# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, SEPTEMBER 24, 1869.

### POPULAR SCIENCE.

## The August Metcors.

A very ancient tradition prevails in the moun-tain districts which surround Mount Pellon, that during the night of the Feast of the Transfiguration ( ugust 6) the heavens open, and lights, such as those which surround the altar during the solemn festivals of the Greek Church, appear in the midst of the opening. It has been thought by Quetelet, and Humboldt considered the opinion probable, that this tradition had its origin in the successive apparition of several well-marked displays of the August meteors. If this be so, the date of the shower has slowly shifted-as that of the November shower is known to have done-until now another holiday is associated with it, and the simple peasants of Southern Europe recognize in the falling stars of August the "fiery tears of good St. Lawrence the Martyr."

The spectroscope has taught us something of the constitution of these bodies, though they never reach the earth's surface. Professor Herschel, third in that line of astronomers which has done so much for science, has employed an August night or two in trying to find out what the August meteors are made of. With a spec-troscope of ingenious device, constructed by Mr. Browning, F. R. A. S., for the special pur-pose of seizing the light of these swiftly moving bodies. Professor Herschel was successful in analyzing seventeen meteors. The most in-teresting of his results is the discussion of the special purteresting of his results is his discovery that the yellow light of the August meteors is due to the presence of the metal sodium in combus-This metal has a very striking and chartion. acteristic spectrum, consisting of two bright orange-yellow lines very close together; and this double line was unmistakably recognized in the spectrum of the August meteors. To use the words of the observer, "their condition" (when rendered visible to us by their combustion) "is exactly that of a flame of gas in Bunsen's burner, freely charged with the vapor of burn-lng sodium; or of the flame of a spirit lamp newly trimmed, and largely dosed with a supply of moistened salt."

It is strange to consider what becomes of all the sodium thus dispersed throughout the upper regions of air. There can be no doubt that in me form or other-mixed or in combinationit reaches the earth. The very air we breathe must at all times contain, in however minute a proportion, the cosmical dust thus brought to us from out the interplanetary spaces. Nay, for aught we know, purposes of the utmost importance in the economy of our earth, and affecting largely the welfare of the creatures which subsist upon its surface, may be subserved by this continual down-pour of meteoric matter. We know already that the different meteor-systems are differently constituted. For instance, the white November stars are much less rich in sodium than the yellow August ones. Each system, doubtless, has its special constitution, and thus the air we breathe is continually being dosed with different forms of metalli dust,-now one metal, now another, being added, with results in which, did we but know it, we are doubtless largely interested. Nor is it certain that deleterious results do not occasionally flow from an overdose of some of the elements contained in meteors. It might be plausibly maintained, on evidence drawn from known facts and dates, that occasionally a metepestilence with it. The "sweating sick-ness" even has been associated (though, we admit, not very satisfactorily) with the 33-year returns of great displays of November shooting stars. Without insisting on such hypotheses as these, which searcely rest on stronger evidence than the notion that the destruction of Sodom and Gomorrah was brought about by an unu-sually heavy downfall of sodium-laden (that is, salt-laden) meteors, we may content ourselves by pointing out that the labors of eminent chemists have shown that the air is actually loaded at times with precisely such forms of metallic dust as the theories of astronomers respecting meteors would lead us to look for.

The Development of Cereals. Mr. F. F. Hallett read before the British Assoclation a paper "On the Law of the Develop-ment of Cereals." From continued observations and experiments, extended over nearly twenty Mr. Hallett said he had arrived at the years. following conclusions:-"1. Every fully-devel-oped plant, whether of wheat, oats, or bar-

tering the service, there was a good deal too much carelessness manifested in the matter of drinking, which, it became evident, might impair the usefulness of men since renowned. Rawlins at once, as a matter of example to others, became a total abstainer, and so abided until his death. He was specially careful to give no countenance to the iden that Grant was, in any manner, other than for the legitimate counsel, etc., he was entitled to offer, unduly indebted to John A. Rawlins for any portion of the fame which eame to him. I remember having, last summer, when brought into contact with the Chief of Staff while engaged in the preparation of some political documents which involved the examination of portions of General Grant's earlier orders and official correspondence, and how careful General Rawlins vas to point out, here and there, as the drift of the conversation and inquiry brought them up, that General Grant himself either dictated or wrote sentences and papers which, for picturesque terseness and vigor, have since become historic. Among such phrases was that of Fort Donelson—"I propose to move immediately upon your works:" the order of congratulation after Shiloh; the famous congratulatory order after Mission Ridge: the direction to Sheridan to make the Shenandoah Valley "so bare that a crow flying over it would have to carry his own rations;" and a hundred more bold and graphic sen-tences. This trait illustrates Rawlins' sincerity. A young officer who served as an aid in the Wilderness campaign tells a story of a different stamp. It was on the 12th of May, 1864, in the battle of Spottsylvania. Early in the day General Wright, of the 6th Corps, rode up to Grant and asked permission to make a charge with his whole corps, which occupied the right of our line. It was the famous "Fighting Sixth," "Sedgwick's Gamecocks," as they were sometimes called, and Wright was anxious to keep up the corps' "rep. He urged his desire with great persistency. Grant, always believing in direct momentum and close quarters, was ready to yield. Rawlins, however, who was appealed to, resisted Wright's wish with as great earnestness as it was urged, pointing out that the Rebel position was too strong, and nothing but a waste of life would follow. Wright went away, and returned again. Grant then gave the order, though reluctantly. Rawlins declared that it was useless. The commander and staff were on a slight eminence, from which the movement could be seen. Presently the long line formed, the waving standards, the waving lines of bayonets gleamed, and the dark mass moved forward steadily, and at last with a great shout and rush. In a few minutes they came tumbling back, repulsed, and in considerable disorder. Grant looked on, said nothing except to give an order to an aid, who galloped away; but Rawlins, who had been annoyed at Wright's persistency, broke out with a volley of oaths as the corps fell back, almost shouting as he shook his clenched fist in the direction of the General engaged in reforming his command. -- "You've got your belly full; you would do it, --- you: that's the way you throw lives away," with sundry oaths more forcible than polite. He seemed to have been angrier at what he deemed a reckless disregard of human life than at the risk the repulse gave to the whole of our line. Several times in the course of the next half hour, looking over in the direction of Wright, who was "pegging away" to recover his position, Rawlins would again swear at the reckless disregard of human life that had been exhibited. THE COLORADO.

In descending the river upon our raft, as well as for seventy-five miles above where we constructed it, we passed through a succession of valleys from one mile to fifty in length, where we unexpectedly found wild oats, wheat, rye, barley, timothy, and clover growing spontaneously, while the fine cedar and oak timber increased in size. The mineral resources we found to be of the most flattering character. Time will not permit me to enter into a full description of these or the superir facilities for making them available. Soon the public will know and appreciate these facts, and the press of the East will no longer be led astray by descriptions of the canyons of the Colorado given by a recent explorer in this, the eleventh hour, whose vision was so remarkably acute that at the distance of three hundred miles from Green river he could see the canyons of the Colorado, in all their length and depth, and whose letters stated that he was the first to ascend the summit of Long's Peak, when it is a matter of public notoriety that women and men have gone before him for the last ten years, the day and date of whose ascent were marked upon the place of his triumph. I feel that I am digressing from my object in writing. Had I time I would enter upon it at length, and speak of it as its importance demands.

# The Return of Colonel Powell-The Reported Murder of his Party.

Powell, dated Mouth of Virgin River, August 30, announcing the safe arrival of his expedition at that point. Virgin river is at the head of navigation on the Colorado, and the exploration, therefore, of the dangerous portion of that river may be considered as successful. In a few days we hope to receive from Major Powell the full report he promises of his adventures and observations.

The Deservet News of the 7th inst. says, as had already been stated in a despatch from Detroit, that Major Powell had arrived at Fort St. George, in Utah, and the same paper of the 5th says that it has received a despatch from St. George with the intelligence that three of the men belonging to the expedition had been killed by the Indians. The story rests on the report of a friendly Indian, who stated that the men were found, very hungry, by a portion of the Shebett tribe, who fed them and put them on the trail leading to Washington, in Southern Utah; that on their journey the men fell in with a squaw and shot her, whereupon they were followed by three of the Shebetts and killed. The names of the men are not given, and it is to be hoped that the whole story is untrue. It does not seem probable that the Powell party would have scattered immediately on issuing from the canyons of the Colorado, and, if kept together. Major Powell would have had sufficient authority over his men to have prevented any collision with friendly Indians. If his men straggled, however, it is quite possible that they may have got into trouble. The Detroit despatch, published some days ago, announcing to the Major's family in Detroit his arrival at St. George, does not mention this story of the Descret News.

#### RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 34, 334, 4, 4:35, 5:05, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 7, 7%, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 820 down train and 3% and 5% up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and 10% P. M.

Leave Germantown at S15 A. M., 1, 3, 6, and 9%

### RAILROAD LINES.

READING RAILROAD, -GREAT TRUNK LINE from Philadelphia to the interior of Peansylfrom Philadelphia to the interior of Peansyl a, the Schuylkill, Susquehanna, Cumberland vania, the Schuylkill, Susquenanna, Control and and Wyoming valleys, the North, Northwest, and the

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following MORNING ACCOMMODATION.

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:50 P. M.; arrives in Philadelphia at 9:15 P. M. MORNING EXPRESS. At 9:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Caritsle, Chambersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with

The 740 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 515 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Look Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Comberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc. ey, and Schuy Williamsport, fhumberland, Williamsport, Pinegrove, etc. AFTERNOON EXPRESS. AFTERNOON EXPRESS.

AFTERNOON EXPRESS. Leaves Philadelphia at \$50 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION, Leaves Potistown at 625 A. M., stopping at inter-mediate stations; arrives in Fhiladelphia at 840 A. M. Returning, leaves Philadelphia at 440 P. M.; arrives in Potistown at 640 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Potisville at 840 A. M. and Reading at 7500 A. M., stopping at all way stations; arrives in Phila-delphia at 1e-15 A. M.

Returning, leaves Philadelphua at 545 P. M.; ar-ves in Reading at S.P. M., and at Pottsville at 940

P. M. Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 2 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 6. M. and Pottsville at 245 P. M., arriving at Palla-leiphis at 645 P. M. Harrisburg Accommodation leaves Reading at "16 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 640 P. M., arriving in Philadelphin at 9-16 P. M. Warket train with a mesoneror at actached harves Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel

hia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and biladelphia at 345 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 425 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 1 30 A. M., 12:45, and 4:30 P. M. trains

points take the 150 A. M., 1245, and 430 P. M. trains from Philadelphia. Returning from Downingtown at 640 A. M., I and 545 P. M. PERKIOMEN RAILROAD. PERKIOMEN RAILROAD. Tassengers for Skippack take 750 A. M., 450 and 545 P. M. trains for Philadelphia, returning from Skippack at 645 and 845 A. M. and 1 P. M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 145 A. M. and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balitfor Pittsburg, Chicago, Williamsport, Elmira, Baltiore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittaburg at 550 and 550 Å. M. and 1050 P. M., passing Read-ing at 544 and 731 Å. M. and 1250 P. M., and arriving at New York at 11 Å. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without chance.

change. A Mail train for New York leaves Harrisburg at \$'10 A. M. and 2'05 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Potsville at 6'30 and 11'30 A. M., and 6'40 P. M., returning from Tamaqua at 8'35 A. M., and 2'15 P. M.

640 P. M., returning from Tamaqua at \$35 A. M., and 245 and 445 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 555 A. M. and 3220 P. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 745 A. M. and 540 P. M., and from Tremont at 645 A. M. and 565 P. M. TICKETS. Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Canadas.

Paoli I Fast I Eric E Harris Excursion Tickets from Philadelphia to Reading Lancai Parkes and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation tions by Reading and Potistown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-count, between any points designed, for families and firms.

#### RAILROAD LINES.

1869. -FOR NEW YORK. -THE CAMDEN ton Railroad Companies' lines from Philadelphia and Tren-New York and Way Places.

Trenton. At 630, S, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco, At 630 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 1130 P. M. line leaves Market Street Ferry, furpher side. Trenton. (upper side).

(upper side). FROM EENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2 20, 5:20, and 5 P. M. for Trenton and Bristel, and 10:26 A. M. and 6 P. M. for At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

file and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for

At 7:30 and 10:15 A. M., 2:30, 5, and 6 P. M. for At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Heimesburg, Tacony, Wis-sinoming, Bridesburg, and Frankförd, and at 8:30 P. M. for Hoimesburg and Intermediate stations, FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway.

At 930 A. M., 120, 4, 645, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3.25, At 1130 P. M., Emigrant Line Fare, \$2, At 930 A. M., 120, 4, 645, 8, and 12 P. M., for Technica

Trenton. At 9 30 A. M., 4, 645, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenek's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9 30 A. M., 8 and 13 P. M. Lines will run daily.

The 9-30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted. For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at thesaut, 30 minutes before departure. The cars of Market Street Rail-way run direct to West Philadelphia Depot. Chosnat and Walhut within one square. On Sundays the Market Street cars will run to connect with the 9:30 A. M., 8 and 12 P. M. lines. BELVIDERE DELAWARE RAILBOAD LINES.

At 7:30 A. M. for Niagara Falls, Buifalo, Dunkirk,

Al 1-30 A. M. for Magdia Fails, Binlato, Dubkirk, Schooley's Mountain, etc. At 7-30 A. M. and 3-30 F. M. for Scranton, Strouds-burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 F. M. Line connects direct with the train leaving Easton for March Church

with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M., for Lambertville and in-

termediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS, FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., for Merchantville, Moorestown, Harttord, Massonville, Hainesport, Mouat Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WiLLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street curs, the last car connecting with each train eaving Front and Market streets thirty minutes be

For the departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sieeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

TRAINS LEAVE DEPOT, VIZ. :-Mail T

rain	8.00	A. M
Accommodat'n 10'30 A. M., 1'10 and	17.10	P. M.
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burg Accommodation		
ster Accommedation		
sburg Train	5.30	P. M.
mati Express		P. M.
fail and Pittsburg Express		P. M.
ccommodation	11.00	P. M.
adelphia Express, 19 night		

Erie Mail leaves daily, except Sunday, running on night passengers will leave Philadelphia at 8 o'clock. Philadelphia Express leaves daily, Cincinnati Express daily, except Saturday, Ali other trains The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

7

Sale N . 347 South Fightsonth street. HANDSOME FURNFLIKE, MANTEL AND PIER MIRORS, VELVET CARPERS, ETC: On Monday Morning. The inst., at 10, o'clock, at No. 347 South Eightsonthi street, corner of Pine, by catalogue, the household furni-ture, comprising walnut parlor furniture. French plate mantel mirror; oval pier mirror; diming room furniture, atom, chim, cut ginss, silver, and plated ware; walnut and mabogany chamber furniture, hair mattreasses; foather beds, blankets and badding; fine velvet, ingrain, and Venetian carpete; kitchen furniture, etc. Also fur forks; spoons; ladles, etc. 9342t

SALM OF REAL ESTATE AND STOCKS, ot. 29, at 12 o'clock noon, at the Exchange, w

ARCH STREET, No. 1334-Elegant Brown stone Resi

AROH STREET, No. 1334-Elegant Brown-stone Resi-lence, 50 by 188 feet. SPRUCE. No. 2008-Elegant Residence and Large Lot. VINE, No. 1837-Modern Residence, SIXTH (North), No. 555-Valuable Residence, SIXTH (North), No. 555-Valuable Residence, THIRTY FOURTH and CHESNUT, Northeast cor-ner-Large and Valuable Lot. COLUMBLA AVENUE, No. 1725-Modern Dwelling, ALLEGHENY AVENUE and MERGER STREET, Northeast corner-Valuable Lot. TULFHOCKEN, Germanicown - Modern Residence and Large Lot. FIFTH (South), No. 208-Genteel Dwelling and Large Lot.

AROH, No. 2014 – Modern Dwelling. TENTH (South), No. 10 – Hotal and Dwelling. LOCUST, No. 311–Gentuel Dwelling. ELEVENTH and WALLACE, Northwest corner

lodern Residence, STATF, West Philadelphia - Two Brick Dweilings, GROUND.RENTS - \$250 a year. DELAWARF AVENUE, Nos. 14 and 16 - Lease of Stores

Ind Piers, THIRTY.NINTH (North), No. 62-Desirable Dwelling FOURTH (Nerth), No. 1110 Valuable Residence and

FOURTH (Nerth), No. 1110 Valuable Residence and Factory. BUTTONWOOD, No. 730 Modern Residence. LANDS in Houghton, Marquette, and Ontonagon Counties, Michigan. I share Philadelphila Library Co. Soason Ticket Arch Street Theatre. 65 shares Empire Transportation Co. 41 shares Southern Transportation Co. 10 shares National Bank of the Republic. Lio shares Second and Third Streets P. R. W. Co. 100 shares Second and Third Streets P. R. W. Co. 100 shares Second and Third Streets P. R. W. Co.

a. Shoon New Jorsey 6 per cent, bond, clear of taxes. S4000 Morris Canal First Mortgage Bonds, April and

Detober. Ten \$500 Bonds Williamsport Water Co., 8 per cent. coupons payable May and November. [9 21 32

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 202 and 204 MARKET Street, corner of Bank street. Successors to Join B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO. PEAN DRY GOODS. On Monday Morning, Sept, 27, at 10 o'clock, on four months' credit, including a special sale, by order of Messrs Kutter, Lucke-meyor & Co., of Vienna, broche long shawls, of Sebastian Haydter's well-known make, and Long and square Thibet and merino shawls, with wood and silk fringes. ALSO.

ALSO. Large, special, and attractive sale of RICH BONNET RIBBONS,

RICH BONNET RIEBONS, by order of Kutter, Inckemeyer & Co., comprising Full lize all boiled, corded edge poult de soie ribbons, solid and assorted, of the most desirable shades. Full lines all boiled, round edge, black taffeta ribbons, No. 4 to 100. Full lines all boiled black gros grain ribbons. Full lines extra qualities colored and black satin rib-bons.

Full lines of round edge taffeta ribbons. Full lines of St. Etienne colored silk volvet ribbons, No.

to 80. Line of St. Etienne black velvet ribbons. Also, an invoice of sash ribbons. ALSO, A full line of colored and black millinery velvet, of a

favorite make. A fresh assortment of extra qualities black velvets. ALSO, Complete line of colored and black satins, gros de Na-ples, black crepe, malines, real ostrich feathern, etc.9 215t

SALE OF 2000 CASES BOOTS, SHOES, ETO, On Tuesday Morning, Sept. 28, at 19 o'clock, on four months' credit. 9 22 5t

LARGE SALE OF BRITIPH. FRENOH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Sept. 30, at 10 o'clock, on four months' credit. 9 24 5t

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmen for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor.

Sale No. 121 Drinker street, THREE VERY SUPERIOR TURNING LATHES, EXTRA LARGE BORING AND TURNING LATHES, EXTRA LARGE BORING AND TURNING LATHE, VISES, PULLEYS, SHAFTING, BELTING, PAT. TERNS, ANVILY, BELLOWS, TAPS, HORING BARS, MANDRILLS, BOLTS, FORTABLE FORGE, WORK BENCHES, ETO. 25th inst, at 11 o'clock, at No. 121 Drinker street, be-tween Arch and Race streets, and Front and Socond sta., by catalogue, the entire Machinery and Tools of a Machine Stop. 9205t

THOMAS BIRCH & SON, AUCTIONEERS

OHESNUT Street, rear entrance No. 127 Sansom street

Sale at No. 1419 Arch street. Sale at No. 1419 Arch street. ELEGANT HOUSEHOLD FURNITURE, LARGE FRENCH-PLATE MANTEL AND PIER MIRRORS. SUPFRIOR ROSEWOOD PIANO-FORTE BY MEYER: RICH AXMINSTER AND BRUSSELS CARPETS, FINE BRONZES AND STATUARY, UHINA, GLASSWARE, ETC. On Tuesday Morning. Sept. 29, at 10 o'clock, at No. 1419 Arch street, will be sold, by catalegue, the entire household furniture of a femily going to Europe. The cabinet furniture was made to order by Messrs. W. & J. Allen, and has been in use but a short time. Catalogues can be had at the ancion store. The furniture can be examined at 8 o'clock on the morning of sale. D. McCUEENS & UO AUCTIONING

C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOPS, BROGANS, ETC. On Menday Morning. Sept. 27, at 10 o'clock, including a large line of city-made

N. B. Sale every Monday and Thursday. [9 23 34

LIPPINCOTT, SON & CO., AUCTIONEERS No. 240 MARKET Street.

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PAPER HANGINGS.

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PLAIN AND DECORATIVE

PAPER HANGINGS,

NO. 251 SOUTH THIRD STREET.

BETWEEN WALNUT AND SPRUCE.

COUNTRY WORK PROMPTLY ATTENDED

LOOK! LOOK!! LOOK!!!-WALL PAPERS and Linen Window Shades Manufactured, the cheapert in the city, at JOHNSTON'S Depot, No. 103 SPRING GARDEN Street, below Rieventh. Branch, No. 207 FEDERAL Street, Camden, New Jersey. 2255

WOODLANDS CEMETERY COMPANY,\_

# 195

PHILADELPHIA.

TO.

bed plant, whether of wheat, oats, or bar-ley, presents an ear superior in productive power to any of the rest on that plant. 2. Every such plant contains one grain which, upon trial, proves more productive than any other. 3. The best grain in a given plant is found in its best car. 4. The superior plant is found in its best car. 4. The superior vigor of this grain is transmissible in different degrees to its progeny. 5. By repeated careful selection the superiority is accumulated. 6. The improvement, which is at first rapid, gradually after a long series of years, is diminished in amount, and eventually so far arrested that, practically speaking, a limit to improvement in the desired quality is reached. 7. By still con-tinuing to select, the improvement is maintained and practically a fixed type is the result.'

#### The Darwinian Hypothesis.

One of the most exciting discussions in the British Association was on Dr. Darwin's development theory. Three papers were read com-bating Dr. Darwin's opinions, and in one of them, prepared by the Rev. Dr. M'Cann, on "Philosophical Objections to Darwinism or Evolutionism." it was urged that belief in evo-Intionism meant atheism. Professor Huxley appeared as the defender of Darwinism, and protested against what he termed the shallow caricature of science and philosophy presented by the Rev. Doctor, observing that it led one to doubt whether the first doctor of divinity was not Cain, and the first man of science Abel.

Subsequently, Professor Huxley was elected president for the Liverpool meeting by a close vote, Lord Stanley, to whom the post was offered, declining to accept the position, on the ground that he thinks the chair should be filled by an eminent scientific mer. by an eminent scientific man.

#### Hammering Iron Until it is Red Hot.

In his lectures on "Heat," delivered recently at the London Institution, Mr. G. F. Rodwell alluded to a singular case of motion transformed into heat, namely, the rendering of Iron red hot by repeated strokes of the hammer. Robert "the father of chemistry," had notions o the transformation of mechanical movement into heat very nearly akin to, if not quite identical with, those professed at the present day. Robert Boyle alluded to the rapid development of heat in an iron nail by repeated blows of the hammer after it has ceased to travel into the wood. It has been asked whether iron could be hammered cold until it became red hot. Mr. Rodwell informs us that it can. Having requested a blacksmith to try the experiment, a piece of very tough iron was hammered with a moderately heavy hammer; it became hot, but would not scorch a piece of paper. It was then hammered by two men, one of whom used a sledge hammer, but with no better result. Presently, a man who was work-ing in the shop said he had often lit his forge fire by this means, before matches were plentiful. He took a nail, such as is used for horse-shoes. and, after hammering for less than two minutes with a light hammer, part of the nall was brought to a bright red heat. The blows were light but frequent, and the nall was partly turned at each blow.

RAWLINS.

Personal Reminiscences of the Late Secretary of War.

A Washington correspondent of the Cincinnati Gazette gives the following personal re-miniscences of the late Secretary Rawlins:-----There are but few anecdotes current about Rawlins, and most of them relate to the quiet energy and persistence with which he pursued his duties. A friend who commanded a gunboat in Porter's fleet before Vicksburg tells me of finding Rawlins so constantly at his desk or other duties as to make one wonder when he found time necessary for sleep. Another officer who served on the staff there declares that it was common for the Adjutant affirmed that at Cairo, soon after en- arose from 800 to 1800 feet.

-Samuel Adams, Esq., a gentleman who has been for the last four years in the service of the War Department, engaged in exploring the Colorado river and the unexplored region of country lying West of the Rocky Mountain range contiguous to that river, arrived in this city yesterday on his way to Washington, where he will submit to the Secretary of War an official report of his explorations and discoveries. Mr. Adams has furnished the foling synopsis of his forthcoming report:---

Exploration of the Canvons-A Governmental Report.

The Omaha Republican has the following:

At your request, I give you a few hasty facts respecting the individual exploring enterprise with which I have been connected for the last four years, having for its object the exploration of the Colorado river and its tributaries. This river and the almost unknown country through which it wends its way from the kocky Mountains to the Gulf of California has been so much misrepresented by professional letter-writers and a more recent explorer, who has expended nothing individually and incurred none of the hardships inseparately connected with the development of the (terra incognita) West. The public, in consequence, have been much deceived, and very great injustice has been done to the mineral and agricultural resources of a neg-lected section of territory, which must soon attract the attention of the Government. It is impossible for me, in this brief communication, to enter into a subject at length upon which you have expressed so much interest, as I have done in my official report, which will be published in a few days.

My exploring party of eleven men, with four boats constructed on the Blue river, left a point on that stream eight miles from the main divide or summit of the Rocky Mountains, July 12, 1869, for the purpose of descending that stream to the Grand (the main tributary of the Colorado) to a point on the Colorado river, where I had ascended from the Gulf of California over three years since, the facts of which were given in my published report to the Secretary of War. For the first 100 miles, after starting, I found the descent of the river to be over 5000 feet. The Rocky and Cave Canyons of the Blue, and the "Grand" and "Swift" Canyons of the Grand river I found to be swifter and much more dangerous than the "Mojave," "Painted," "Long," "Black," and "Big" Canyons of the Colorado river, through all of which I have ascended and descended several times within the last three years. A description of the current, depth, and length of canyons, etc., I gave in my published report, Where I left the river last to the Gulf of California, a distance of about 1100 miles, the descent of water cannot be over 500 feet, or less than five feet to the mile, thus substantiating the statement made in my first report. In descending through a succession of rapid canyons I lost all my boats, instruments, maps, etc. The instruments were replaced, when, with my companions (two men) I proceeded upon a cedar raft, This was broken up and all our provisions lost, except four days' rations. For seventy-five miles the fall of water would average seventy feet to the mile; in some places 300 to the mile. While this was a source of satisfaction to myself, and an additional assurance that the fall of water must necessarily be less below, it was a cause of alarm to the balance to use 18 or 20 hours out of the 24 in his labor. He was a man of unbending will. It is Canyon. In these the perpendicular walls

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. 7, 9, 400 11 F. M. Lave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

3'40, 5'40, 6'40, 8'40, and 10'40 P. M. ON SUNDAYS.
Leave Philadelphia at 9'15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7'50 A. M., 12'40, 5'40, and
9'25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philade phia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8'05, 10'05, and 11% P. M.
Leave Norristown at 5'40, 6%, 7, 7%, 9, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

lane. The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 8%, 5, 6%, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

The S P. M. train from Philadelphia will stop only it School lane and Manayunk. ON SUNDAYS.
 Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
 Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
 W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. - FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays ex-

At 745 A. M. (Express) for Bethlehem, Allentown,

Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, and Tunkhannock. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pitiston, Scranton, and New Jersey Central and Morris and Essay Rollroads

Essex Railroads. At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and At 5:00 P. M. for Bethlehem, Easton, Allentown,

For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 645 and 1045 A. M., and 1130 P. M.

1'30 P. M. For Abington at 1'15, 3'15, 5'20, and S P. M. For Langeale at 0'20 P. M. Fifth and Sixth Streets, Second and Third Streets, ad Union City Passenger Rallways run to the new location of the second streets.

depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 900 A. M., 2010, 4045, and 8025

, M. From Doylestown at 8'25 A. M., 4'55 and 7'05 P. M. Fram Lansdale at 7'30 A. M. From Fort Washington at 9'20, 10'35 A. M., and

10 P. M

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6400 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 5 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 31, 1869. Leave Philadelphia, foot of Market street (Upper Perry) at

Leave Philadelphia, foot of Marker Scott (CPP)
Ferry), at
S'15 A. M., Mall, for Bridgeton, Salem, Millville, Vineland, and all intermediate stations.
S'15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
S'30 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations.
S'30 P. M., Woodbury and Glassboro accommodation.

tion. Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue. Commutation tickets at reduced rates between Philadelphia and all stations

Philadelphia and all stations. WM. J. SEWELL, Superintendent. September 16, 1869. 9 20

and firms. MILEAGE TICKETS.-Good for 2000 miles, beween all points, at \$52:50 each, for families and

firms, SEASON TICKETS,-For three, six, nine, twelve months, for holders only, to all points, at re-duced rates. CLERGYMEN residing on the line of the road

CLERGYMEN residing on the line of the road will be furnished with cards ontiting themselves and wives to tickets at half fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket onlice, at Thirteenth and Callowhill streets. FREIGHT—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAH.S close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M.

or the principal stations only at 2.15 P. M. FREIGHT TRAINS leave Philadelphia daily at 35 A. M., 12.45 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and ints beyond. BAGGAGE .- Dungan's Express will collect bag-

gage for all trains leaving Phi.adelphia Depol. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets,

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.-TIME TABLE.-Trains will leave Depot corner Broad street and Washingas follows:-Mail Train at 8:30 A. M. (Sunday excepted),

Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Casile.
Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Bdgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia, Passengers for Fortress Monroe and Norfolk will ake the 12 00 M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate ware Rainford for Harmigeon and stations.
stations.
Leave Wilmington 6:30 and 8:10 A. M., 1:80, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily ; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail ; 9:85 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newport, Wilmington, Claymont, Linwood, and Chester.

By the control of the second second

Ticket Agent at the Depot. Ticket Agent at the Depot. The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract. EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA

Leave Philadelphia from New Depot, THIRTY. Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A. M., 2:30 P. M., 4:35 P. M., 4:35 P. M., 7:15 and 11:30 P. M. Leave West Chester from Depot, on East Market street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:50 A. M. and 1:45 P. M.

Train leaving West Chester at 740 A. M. will stop Train leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Mediz; leaving Philadelphia at 435 P. M. will stop at Me-dia, Gien Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 725 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 435 P. M., and will change cars at B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streats cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

arrival.

ON SUNDAYS.

Leave Philadelphia for B. C. Junction at 745 P. M. Leave Philadelphia for West Chester at \$'00 A. M.

Leave West Chester for Philadelphia at 745 A. M.

And 445 P. M. Leave B. C. Junction for Philadelphia at 6:00 A. M. 4 105 General Superintendent.

8 15 A. M. 9 15 P. M. 6 10 A. M.

8-20 P.

4-25 A 1-20 P 6-50 A 8-45 A 7-15 P

5'10 A. M

arrives at Philadelphia., 9-25 A. M. Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oh Creek and Allegheny River Rairoad, ALFRED L. TYLER, General Superin

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