

The Louisianian.

COGGIA'S COMET.

Professor Henry M. Parkhurst, in his second letter to the New York Tribune, has the following comforting statement to make respecting the monster's tail:

Since writing my communication in the Tribune of July 4, I have satisfied myself that the delay of the comet's tail from curvature will be about four days, during which time the earth will have moved so far that no probable errors of computation or of estimation would bring us within it. Having settled that point, I shall introduce an illustration which otherwise might have been too suggestive of danger. A tall man, having an India rubber club, two feet long, and three inches in diameter at the end, sees a spider running very rapidly across the table. He raises his club aloft at arm's length and brings it down with a terrific blow. He aims for a point two feet in advance of the spider, allow for its motion, and strikes very nearly the point which the spider would have reached when the club struck the table; but in consequence of the club bending a little more than he anticipated, the spider escapes by one inch. This is an approximate representation, on a small scale, of what takes place within the next three weeks, with two exceptions. In the first place the club, instead of being of rubber, is of such attenuated material that if the spider were hit he would not know it; and secondly, an ordinary spider would be many thousand times too large to represent the earth. Perhaps I should add a third, that the size of the club is only known from estimates, since it may increase in thickness during the blow.

On July 3. I estimated the length of the tail of the comet to be 79 30'; but the end of it was so faint that many persons saw it not much more than half that distance. On July 5, I estimated the length to be 12°, and a company of persons with me varied in their estimate from 12° to 14° by comparison with stars known to me, and one, "by the aid of a little imagination," could see it for a length of 14°. Taking my own estimates, the tail had increased in length six per cent within these two days, although part of this may be due to the unnoticed haze in the atmosphere on the third.

The brightness of the comet on the third and fourth indicates that it will have an equality on July 14 with the star Altair, the brightest star, with three exceptions, visible in the evening with it. As Donati's comet equaled Arcturus in brightness, I am by no means confident that the present will be equally bright.

The motion of the earth is 1,589,000 miles per day; that of the comet about 4,000,000 per day, and will continue about the same so long as it remains visible. The motion of that part of the tail nearest us is nearly 6,000,000 miles per day; that is, seventy per second, which is 5000 times faster than the motion of an express train. The thickness of the tail I assume at about 5,000,000 miles at the distance of 26,000,000 miles from the head, when it shall have reached that length. If the earth were to pass centrally through it the passage would occupy about twenty-four hours. Passing through the extreme edge, as I at first thought possible, would not occupy more than four to six hours. My computations indicate that the nearest approach to the centre of the tail will be not less than 4,000,000 miles, which would be distance from the edge of the tail of 1,500,000 which is six times the distance of the moon. But this will be sufficiently near to cause it to appear enormously large, if it can be seen at all, of which I hope to be able to speak more definitely within a few days. One thing is certain; it will be there whether we can see it or not.

Knowledge enables man to lay his hand upon the great machinery which God has constructed and to direct its movements for his own benefit.

FLOGGING JUDAS ISCARIOT.

In all parts of the world, wherever Portuguese sailors find themselves, they invariably, on Good Friday, go through the ceremony of flogging Judas Iscariot. In London, on Good Friday this year, Portuguese and South American vessels lying in the London docks commemorated their usual annual custom. At daybreak a block of wood, roughly carved, to imitate the betrayer, clothed up in a sailor's suit, a red worsted cap on the head, was hoisted by a rope around the neck into the fore-rigging. The crews of the various vessels then went to the chapel; on their return, about 11 A. M., amid shouts and great jeering and derision, the figure was lowered, cast into the dock, and ducked three times then hoisted aboard, kicked around the deck, and lashed to the capstan. The crew, who had by this time worked themselves into a state of frantic excitement, with knotted ropes proceeded to lash the effigy, at first in a body, then in pairs, and kept up the flogging until every vestige of clothing had been cut to tatters. During all this the ship's bell kept up an incessant clang, and the captains of the ships, looking on admiringly, served out grog to the exhausted men. Those not engaged in the flogging kept up a sort of rude chant intermingled with epithets anything but complimentary to Judas. At one o'clock the dummies were unlashd and conveyed with much ceremony to the galley, where they were burned amidst the cheers of the sailors and the crowd.—Douglas County News.

THE "AMERICAN PILGRIM"

Under the above caption the N. Y. Times' very clever Rome correspondent, in one of his interesting letters to that journal, has this to say:

"The 'American Pilgrims' have had their week of observations and experiences in the City of Rome. They have had an interview with the Holy Father, received his blessing, and been allowed to kiss his hand. The higher honor of kissing his foot was not conceded to them. The presence of these wanderers from afar has afforded the Roman newspapers something to talk about and it has given them opportunity to exhibit their powers of railery; but it must be said that some of them have made a pretty poor fist of it. To the clerical journals this visit from the Catholics of the New World is a great event. Devotion worthy of the highest admiration, and never to be too warmly praised, is that of one hundred men and women making a journey of more than four thousand miles to console the Holy Father in his golden sorrow—effectually to be soothed by the golden balm and ointments of American dejection or distillation. As long as a stream of wealth pours in, not all the cruelties of Victor Emmanuel and the Italian Government have the power to break the old man's heart. The Catholics from America have received the communion from the hand of his Holiness, and a variety of entertainments have been improvised for their distraction. They have shown much judgment in not making themselves conspicuous by wearing badges or adopting any peculiarities of dress to offend the prejudices of the carpet extremists among the Romans. Indeed, so far as I have had opportunity to observe, a simplicity becoming to sincere persons has been preserved, and such conduct has been spoken of in respectful terms."

THE FAMILY OF DR. LIVINGSTONE.

At a meeting of the Royal Geographical Society, July 17, Sir Bartle Frere having gone to Cambridge to take an honorary degree, the chair was taken by Sir Henry Rawlinson, who, before proceeding to the papers of the evening, said the meeting would like to hear what the Government would do as regarded the family of the late Dr. Livingstone. Sir Bartle Frere had already informed the society that the pension of £200 per annum would be continued to the family and that an application had been made to the Government urging also a grant of money. The amount recommended by the deputation had been £10,000 or £11,000, but the Government, taking all the circumstances into consideration, had thought that justice would be done

by granting a sum of £3,000, and Parliament would be asked to vote this amount. The Government had also undertaken to pay all arrears to the followers and servants of the Doctor. About £1,000 had been due in this way when his followers reached Zanzibar, and the Consul there drew for the amount on the Royal Geographical Society. The council, though feeling the greatest interest in and honor for Dr. Livingstone, did not think they were fairly liable for these debts, and her Majesty's Government had taken the whole upon themselves, so that now all pecuniary matters between the late Dr. Livingstone and the Geographical Society have been satisfactorily concluded.

A man who had been cruel to a horse was convicted in Little Shasta, California. The jury fixed the fine at one dollar, and the Justice followed with a speech. "This man's been tried four times, gentlemen of the jury," he said, "and you're the first twelve that had sense enough to find him guilty. But what under heavens did you make jackasses of yourselves for by putting the fine at one dollar, after you've done an average decent thing. Taint any of your business any way, what he's fined. I'll look after that myself. It'll be sixty dollars."

PROSPECTUS OF THE LOUISIANIAN.

THE LOUISIANIAN

was established to meet a necessity that has long, and sometimes, painfully been felt to exist. It was proposed through this Journal to furnish to our readers the information—guidance—encouragement and counsel which they so much needed in the transition from their former unfortunate condition into the new and better estate of American citizenship. In resuming its publication, we re-assure our readers and friends, that, holding this journal true to its original aims, we shall honestly labor to make it an efficient agent in furthering the interests of the colored people of the Nation, and elevating the race that it especially represents.

POLIOY.

As our motto indicates, the LOUISIANIAN shall be a "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. Desirous 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 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, and elevate our noble State, to an enviable position among her 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 indiscriminating 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 course, 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.

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NEWSPAPERS.

German Gazette—Daily and weekly; 108 Camp. The Sentinel—Corner Short and Second streets Carrollton. Louisiana State Register—Leeve, southeast corner Cambroune, Carrollton. Louisianian—13 Derbigny. Morning Star and Catholic Messenger—116 Poydras. New Orleans Christian Advocate—110 and 112 Camp, Robert J. Harp, publisher. New Orleans Bee—73 Chartrre. New Orleans Cotton and Produce Circular—122 Gravier. New Orleans Picayune—66 Camp. New Orleans Price Current—129 and 131 Gravier. New Orleans Republican—94 Camp. New Orleans Semi-Annual Trade Guide—13 and 15 Camp. New Orleans Times—70 Camp. Our Home Journal—68 Camp. Southern Temperance Organ—139 Poydras. Southwestern Presbyterian—40 Camp. The New Orleans Journal of Medicine—130 Canal.

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THE NEW ORLEANS FIRE ALARM TELEGRAPH.

THE SYSTEM OF STRIKING WILL BE AS FOLLOWS: For instance, if an alarm is given from Box No. 228, the bells will strike 1, then a pause of 5 seconds; then the bells will strike 2 then another pause of 5 seconds, and the bells will strike 3—123. There will be a pause of 10 seconds between each full number. Or if an alarm is given from Box No. 48, the bells will strike 4, then the pause of 5 seconds, and then strike 8—48. A General Alarm will be indicated by striking 15 blows upon the bells. An additional general alarm will be indicated by striking 20 blows, which will operate the fire Fire Department to the box from which the alarm is sounded. Boxes designated as follows: 5 Corner Harmony and Levee streets 6 Corner Washington and Chippewa streets 7 Ninth Street Market 8 Corner Carondelet and Eight streets 9 " Prytanik and Ninth streets 12 " Magnolia and Washington streets 13 " Sixth and St. Denis streets 14 Engine House of Fire Co. No. 2 15 Engine House of Fire Co. No. 23 16 Lafayette H. & L. Fire Co. No. 1 17 Corner Live Oak and First street 18 " Magazine and St. Andrew streets 19 " Ronsseau and St. Mary streets 21 " St. Charles and First streets 23 " Dryades and St. Andrew streets 24 " Kallef Nacker and St. Charles streets 25 Corner Jackson and Coliseum street 26 " Jackson and Liberty streets 27 " Second and Dryades streets 29 " Market street and Levee 31 " Henderson street and Levee 32 Engine House of Fire Co. No. 12 34 Engine House of Fire Co. No. 1 35 Corner Market and Chippewa streets 36 Second Precinct Police Station 37 Corner Race and Magazine street 38 " Melpeissae and Camp streets 41 Horse Station, St. Charles street 42 Engine House, Fire Co. No. 30, Thalia street 43 Corner Franklin and Terpichere streets 47 " Gaimie and New Levee streets 48 Engine House, Fire Co. No. 6, St. Joseph st. 51 Corner Constance and Erato streets 52 " Camp and St. Joseph streets 53 Engine House, Fire Company No. 18 Callopie street 54 Corner New Basin and Triton Walk 56 " Howard and Clio streets 57 " Magnolia and Erato streets 58 " Erato and Franklin streets 59 " Julia and Levee streets 70 Foot of Julia street 72 Corner Canal and Levee streets 73 " Magazine and Girod streets 74 " Natchez and Tchoupioulas streets 81 " Canal and Camp streets 82 Engine House, No. 5 and City Hall 83 Engine House, Fire Company No. 13 84 Corner Carondelet and Common streets 121 Corner Rampart and Canal streets 123 " Rampart and Poydras streets 124 Engine House, Fire Co. No. 14, Common street 125 Workhouse, Girod street 126 Corner Common and Reebek streets 127 Corner Claiborne and Poydras streets 141 Corner Bienville and Old Levee streets 142 Corner St. Louis and Royal streets 143 Engine House, Fire Co. No. 7, Dauphine street 145 Corner Burgundy and Toulouse streets 146 Pichean H. & L. Fire Co. No. 4, Basin street 151 Canal and Robertson, Wood's Truss 152 Corner Bienville and Johnson streets 153 " Derbigny and Conti streets 214 " Old Levee and St. Philip streets 215 Police Station, Jackson Square 216 Corner Hospital and Dauphine streets 217 Engine House, Fire Co. No. P, Demaine street 231 Corner Trempe and Esplanade streets 234 Stern's Factory, Frenchman and Broad streets 253 House H. & J. Fire Co. No. 3 253 Engine House, Fire Co. No. 2, Esplanade street 254 Engine House, Fire Co. No. 8, Victory street 312 Police Station, Elysian Fields street 323 Cor. Bagelotte and Esplanade streets 314 " Rampart and St. Antoine streets 315 " " and Elysian Fields 316 " Claiborne and St. Bernard streets 412 " Laharpe and White st., R. R. Depot 413 " Love and Spain streets 414 " Foot and Ursulant streets 415 " Mandeville and Claiborne streets 513 Cotton Press and Levee 514 Washington Market 515 Corner Cloutier and Rampart streets 612 Engine House, Fire Co. No. 24 Grosvenor street near Port 613 Corner Dauphine and Independence streets 614 Poland street Car Station 615 United States Barracks 616 Corner Baynes and Dauphine streets