

The Semi-Weekly Louisianian.

"REPUBLICAN AT ALL TIMES, AND UNDER ALL CIRCUMSTANCES."

VOLUME 1,

NEW ORLEANS, LOUISIANA, SUNDAY, OCTOBER 1, 1871.

NUMBER 82.

THE LOUISIANIAN, OWNED, EDITED AND MANAGED BY COLORED MEN, IS PUBLISHED EVERY THURSDAY AND SUNDAY MORNINGS AT 111 CARONDELET STREET NEW ORLEANS LA.

PROPRIETORS.
HON. P. B. S. PINCHBACK, ORLEANS;
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TERMS OF SUBSCRIPTION: "5c"
ONE YEAR \$5 00
SIX MONTHS 3 00
THREE MONTHS 1 50
SINGLE COPY 5.

PROSPECTUS OF The Louisianian.

In the endeavor to establish another Republican journal in New Orleans, the proprietors of the LOUISIANIAN, propose to fill a necessity which has been long, and sometimes painfully felt to exist. In the transition state of our people, in their struggling efforts to attain that position in the Body Politic, which we conceive to be their due, it is regarded that much information, guidance, encouragement, counsel and reproof have been lost, in consequence of the lack of a medium, through which these deficiencies might be supplied. We shall strive to make the LOUISIANIAN a desideratum in these respects.

POLICY.
As our motto indicates, the LOUISIANIAN shall be "Republican at all times and under all circumstances." We shall advocate the security and enjoyment of broad civil liberty, the absolute equality of all men before the law, and an impartial distribution of honor and patronage to all who merit them.

Desiring of allaying animosities, of obliterating the memory of the bitter past, of promoting harmony and union among all classes and between all interests, we shall advocate the removal of all political disabilities, foster kindness and forbearance, where malignity and resentment reigned, and seek for fairness and justice where wrong and oppression prevailed. Thus united in our aims and objects, we shall conserve our best interests, elevate our noble State, to an enviable position among the sister States, by the development of her illimitable resources, and secure the full benefits of the mighty changes in the history and condition of the people and the Country.

Believing that there can be no true liberty without the supremacy of law, we shall urge a strict and undiscriminating administration of justice.

TAXATION.
We shall support the doctrine of an equitable division of taxation among all classes, a faithful collection of the revenues, economy in the expenditures, conformably with the exigencies of the State or Country and the discharge of every legitimate obligation.

EDUCATION.
We shall sustain the carrying out of the provisions of the act establishing our common school system, and urge as a paramount duty the education of our youth, as vitally connected with their own enlightenment, and the security and stability of a Republican Government.

FINAL.
By a generous, manly, independent, and judicious conduct, we shall strive to rescue our paper, from an ephemeral, and temporary existence, and establish it upon a basis, that if we cannot "command," we shall at all events "deserve" success.

UNION LEAGUE CLUB HOUSE
32 Royal street 32
The rooms of this Club are open each day to members and their guests from 9 A. M. to 12 P. M. Lunch will be served from 12 M. to 2 P. M.

POETRY.

A FAILURE.

BY M. EDISSA WYNE.

The need of praise too long withheld
May sometimes come in vain,
Both powerless to undo the past,
Or quench the awful pain
That like a hidden fire burned on
Till all ambition's strength is gone.

The tears that come so tardily
May fall upon a grave
With tenderness that comes too late
To strengthen, cheer, or save;
When he who walked and worked alone
Lies drearless under some white stone.

You then may say: "How well he did!
How marvellous the pen
That drew the veil from human hearts
To please the tastes of men!"
And yet, so playful each pen-stroke,
You never knew when that heart broke.

Oh! if such praise had only come
From you before the words were said
That loosed his fingers from the pen,
And bade him join the dead,
Where honors cannot stir or thrill
The pulse, nor praise pierce death's chill.

The far, dim lights to which he climbed
But made the stars the farther seem;
The moon looked out from rolling clouds—
Life seemed a wild, weird dream;
Of these cold lights he missed the thrill
Of joys which all our pulses fill.

You cannot call it true success
Because men say that he was great;
He missed the blessings all men have—
The commonplaces of our fate;
He would have bartered fame and pen,
And left his mountain-tops to win.

You heard his bitter cry to man,
And, "shark!" "he sings another song."
You smiled, and said: "He writes of pain,
As if he felt it." "Lord, how long,"
He cried, "must I stand here alone?"
He asked for bread, you gave him a stone.

Which standeth now above his head;
While you, who smiled, now know too
late
That he, whom men esteemed and praised,
Was not and never could be great—
The poet held the man in chains,
Which Death has scattered, like his gains.

Errors of the Republican Press.

[From the Homeriad.]
It seems to be the "official duty" of some Republican newspapers of this State to pass studied and stereotyped personal eulogies upon Gov. Warmoth—which are sometimes heaped up and piled on in the most jumbled and fulsome style—and at the same time all who in any respect or to any degree differ from the Governor, on any political issue or measure of policy, are denounced in terms of unmeasured and indiscriminate damnation.

As the friend of Gov. Warmoth, we regret to see this. He is a gentleman of many winning qualities, and of many worthy points: but he is not immaculate—he is not a living god—nor are all who differ from him altogether imbecile or altogether devils incarnate.

A true friend will no more eulogize your faults than will he hide your virtues. As one who desires the success of Gov. Warmoth—as one who likes him personally and has with or for him no political quarrels—we would fain see his virtues sustained and vindicated, and his faults criticised and rebuked until corrected and cured.

And on the other hand, there is another pusillanimous habit indulged by that portion of the Republican press of Louisiana which opposes Gov. Warmoth. He is denounced indiscriminately, as without a single redeeming virtue, and all his friends held up and depicted as servile lackeys, and obedient and truckling "office-holders" under the Executive appointment. This is alike weak, unjust and infamous. It shows lack of argument, and involves a very palpable and inexcusable falsification.

This is all wrong, and plainly unjust to all parties. For our part, we shall continue, as in the past, to support and sustain Gov. Warmoth and all other members of our party, so far as in our estimation merit may justify and demand, and no farther; nor will we denounce or oppose any member of our party to please or "curry favor" with another. The editor who does so, is not fit for the position, and stultifies himself and belittles his high calling.

We want to see our party feuds healed. "Let us have peace."

WHO FIRST ADVERTISED RAILROAD BONDS IN NEW YORK NEWSPAPERS?

There are three great epochs in the history of railroads in the United States. The first reaches to the year 1848, before which time no railroad bonds from the West were offered or advertised in this city. The second period extends to the outbreak of the war, and shows a very active construction of railroads, and a growing disposition on the part of capitalist to invest in their securities. The third period covers the paper money expansion, with the wonderful stimulus it has given to railroad enterprise, commercial development, and material growth in every section of this continent.

During this last period the newspapers have played a very important part in informing the popular mind, and keeping alive the public confidence in railroad investments, as the most promising and the most permanently valuable, when judicious care is taken in the selection. In this country there has scarcely ever been a time when the newspapers were more active than now in discussing the merits of the multitude of new enterprises which are inviting capital in wall street. And to all appearance the growth of our railroads is likely to increase for many years to come. And this movement will be stimulated by many obvious causes, two of which are conspicuous. First, the great majority of our railroads have proved very satisfactory investments to those who embarked their capital in them and were patient enough to wait a sufficient lapse of time for their full development. In all such great works there is at first a slow rate of progress, which it is impossible to avoid, especially in new countries, where soil and climate are good, and whose population and resources are increasing. But when the time of prosperity comes, its fruits often multiply themselves in geometrical progression. There are banking firms in Wall street whose boast it is, that after ten or twenty years, no railroad they have ever endorsed has failed to pay its regular interest to this day. Secondly, there is a vast amount of capital which in this country and from abroad, is accumulated and is in quest of safe, remunerative investments. Many descriptions of railroad bonds exactly meet this want. A few projected schemes may disappoint expectation. But there is now so much intelligence on the part of the public, that unsupported claims and promises which cannot be fulfilled are soon exposed, and cease to be delusive to anybody.

We have mentioned the increase of our population as one cause of the growth of railroads. It is also true that new railroads bring new population. But, as with the growth of commerce and industry, the same number of people double their traffic every ten years, our railroads may for a long time be expected to make some progress even in those States where the population is comparatively stationary. The State of Massachusetts has one mile of railroad to five and a half square miles of territory. When the like ratio has been developed in the great States of New York and Pennsylvania, they will each have 9,000 miles, or double as many miles of railroad as now. Illinois would have 11,000 miles, or twice and a half as much as at present. In view of these facts, it is fair to infer that in some others, the construction of railroads will be rapidly pushed forward until the ratio of Massachusetts has been reached. Before that time, however, we shall have 100,000 miles of railroad in this country, instead of 53,399, as at present. To build all these new roads a less interval of time may be required than some of our readers may suppose. This may be inferred from what we remember that we have been almost doubling our annual increase of mileage, which in 1864 was but 738 miles, but last year was nearly nine times as much, or 6,145 miles, against 3,033 miles in 1868.

Another thing which will contribute to multiply our new railroads, is the process of unification

into one system, which is controlling nearly all the recent great movements of our railroad magnates. Originally our railroads were built without much reference to any general plan. But extensive consolidations are making which necessitate new links of road to complete each new network which is organized, and thus to perfect or improve the railroad facilities on which the growth of our national wealth, and commerce depends.

As it is not easy among the multitude of securities which are offering, for an ordinary investor to scrutinize and examine them all, so as to choose those best suited to his views, many persons are naturally led to follow the judgment and advice of their bankers. Among those of undoubted responsibility engaged in selling bonds in our metropolis, we may mention, in addition to those named in previous articles of this series, the firm of W. P. Converse & Co. The Senior member of this banking house has been a merchant for over forty years, most of that time in New Orleans, where, as President of the Bank of New Orleans, of which he was the organizer, and in other positions of trust and responsibility, he enjoyed a reputation for honesty of purpose and fair dealing, excelled by few men in any section of the country. In 1852 the city of New Orleans delegated him as a committee to go to New York for the purpose of negotiating the two millions of consolidated bonds of the city of New Orleans, which he did successfully.

Mr. Converse retired from active business for a few years, but in 1857 returned again to commercial pursuits in New York, and for over fourteen years has been located in Pine street, where with his sons, who are his partners, he has successfully negotiated some very important loans, both publicly and privately, among which were the bonds of the city of St. Joseph, Mo., the St. Joseph and Denver City Railroad Bonds, (Eastern Division) and the Jackson County, Mo., bonds.

One prominent characteristic of this house is, that they do not undertake a loan unless they are perfectly satisfied that they can, by official evidence, substantiate every statement that they may make concerning it; and unless such documents are forthcoming, they decline having anything to do with it. They have repeatedly been urged to take hold of various loans, but have declined many for the reason that they were not themselves perfectly satisfied with the security, and could not conscientiously recommend them to the public.

As an evidence of the recognition of their ability as merchants, we may mention the fact that they have been entrusted with the agency of the Baldwin Locomotive Works of Philadelphia, the "oldest," and by far the "largest," establishment of the kind on this continent.

TRUE TASTE MORE EFFECTIVE THAN MONEY.

Many imagine they must relinquish all hope of gratifying their tastes, or the inherent love of the beautiful, if they do not rank among the rich. This is an entirely false idea. There are houses upon which thousands of dollars have been expended that would be quite intolerable to people of real refinement as a permanent residence. The whole arrangement and furniture are so stiff and formal—so heavy and oppressive with superfluous ornament, that simple curiosity to what strange vagaries can enter into the heads of the rich, and in what absurd manner they study to spend their abundant wealth, would seem to be the only motive which would tempt a sensible person to enter.

On the other hand, we find small modest cottages, which bear unmistakable evidence of necessity for close economy, that have more real comfort and convenience about them than those splendid mansions; and, at the same time, they are gems, bearing in every part the stamp of true elegance and refinement. They are so beautified by the genuine taste and ingenuity of the occupants that it is a real pleasure to pass

from one room to another or sit quietly and enjoy the sweet enchantment—yet money had little to do toward securing such attractions. It is the fitness of things—the harmonious blending of shape and color, the adaptation of the furniture to the wants of each apartment, that make the whole combination so peculiarly delightful. And yet, how and from what was all this tasteful furnishing constructed? If some of those persons whose dark and gloomy parlors are hung with the costly damask, and their furniture carved and upholstered by the most skillful and fashionable workmen, should by chance find themselves in one of these pleasant homes, they could not help being captivated by the spirit of the place, in the absence of style and fashion. The elegant, airy, graceful parlors, the rest, the peace and comfort which pervade the whole atmosphere, would be to them a new experience, and what would be their astonishment to learn with how little expense all this which they acknowledge to be so refreshing, has been secured.

No matter if the purse is not very heavy, young people, with good health and a fair share of taste and ingenuity, have great pleasure in store for themselves when they undertake to furnish and beautify a home, which is to be their first joint home. There are so many small conveniences, so many little contrivances that a carpenter never thinks of, because he has never had a woman's work to do, and therefore cannot see how important these little things are. A woman knows just where an hour's work, well considered and planned, can be employed to manufacture some convenient thing, that will save much time and strength, and which, how- ever cheaply and roughly made, she can, in a few spare moments, transform into an object of real beauty.

[Mrs. H. W. Beecher.]

SYMBOLISM OF THE CROSS.

Probably no symbol has been so universally employed in religion and art as the cross, in its various forms and modifications. We see it fashioned of gold or silver, richly wrought and incrustated with gems—of amber and onyx, of ebony and ivory, and other rare and costly materials. It is engraven on the characteristic vessels, embrodered on altar cloths and priestly vestments, and cut in relief on tombs and ecclesiastical structures. Popes, bishops, priests and abbesses wear it upon their breasts. It may here be remarked, *en passant*, that any person with good taste, or having a proper sense of the fitness of things would avoid wearing, for display merely, ornaments in the form of a Latin cross—that on which our Lord suffered. There are the Maltese cross and others used in heraldry, which are more suitable for such a purpose.

The most common forms of the cross are the *cruz immissa*, or Latin cross, having one of its arms longer than the other three; the Greek cross, which has the arms all of equal length; the *cruz decussata*, saltire, or St. Andrew's cross, so named because legend affirms that that saint suffered on such a one; and the *cruz ansata*, or St. Anthony's cross. This is also the sacred Tau of the Egyptians. Then there is the Constantine cross—which consist of the Greek letters X and P, answering to our Ch and R, and thus forming the initial letters of the word *Christos*—the Maltese cross, and many others used in heraldry, such as crandonee, pattee, fourchee, etc. In religious processions a triple cross is carried before the pope, a double one before a patriarch or cardinal and a single one before a bishop.

In the Roman Catholic and Greek churches scarcely any sacrament is held valid, unless accompanied by the sign of the cross. The devout worshiper makes the sign of the cross upon entering or leaving the church, and it is believed that it is efficacious in repelling the assaults of the Evil One, and warding off pestilence and dangers. The Russian peasant, in the midst of his noisy carousing and reveling, makes the sign of the cross over his drink-

ing cup, just as did King Olaf, whom Longfellow tells about:

"O'er his drinking-horn the sign
He made of the cross divine."

Churches and cathedrals are frequently built in the cruciform shape; and in many countries it is very common to see large crosses erected in places of public concourse, for purposes of worship or to commemorate some event. The famous Charing (*chere reine*) Cross derives its name from its being one of the places where King Edward set up a cross to mark where the body of his queen, Eleanor, rested during the progress of the funeral cortege to Westminster.

But it is not among Christians only that the cross has been employed as a religious symbol. It was used as such by the aborigines of North and South America, as well as by the most ancient nations of the Old World. Prescott relates that the Spaniards found the cross as an object of worship in the temples of Mexico, and researches in Central America and Peru prove that it was used in the same way by the inhabitants of those countries. Mr. Brinton, in "Myths of the New World," says that the Indians regard the cross as an emblem of the four cardinal points of the compass.

The ancient Phoenicians, Persians, Assyrians and Brahmins looked upon the cross as a holy symbol, as is abundantly testified by the numerous hieroglyphics and the pictorial representations on their monumental remains. The cross is figured on Egyptian coins of the time of the Ptolemies; and Rufinus, Socrates, and Sozomen, ecclesiastical historians of the fourth and fifth centuries, all refer to the discovery of the sign of the cross in the temple of Serapis, where it was guarded by the Egyptians as emblematic of future life.

Then, again, traces of the cross are found in ancient Gallic remains, and in relics of the lacustrine cities in Northern Italy. Mr. Baring-Gould is of the opinion that the shamrock, or trefoil, was held sacred among the Druids on account of its shape—the stalk representing the long arm of the cross, and the three-lobed leaves the shorter arms. It was precisely this very idea which made the early Christians seize upon it as the emblem of their faith. That which hitherto had been the symbol of humiliation and shame now became their glory. The instrument of Christ's passion, by his death upon it, became hallowed for all time.—*Exchange.*

BEAUTIFUL ANSWERS.

A mute pupil of the Abbe Sicard gave the following extraordinary answers:

What is gratitude?
Gratitude is the memory of the heart.

What is hope?
Hope is the blossom of happiness.

What is the difference between hope and desire?
Desire is a tree in leaf, hope is a tree in flowers, and enjoyment is a tree in fruit.

What is eternity?
A day without a yesterday or tomorrow; a day without an end.

What is time?
A line that has two ends—a path that begins in the cradle and ends in the grave.

What is God?
A necessary being—the sun of eternity—the machinist of nature—the eye of justice—the soul of the world.

Does God reason?
Man reasons, because he doubts—he deliberates, he desires; God is omnipotent; he never doubts; therefore, never reasons.

The total production of pig iron in the United States in the year 1870, 1,800,000 tons, in addition to which 200,000 tons were imported, almost exclusively from England, making the total consumption in the country 2,000,000 tons. The production and consumption of pig iron in the civilized world in 1867 is stated at 9,500,000 tons, or 21,280,000 pounds.

Ladies at the White Mountains sleep under coverlets of newspapers, as there are not blankets enough to go round.

RATES OF ADVERTISING.

Squares	1 mo	2 mos	3 mos	6 mos	1 yr
One	\$4	\$7	\$9	\$12	\$20
Two	7	9	12	20	35
Three	9	12	20	35	50
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Five	20	35	45	60	85
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1 Column	45	80	120	175	250

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