

MINISTERS AND REAR-ADMIRALS.

To the Editor of the Evening Telegraph. In an article headed "Ministers and Rear-Admirals," published in your paper of Friday last, you do great injustice to the officers of the navy in several particulars, but chiefly in the assumption that a large number of them believe that it is a benediction for the dignity of a Rear-Admiral to obey the orders of any mere civilian, and that the upholding of the dignity of a Rear-Admiral in the United States navy was of quite as much importance in foreign waters as the protection of American citizens, or any other little matters of that kind.

The letter you refer to as disclosing such sentiments may have been written by an officer of the navy, and if so, he must have been very young and very ill-informed, or to the purpose for which our ships are sent abroad. The youngest midshipman does not that the protection of our citizens and our merchant vessels is the first and highest duty of our commanding officers on the high seas, and that it is a benediction for the dignity of a Rear-Admiral to obey the orders of any mere civilian, and that the upholding of the dignity of a Rear-Admiral in the United States navy was of quite as much importance in foreign waters as the protection of American citizens, or any other little matters of that kind.

The commander of a squadron, on arriving at a foreign port, is to call in person on the first visit to the diplomatic representatives of the United States thereat, whose rank is of and above that of a Rear-Admiral; and the commander of a vessel of the navy, on so arriving, is to call in person on the diplomatic representatives of our Government thereat whose rank is of and above that of a Rear-Admiral; and the commander of a vessel of the navy, on so arriving, is to call in person on the diplomatic representatives of our Government thereat whose rank is of and above that of a Rear-Admiral.

On a vessel of the navy, the limits of his station on foreign service, he (the admiral) is to place himself in communication with the diplomatic agents of the Government of the United States thereabouts, and he is to afford them, on his own responsibility, and in conformity with the orders of his Government, the assistance in all matters for the benefit of the Government as they may require, and as he may judge to be expedient and proper.

It will be seen that a naval officer is not under the orders of a minister, and cannot be relieved of his own responsibility by the request of a minister to pursue a certain course of action, if that action should be subsequently disapproved by the Government at home. A want of harmony and good understanding between a minister and an admiral is a way to a rupture, and is both being human, it must sometimes occur. It is not my intention to enter into the merits of this wretched Brazil muddle; I merely wish to deny for myself and for all the officers of the navy any such charge as is attributed to them in the editorial article above referred to.

I am, respectfully,
AN OFFICER OF THE NAVY.

We wish our correspondent, who is a highly esteemed officer of the navy, had discussed "the merits of the wretched Brazilian muddle," for the conduct of Rear-Admirals Godon and Davis greatly needs some explanation to relieve them from the imputations that have been cast upon them by the committee on Foreign Relations of the House as satisfactory in this respect, and they have the appearance of attempting to hush the matter up. From all that has been made public on the subject hitherto, it is a doctrine that will be the conduct of the two Rear-Admirals in a favorable light, and the explanation which our correspondent complains of is the only one yet offered that appears to have any foundation. This explanation was made chiefly by Mr. Webster, and it is to be regretted that it was intended to be a defense of Admiral Davis. If any better can be offered we should be pleased to hear of it.

REAR-ADMIRAL GODON refused to give Mr. Washburn transportation when he required it, and Rear-Admiral Davis refused to give his assistants when he expressed not only the interests of the United States and her citizens, but his own personal safety, to be in peril; and so far as we have any information on the subject, these refusals were based upon some absurd points of etiquette, and cannot be submitted to the orders of a "mere civilian." We have no disposition to do injustice to anybody, but there is something that greatly needs clearing up with regard to this affair.—E. D. EVE, TEL.

The Fall of Bonaparte in New Jersey. A friend, says the N. Y. Evening Post, has shown us a copy of a somewhat rare and curiously printed circular which, fifty-six years ago, summoned the good folk of Morristown, New Jersey, to a dinner in celebration of the downfall of the Bonapartes. The signatures to the circular are those of celebrated men of their time in that place:—

"MORRISTOWN, June 9, 1814.—Sir:—Europe and the world are delivered from the tyrannical and ambitious Bonaparte. The Bonaparte family, to which Americans are so much indebted, is restored to power. "The virtuous Alexander" reigns in the affections of Europe, and possesses power equal to his will to arrest the arm of usurpation, monopoly, and injustice. A general peace must result. Philanthropy and patriotism unite to fill the bosom with joy and to dictate some expression of it. On this great occasion the gentlemen of Morris propose to assemble at Nathaniel Bull's, in Morristown, on Monday, the 13th instant, at 3 o'clock P. M., to partake of a dinner, to which they most earnestly invite you and such of your friends as you think proper to ask.

"In behalf of the gentlemen of Morristown:— "DAVID FORD, "SILVSTER D. RUSSELL, "GEORGE K. DRAKE." It is certainly something unusual to see American citizens celebrating the restoration of the Bourbons.

ment. The superior blood of the coat soon manifested itself, and in a few days spread throughout the entire country, and realized for Mr. Rysdyk a handsome fortune. He refused an offer of \$50,000 for the animal, and built him an elegant stable, rivaling some of the handsome residences of wealthy gentlemen. In his will Mr. Rysdyk provides that the "Old Horse" shall remain in his present quarters and under his accustomed care till he dies, when his skin is to be properly prepared by some competent taxidermist and set up in the museum at Central Park, New York.

"B-N H." That women do curse and use foul language, we have arduous proof of every night in the horrible utterances of the miserable harlots who infest the square. We have heard, too, that women who call themselves virtuous, and who would shudder at the omission or transgression of any social observance—women who are ladies (!)—do sometimes, when the "tyrant man" is not within earshot, allow expressions to pass their lips which are not clearly, but when a leader in reforms—the President of one of the chief women's suffrage associations, the editor of a radical reform paper—allows herself to stoop not only to vulgarity but profanity in the columns of the paper she edits, we think it time to notice it, and to warn the weak women, the unwary women, the women who are caught by the glittering promise of more rights, of the tendencies of that rough-and-tumble with the world which they are being taught.

How Marbles are Made. The chief place of the manufacture of "marbles," those little pieces of stone which contribute so largely to the enjoyment of "Young America," is at Oberstein, on the Nahe, in Germany, where there are large granite mills and quarries, the refuse of which is turned to good paying account by being made into small balls employed by experts to knock with, which are mostly sent to the American market. The substance used in Saxony is a hard calcareous stone, which is first broken into blocks nearly square by blows with a hammer. These are thrown by one hundred or two hundred into a small sort of mill, which is formed of a flat, stationary slab of stone, with a number of concentric furrows upon its face. A block of oak, or other hard wood, of the same diameter size, is placed over the stones and partly resting upon them. The small block of wood is kept revolving while water flows upon the stone slab. In about fifteen minutes the stones are turned to spheres, and then, being fit for sale, are henceforth called "marbles." One establishment, containing only three or four mills, will turn out fully fifty thousand "marbles" in each week. Agates are made into "marbles" at Oberstein in a quick clipping the pieces neatly round with a hammer, handled by a skillful workman, and then wearing down the edges upon the surface of a large grindstone.

A Talk with Mill. A correspondent of the Albany Evening Journal, who has been visiting John Stuart Mill at Avignon, writes:—"I was ushered into a quaint little room with a fire-place adorned with a clock, and a large, light-colored wood fire. A choice selection of books awaited me on the book shelves. A glance revealed two or three—The Moritz of Arthur, Kant's works, the Italian poets in their vernacular, Milton, Shakespeare, J. S. Mill, and many eminent French authorities. But here comes the man himself. Above the medium height, slender, somewhat stooping, sandy complexion, a profusion of light brown hair at the sides, entire baldness on the top of the head, a blue eye, aquiline features, side whiskers, this is all that I have time to note before the cordial greeting of the philosopher. We sit down and begin to talk. My part is simply to ask questions and to listen. By and by I find my role a difficult one to play. I am quickly questioned by one who has our country's story at his fingers' ends. Whether we are tending with a hundred different reforms? What influence have the masses upon legislation? Is this a success? Is that theory a failure?"

PHILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia 9:35 P. M. arrives at Erie 11:40 A. M. ERIE EXPRESS leaves Philadelphia 11:40 A. M. arrives at Erie 1:40 P. M. ELMIRA MAIL leaves Philadelphia 3:40 P. M. arrives at Erie 5:40 P. M. BUFFALO EXP. leaves Philadelphia 5:40 P. M. arrives at Erie 7:40 P. M.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. The trains on the Philadelphia and Baltimore Central Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, MAY 1, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving the Depot at Market street thirty minutes before its departure. Chestnut and Walnut streets cars run within one square of the Depot.

SLEEPING CAR TICKETS can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot. Agents of the Pennsylvania Company will call for and deliver baggage at the Depot. Orders left at No. 901 Chestnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIL.— 8:00 A. M. Mail Train. Paoli Accommodation, 10:30 A. M., 12:00 and 4:30 P. M. Fast Line, Buffalo Express, 9:30 A. M., 12:00 P. M., 4:30 P. M. Lancaster Accommodation, 4:00 P. M. Parkersburg Train, 5:30 P. M. Cleveland Express, 8:30 P. M. Erie Mail and Pittsburg Express, 9:45 P. M. Way Passenger, 11:20 P. M. Parkersburg Train, 12:00 P. M. Erie Mail, 12:00 P. M.

TRAINS ARRIVE AT DEPOT, VIL.— 8:10 A. M. Philadelphia Express, 8:30 A. M. Erie Mail, 8:30 A. M. Paoli Accommodation, 8:30 A. M., 3:00 and 6:30 P. M. Parkersburg Train, 9:30 A. M. Fast Line, Buffalo Express, 9:35 A. M. Lancaster Train, 12:35 P. M. Erie Express, 12:35 P. M. Southwestern Express, 1:30 P. M. Lock Haven and Elmira Express, 7:00 P. M. Pacific Express, 9:45 P. M. Erie Accommodation, 9:45 P. M. For further information apply to JOHN F. VANLEIR, Ticket Agent, No. 901 CHESTNUT STREET, or to FRANKLIN E. WOOD, Ticket Agent, No. 116 MARKET STREET.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. COMMENCING MONDAY, APRIL 4, 1870. Trains will leave Depot, corner of Broad and Washington streets, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore and Washington stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad, at Maryland and Delaware Railroad, at Harford and Kent County Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace, connects at Wilmington with West Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Kenton, Perryville, Havre-de-Grace, Perryman, and Chesapeake. Express Train at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Claymont, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman, and Chesapeake.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, North-west, and the Canada.

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 9:30 P. M., arrives in Philadelphia at 9:25 P. M.

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AUCTION SALES.

T. A. MCLELLAND, AUCTIONEER. No. 116 CHESTNUT STREET. Personal attention given to sales of Household Furniture at dwellings. Public sales of Furniture at the Auction Rooms, No. 116 CHESTNUT STREET, every Monday and Thursday, for purchasers, at 10 o'clock. N. B.—A superior class of Furniture at private sale.

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SALE of REAL ESTATE AND STOCKS. May 10, at 10 o'clock, noon, at the Auction Rooms, No. 116 CHESTNUT STREET, No. 116—Tavern and Dwelling. THIRTY-SIXTH AND HAVERFORD STREETS, N. E. corner—Residence. 57 1/2

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