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MARDI GRAS.

This day of hilarity and sport was one of the most delightful of the season. Visitors from all parts of the Country had been hurrying hither for days previous to witness the imposing and extravagant exhibitions of the "Mystic Krewes of Comus," until on Tuesday morning the principal Hotels of the City were literally crammed.

The masqueraders turned out at an early hour, but they were neither so numerous, nor as a rule, so tastefully dressed as we have seen them, but they afforded ample food for mirth and the antics of many provoked much fun and laughter.

In the evening the press on the principal thoroughfares, was almost unbearable. The uncertainty of the locality where the Mystic Krew would come from, and the anxiety of every one to see them, led to edging one's way first one place and then another, and this from 7 to 9 o'clock, when they appeared at the foot of Canal street, and slowly wended their way through their route, to the intense gratification of the hosts of admiring and amazed beholders.

We understand that this branch of the militia was called out in honor of the memory of George Washington. A friend of ours facetiously inquired of us whether the second and third would be called out for the same purpose on the twenty-third? As we fail to discover the point in this query, we refer it to those who may know something about it.

Senator Revels is acquiring for himself considerable, and unenviable notoriety for his speech against mixed schools. The Senator looks at the subject through "a glass darkly" we verily believe.

FATAL CASUALTY.—A Little Girl and her Nurse Drowned.—On Mardi-Gras day, when the immense crowds were blocking up every avenue and the carnival was at its height, the family of Mr. Morningstein, residing on Carondelet Walk, between Roman and Derbigny streets, came out to see the masqueraders.

The San Domingo Commissioners arrived safely at the city of San Domingo on February 3, and were formally received by President Baez and his Cabinet, who extended a cordial welcome.

A Kentucky exchange says that in June, 1776, Dr. Thomas Walker, of Virginia, who had been his Majesty George the Third's colonial surveyor, while surveying lands in that part of Virginia,

It is believed that it will take three or four weeks to obtain the information for which the Commissioners visited the Island.

We like this idea of healthy competition in trade, and feel confident that if the new measure becomes a law, the general good must be advanced far more considerably than it could possibly be under the act conferring exclusive privileges on any single company.

THE CITY CHARTER.—It is a pleasing and noteworthy occurrence that on the vote of the Senate on the final passage of the Amended City Charter, which among other things postpones the elections of Administrators till 1873, the Democratic vote was affirmative.

After two days of holiday the Legislative Houses will meet to-day for the transaction of business. As the period for final adjournment approaches, we are glad to notice a commendable zeal on the part of our law-makers, in the enactment of such laws as are most demanded by the exigencies of the times.

The Crescent City Slaughter House is in great danger. The Legislative houses have passed a bill conferring the legal ability on any other Company to erect Slaughterhouses outside of the limits of the city, on either side of the river below New Orleans.

The friends of the old act, are pleading everywhere against the injustice of the passage of the New Bill interfering with their exclusive privileges. The public generally are only interested in knowing that there is a prospect of their being able to purchase meat, at prices less extravagant, than they are compelled to buy at low.

It is known that ever since the establishment of the Algiers slaughterhouse, a combination of butchers, and their friends and supporters, have been doing all in their power, to render the enactment inoperative, and in so doing they have barely kept the market supplied with meat. The purchasers of meat have therefore been compelled to pay exorbitant prices demanded in the markets, or cease to eat meat.

I deny that there is any social equality implied, I walk the same streets with the millionaires of the West End; we go our ways never dreaming of equality.

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GEORGE WASHINGTON'S HATCHET.

A Kentucky exchange says that in June, 1776, Dr. Thomas Walker, of Virginia, who had been his Majesty George the Third's colonial surveyor, while surveying lands in that part of Virginia,

now Kentucky, lost his surveyor's hatchet, marked on the helve with his initials, "T. W.," and in his diary recorded his loss, which diary is now in possession of his grand-daughter, Mrs. W. C. Rives. Some years ago that hatchet was found, minus the handle, at the place where three-fourths of a century ago it had been lost, and it was returned to the late Hon. W. C. Rives.

SENATOR REVELS AND MIXED SCHOOLS.

To the Editor of the Commercial: I beg you to grant me a little space to protest against the position assumed by yourself and by that eminent gentleman who is the sole representative of the colored race in the United States Senate, in relation to the admission of the colored youth of Washington to the public schools of that city.

My individual protest is, of course, of but little moment; but I honestly believe that the sentiments attributed to the Senator by telegram would be repudiated by nine-tenths of the colored people of the country and their friends.

Mr. John Nast, in one of those cartoons through which he so eloquently and efficiently teaches the Gospel of humanity, presents the genius of America in the attitude of protecting a Chinaman from the assaults of a mob of orphan asylum burners and Ku-Klux, and saying to them, "Hands off, gentlemen; America means fair play for all men."

America means this or nothing. Either the black man, freed and enfranchised, is entitled to the enjoyment of equal rights in all public institutions, or his emancipation and enfranchisement were mistakes. Of what political value is my citizenship if the holder of a concert hall may refuse me the seat for which I have paid; if full fare paid on a steamboat consigns me to a bed on the floor, while a score of berths stand empty, gives me the cold scraps left after even the scullions of the boat have dined; which gives my wife, with a first class ticket in her hand, a seat in a car filled with smoke and ribald men, who bandy obscene jests and profanity, her presence increasing rather than diminishing the filthiness of their talk?

Why may I not send my son or my daughter to the schools chartered under the Constitution and laws of my country? Why may I not send them to the common schools built and supported by the common tax?

I deny that there is any social equality implied, I walk the same streets with the millionaires of the West End; we go our ways never dreaming of equality. My wife buys her cheap calico gown in Mrs. Sillito's store, the wife of the millionaire purchases her silk robe in the same place, and if she does not choose, need not look upon the poor woman at her side. In the jury-box, and at the ballot-box we meet. Is there this year, since the adoption of the fifteenth Amendment, any greater pressure for social recognition than before? I am sure there is not. The experience of Oberlin, where the races have been educated in common for nearly forty years, disproves the claim that amalgamation would be increased thereby.

Colored men can never be satisfied with less than this. We demand that in such places as I have spoken of, there shall be absolute equality; that granted, we ask no more. Our prejudiced fellow-citizen in his own house is in his own castle. He may shut his doors closely as he pleases, the trembling virgins of his household may write over their parlor doors, "Whites husbands or none," and no blackman shall disturb him. No African Paris shall steal his fair daughters from his arms.

But it is urged that no injustice is done the colored man, if the schools provided for him by the State, are as good as those provided for the white man.

I deny that this is ever done. I believe the colored public schools of the city of Cincinnati are the best in the United States, and I know they are inferior to the schools provided for the white youths of the city. Nor can they be made equal except at such an expense that the most prejudiced taxpayer would prefer to merge them in the common school system of the city rather than pay the cost.

If they were equal, I deny the right of the State to stigmatize my children as inferior to the children of my white neighbor. Why, says the white child, does the colored neighbor's child go to a school different from the one I attend? Because, says the parent, they are a different or inferior race. Then reasons the child: if they are so different and inferior that a separate school is provided for them, then there should be a separation in all points. In the jury-box, at the ballot-box, say, they surely are unfit for self government; worse yet, they need masters to control them. Thus logically they arrive at a justification of slavery.

Senator Revels should have held his peace in that discussion. If he could say nothing

for his people, he should have said nothing against them.

If the day has not arrived when colored children may be admitted to the public schools of Washington, the city of the nation, then the presence of a colored Senator is untimely. He should have waited until such times as the prejudices of Messrs. Sausbury and Garrett Davis were so softened that they would welcome his presence.

As for the Republican party, it has gone up with the negro on its shoulders. It cannot to-day, any more distinctly than in 1863, be called a party of "nigger worshippers." With a fair election, it controls a majority of the States of the Union. It has grown strong as the party of freedom and justice. Let it not look backward. When the American people sanctioned the Emancipation Proclamation of Mr. Lincoln, they sanctioned its legitimate consequences.

The Democratic party already despairs of ever succeeding. Its old war cry of "damn a nigger," has lost its power. Its leading paper in this city so plainly feels this despair that it, this morning, hints at another rebellion and the establishment of a monarchy. Let the Republican party be true to its record and this despair will be justified.

P. H. C.

MARK TWAIN'S LATEST.

THE DANGER OF LYING IN BED.

The man in the ticket office said: "Have an accident insurance ticket also?"

"No," I said, after studying the matter over a little. "No, I believe not; I am going to be traveling by rail all day to-day. However, to-morrow I don't travel. Give me one for to-morrow."

The man looked puzzled. He said: "But it is for accident insurance, and if you are going to travel by rail—"

"If I am going to travel by rail I shan't need it. Lying in bed at home is the thing I am afraid of."

I had been looking into this matter last year. I traveled twenty-thousand miles, almost entirely by rail; the year before I traveled over twenty-five thousand miles, half by sea, and half by rail; and the year before that I traveled in the neighborhood of ten thousand miles, exclusively by rail. I suppose if I put in all the little odd journeys here and there, I may say I have traveled sixty thousand miles during the three years I have mentioned. And never an accident.

For a good while I said to myself every morning: "Now I have escaped thus far, and so the chances are just that much increased that I shall catch it this time. I will be shrewd, and buy an accident ticket." And to a dead moral certainty I drew a blank, and went to bed that night without a joint started or a bone splintered. I got tired of that sort of daily doubt, and I fell to buying accident tickets that were good for a month. I said to myself, "A man can't buy thirty blanks in one bundle."

But I was mistaken. There was never a prize in the lot. I could read of railway accidents every day—the newspaper atmosphere was foggy with them; but somehow they never came my way. I found I had spent a good deal of money in the accident business, and had nothing to show for it. My suspicions were aroused, and I began to hunt around for somebody who had won in this lottery. I found plenty of people who had invested, but not an individual that had ever had an accident or made a cent. I stopped buying accident tickets and went to ciphering. The result was astounding. The peril lay, not in traveling, but in staying at home.

I hunted up statistics, and was amazed to find that after all the glaring newspaper headings concerning railroads disasters, less than 300 hundred people had lost their lives by those disasters in the preceding twelve months. The Erie road is set down as the most murderous in the list. It had killed forty-six—or twenty-six, I do not exactly remember which, but I know the number was double that of any other road. But the fact straightway suggested itself that the Erie was an immensely long road, and did more business than any other line in the country; so the double number of killed ceased to be a matter of surprise.

By further figuring, it appeared that between New York and Rochester the Erie ran eight passenger trains each way every day—sixteen altogether; and carried a daily average of 6,000 persons! That is about a million in six months—the population of New York city. Well, the Erie kills from thirteen to twenty-three persons out of its million in six months; and in the same time 13,000 of New York's million die in their beds! My flesh crept, my hair stood on end. "This is appalling!" I said. "The

danger isn't in traveling by rail, but in trusting to those deadly beds. I will never sleep in a bed again."

I had figured on considerably less than one-half the length of the Erie road. It was plain that the entire road must transport at least eleven or twelve thousand people every day. There are many short roads running out of Boston that do fully half as much; a great many such roads. There are many roads scattered about the Union that do a prodigious passenger business. Therefore it was fair to presume that an average of 2,500 passengers a day for each road in the country would be about correct. There are 846 railway lines in our country, 846 times \$500 are 2,115,000. So the rail-ways of America move more than two millions of people every day; six hundred and fifty millions of people a year, without counting the Sundays. They do that, too—there is no question about it; where they get the raw material is clear beyond the jurisdiction of my arithmetic; for I have hunted the census through and through, and I find that there are not that many people in the United States, by a matter of 610,000,000 at the very least. They must use some of the same people over again likely.

San Francisco is one eighth as populous as New York; there are 60 deaths a week in the latter—if they have luck. That are 3,120 deaths a year in San Francisco and eight times as many in New York—say about 25,000 or 25,000. The health of the two places is about the same. So we will let it stand as a fair presumption that this will hold good all over the country, and that consequently 25,000 out of every million of people we have must die every year. That amounts to one-fortieth of our total population. One million of us, then, die annually. Out of this million ten or twelve thousand are stabbed, shot, drowned, hanged, poisoned, or meet a similarly violent death in some other popular way, such as perishing by kerosene lamp and hoop-skirt conflagrations, getting buried in coal mines, falling off house tops, breaking through church or lecture rooms floors, taking patent medicines, or committing suicide in other forms. The Erie Railroad kills from twenty-three to forty-six; the other 845 railroads kill an average of one third a man each, and the rest of that million, amounting in the aggregate to the appalling figure of 987,631 corpses, die naturally in their beds!

You will excuse me from taking any more chances on those beds. The railroads are good enough for me!

And my advice to all people is, don't stay at home any more than you can help; but when you have got to stay at home a while, buy a package of insurance tickets, and sit up nights. You cannot be too cautious.

[One can now see why I answered that ticket agent in the manner recorded at the top of this sketch.]

The moral of this composition is, that thoughtless people grumble more than is fair about railroad management in the United States. When we consider every day and night of the year full fourteen thousand railway trains of various kinds, freighted with life and armed with death, go thundering along over the land, the marvel is, not that they kill three hundred human beings in a twelvemonth, but that they do not kill three hundred times three hundred.—Galaxy.

DEGRADATION OF SWEARING.

It is no mark of a gentleman to swear. The most worthless and vile, the refuse of mankind, the drunkard and the prostitute swear, as well as the best dressed and educated gentleman. No particular endowments are requisite to give a finish to the art of cursing. The basest and meanest of mankind swear with as much tact and skill as the most refined; and he who wishes to degrade himself to the lowest level of pollution and shame, should learn to be a common swearer. Any man has talents enough to learn to curse God, and imprecate perdition on themselves and their fellow men. Profane swearing never did any man any good. No man is the richer or wiser or happier for it. It helps no man's education or manners. It commends no one to any society. It is disgusting to the refined, abominable to the good; insulting to those with whom we associate; degrading to the mind; unprofitable, need- less and injurious to society; and wantonly to profane His name, to call His vengeance down, to curse Him, and to invoke offenses, the most awful in the sight of God.—Louth.

COMMERCIAL.

WEDNESDAY, Feb. 22.—11:30 A. M. COTTON.—The market is quiet and steady. The absence of the usual telegrams has tended to restrict the movement and with a moderate demand only a few hundred bales have sold thus far at yesterday's figures. Yesterday the sales embraced 5,300 bales, the market closing at 10 1/2c.

for Low Ordinary, 11 1/2c. for Ordinary, 12 1/2c. for Good Ordinary, 13 1/2c. for Low-Middling, 14 1/2c. for Middling, 14 1/2c. for Strict Middling, and—15c. for Good Middling.

TELEGRAPHIC DISPATCHES.

VERSAILLES, Feb. 20.—A dispatch from Versailles says: The Emperor of Germany will lunch at Ecole Militaire on entrance into Paris, in consequence of the fever having been reported at the Tuileries.

It is the intention of the Emperor to return to Berlin immediately after reviewing the troops in Champs de Mars.

The Crown Prince is to receive a triumphal entry into Berlin.

LONDON, Feb. 20.—The Telegraph has a dispatch from Paris, dated the 19th, which says: The authorities fear there will be unpleasant demonstrations against Emperor William and Count Bismarck if the Germans enter Paris.

LONDON, Feb. 21.—A dispatch from Havre says: The city of Alencon refusing to pay an assessment, the mayor and ten councilmen have been imprisoned.

A dispatch from Bordeaux, Feb. 20, says: Bismarck is willing to resign Metz if Luxembourg is given to Germany. Bismarck employs threats in urging Thiers to terms.

PARIS.

THE FINAL PEACE CONDITIONS.

PARIS, Feb. 19.—The authorities say that final peace conditions include the cession of Alsace, and a portion of Lorraine, with the Fortresses of Thionville, Metz, and Felford, and £280,000,000 indemnity.

PARIS, Feb. 21.—Thiers' plan is to conclude peace upon Bismarck's terms, to clear France of the Germans, bring back the French army, giving the command to Gen. Changarnier, induce the National Assembly to proclaim the charter of 1830 the supreme law, and provide for a plebiscite whether Count de Paris shall be king. It is claimed that Bismarck's terms will be accepted without modification.

[Special to the N. Y. Telegram.]

A dispatch from Paris of the 20th, says: The question of the occupation and relation of Metz has been settled. The Lorraine line annexed, will include Pont a Mousson.

The French wish to prolong the armistice until the 3d of March. Von Moltke insists as to the condition of a prolongation of the armistice that the Germans shall enter Paris. It is expected that this condition will prevail.

The meeting of the Berlin Parliament has been postponed.

The French must pay half of the war indemnity by the 15th of March.

Paris is fast assuming its ordinary appearance and prices are much reduced.

The Gazette states that Luxemburg undertakes to pay Prussia 2,000,000 francs for her act of neutrality, and allows Prussian troops to occupy Luxemburg fortress.

LONDON, Feb. 22.—The French Minister to England will also represent France in the Conference.

[NOTE.—In last night's dispatches the French Minister to England was designated Duke de Broglie in this dispatch as Roussat.

A French frigate has been sent to Corsica to repress possible disturbances.

Ozoga is Spanish Minister to France.

Gen. Troschke writes that Paris deserves the honors of war, and advises her to close her gates and let the Prussians open them with cannon.

Jules Favre is at Versailles to-day. The treaty of peace may be presented to the Assembly on Saturday.

Additional dispatches report the Queen of Spain as fatally ill. She has received the last sacrament.

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