nativity of the foreigners who arrived in this country in 1839—the whole compiled with much labor from the annual report of the Secretary of State. It appears from these tables that the whole number of passengers arrived in 1839, is 74,666, of whom 70,509 were natives of foreign countries, and 4,157 of the United States. Of the whole number, 47,688 arrived at New York, 10,306 at New Orleans, 6,081 at Baltimore, 3,943 at Philadelphia, 3,046 at Boston, and the residue at other places.

As to birth—34,213 were of Great Britain, 10,473 German, 7,108 of France, 1,234 of Russia and 2,08 of other parts of Europe, making the whole number from Europe, 64,237. Texas furnished 2,440, Mexico 358, Cuba 833, and the West Indies and

and British colonies the residue, chiefly, of the foreign passengers.

As to occupation—37,658 are represented as having none, but in this number are included 26,081 females, and a portion of the 15,160 males under 15 years of age, which will account for the larger part of the number having no occupation. Of the unoccupied occupations, 12,301 appear to be farmers, 9,320 mechanics, 7,370 laborers and 5,433 merchants. (Of the last, probably a considerable number are Americans.) There were also 571 mariners, 143 clergymen, 254 physicians, 236 army surgeons, and 207 clerks. The remainder of the whole number is divided among various branches of business. The larger portion appear to be in the earlier and middle periods of life, as only about 1-10th or 7,195 are above 40 years of age, while 61,073 are between the ages of 18 and 40.—*N. Y. Sun.*

The man of good intentions only goes dreaming on all his life, in reality a wicked and erring creature, but constantly absolving himself from his sins through the efficacy of this pretended virtue, which only permits and urges him to sin the more.

NEW COLONY IN AFRICA.—A French paper gives an account of two Frenchmen, Messrs. Delgorgue and Campion, who went two years ago to the south coast of Africa, to enter into commercial and other relations with the Caffres. Mr. Delgorgue, says the letter, penetrated into the centre of Caffria, and has made himself the chief of a new colony, chiefly of Dutch to whom he has given the tri-color, and for whom he has made treaties with king Ponda.

UNITED STATES AND PORTUGAL.—The Globe announces that a treaty of commerce and navigation was concluded and signed in August last, by Mr. Kavanaga, our Chargé d'Affaires, and the Portuguese Plenipotentiary. This is the first treaty, that paper states, concluded by the United States with that commercial country, though it has always been a desideratum, and numerous attempts have been made to accomplish an object which cannot but exercise a very beneficial influence upon the intercourse between the two countries.—*Philad. Ledger.*

THE PROCLAMATION of the Union of the two Canadas is to be issued on the 1st of January, 1841, and the elections under the new constitution will take place on the following months.

NAVAL ARCHITECTURE.—It is worthy of remark, that the proportions, of the British Queen steam ship, the last great effort of marine architecture that has interested the world, are exactly those of Noah's Ark, the first that was set afloat, proving that 4000 years of practical science has done nothing to improve the dimensions of floating boats, first given by the great Builder, of the universe; and if the critical character on these proportions be duly considered, it may afford an evidence of the scripture narrative. The breadth of the Ark was one sixth of the length; the depth thereof, one tenth of the length. The British Queen is 40 feet 6 inches wide; stem to sternpost 343 feet; aloft, whole depth 39, making the square depth 24 feet inches. The Ark was twice as long as the Queen.—*London paper.*

WONDERFUL CHANGE.—Last July the Parish of St. Bernard gave a Locofoco majority of 120 voters. Yesterday the whig majority in the same Parish is eighty-two. Here is a Whig oasis of 221 in a parish polling only 363 votes.—*N. O. Bulletin.*

THE WAX MEASUREMENT IS GOING.—At Pass Christian, in Mississippi, out of twenty-seven votes deposited in the ballot box, twenty-six were for Harrison. The Locofoco who voted for Van Buren, offered the inspectors ten dollars, it is said, for leave to take his vote back again.—*Id.*

INDIAN NEWS.—Capt. Smith, of the Louisiana, reports having seen a raft, about six miles below the Ochees, on which the Indians had crossed to the East side of the Apalachicola River, sometime between Friday and Sunday last. Colonel Mages, of

the U. S. Army, examined it, and declared it to be his conviction that the raft was made by white men, which corroborates the belief that the Indians have been and are still aided by some depraved whites.

RAIL ROADS IN THE U. STATES.

The October number of *Hunt's Merchants' Magazine* contains a valuable paper on our rail roads. In this article a table of the principal rail roads in operation in 1840 is introduced, from which it appears that the first rail road was opened in 1827—the Quincy—from the quarries to the Mississippi river. The length in miles of the principal rail roads in the several States, is as follows:

Maine,	10
New Hampshire,	15
Massachusetts,	205
Rhode Island,	47
Connecticut,	80
New York,	404
New Jersey,	128
Pennsylvania,	489
Delaware,	16
Maryland,	249
Virginia,	250
South Carolina,	136
Georgia,	12
Alabama,	46
Louisiana,	11
Kentucky,	79

This table only includes the principal railways in each State and not the entire extent of all the roads. In the year 1837 there were in full operation 57 rail roads whose aggregate length exceeded 1600 miles, and 33 others were then in progress, which, when finished, would not fall short of 2800 miles of rail roads are now in progress, most of which in near completion.

The importance of the system of Railroads to the United States, in a political point of view, the writer in the Magazine thinks can scarcely be overrated. Our broad commonwealth, he says, extending over so wide a surface, and with a population so various in their origin and diverse in their objects, must necessarily have distinct local views and principles, were they separated from the other parts in intercourse and trade. By the introduction of the system of railroads, rapid vehicles of communication are established between the several parts of the country, motives are furnished for travel, and ample means for the transportation of merchandize are provided. The great bulk of the people, who by the constitution are invested with the political power of the nation, circulating as they do, through the different parts of the country, are thus made acquainted with the interests and feelings of the others, and must be blind if they do not perceive that the commercial fortunes and fate of each section is depending in a great measure upon the prosperity of the whole, for markets are provided in one section for the productions of each, producing, as they do, different *materiel*, which are required in the other parts of the country. Thus the political mind of the nation becomes liberalized, the republic is bound together by interests of trade and commerce, and railroads stand as iron bars running from state to state, which encircle the republic, and bind together the interests of the Union!

And their advantages in an economical point of view are no less remarkable. On this head it is justly remarked, that "our extended territory, watered as it is so profusely by navigable streams and lakes, possesses distinct local advantages which may render important aid to the prosperity of the other parts. Our Atlantic seaboard, crowded with a dense population, and studded as it is with our most important cities, although containing a comparatively barren soil, has, it is well known, long derived its prosperity from commerce, and in that portion comprised by New England, the foundation of a system of manufactures has been commenced, and carried out against formidable obstacles with considerable success. If we turn to the south, we find its low and level soil producing harvests of cotton, rice, tobacco, and sugar, peculiar to itself, and which have heretofore been a source of great to its cultivators. Passing to the west, we find mine mountains of coal, and iron, and lead, and copper, as well as all other minerals required for use in developing the resources of a nation, besides a boundless