

AN INCIDENT OF TRAVEL.

DURING the recent excursion of Philadelphians to St. Paul, a pleasing incident occurred while the party were enjoying a carriage-ride to the Falls of St. Anthony and its vicinity. Among the party was the Rev. Dr. Vinton, Rector of Trinity Church, New York, and he fortunately had with him a diary written by himself in the year 1833, being a record of a visit to the same localities, having been ordered to Fort Snelling as a lieutenant in the United States army, to be present during the payment of annuities to the Indians. On arriving at each point, he read from his diary the remarks made as to each locality on his former visit, which were listened to with great interest by his fellow-excursionists. The data made by him in regard to the Falls of St. Anthony are very important, and will probably lead to the fixing with some degree of certainty the exact location of the falls at that remote period. It is well known that by the wearing away of the under strata of the rock, in consequence of the eddy formed beneath the falls, they have been gradually retreating up the river. To prevent any further changes important works are in progress, including the construction of an immense wooden structure, covering the entire bed of the river, over which the water will pass off. A portion of this work is completed, and the falls are now confined to the Minneapolis side of the river, while an army of men are at work upon the other section, in order to complete it before cold weather. The spring freshets have almost invariably caused great destruction to property along the banks and threatened before many years to destroy the water power which is now so valuable to Minneapolis and the innumerable saw and grist mills located along the banks of the river. The works now in progress are designed to avert this calamity. Dr. Vinton's diary was deemed so interesting and important that he was requested to present the book to the Historical Society of Minnesota, which he has consented to do after making a copy of certain portions that he is desirous to retain for his own purposes. His reminiscences of the Falls of Minnesota, then known by another name, and the localities about Fort Snelling were also of a most interesting character.

THE BIG-HORN EXPEDITION.

FAILURE AND ABANDONMENT OF THE ENTERPRISE.

A correspondent of the Missouri Republican gives the complete history of the tribulation and difficulties of the Big-Horn exploring party, which resulted finally in the failure of the scheme. The particulars of the final fiasco he narrates as follows:— Two days before reaching the Grey Bull river the party were overtaken by a detachment of soldiers, numbering eighty men, under the command of Lieutenant Wheelan of the 2d U. S. Cavalry, armed with two orders from the War Department, one to stop the expedition if it had not reached Twin Creek, near Miner's Delight, the other to the effect that if the expedition had passed Twin Creek the leaders were to be commanded to immediately and notified that if they attempted to go into the Big-Horn Mountains, or upon any Indian reservation, force would be used to bring them back. This sudden intelligence was mortifying to the Big-Horners, but it was seen at once that amid the dangers that encompassed them it would be madness to buck against a positive order from Uncle Sam. All the men were drawn up in line and the orders were read to them by Lieutenant Wheelan. Those who still persisted in their intention of going to the Big Horn were requested to indicate their intention by stepping out from the ranks. There was some muttering and grinning of teeth among the men, but no one moved out from the ranks. Judge Kuykendall stated that the intention of the party was to proceed to the Grey Bull River, establish there a permanent camp, from whence they would prospect the country along the Grey Bull, the Stinking Water, and other streams in that region that were known to be on Government lands, and lying between the Crow and Shoshone reservations, and to the Big Horn Mountains. He also pledged himself and the men that they would not go upon any Indian reservation, nor into the Big Horn Mountains. Lieut. Wheelan, having received these promises, and being satisfied that they would not be violated, returned to Camp Schaumburg at Atlantic City. The day after arriving in permanent camp two prospecting parties were fitted out, consisting of 18 men each, one under command of Judge Kuykendall, and the other under Mr. Shankland, leaving Captain Farrar in charge of camp. Both parties were provided with rations for ten days. Shankland's party went out five days and returned. They went as far as the Yellowstone mountains, weakened on it, and started back to camp. After their return, a party numbering twenty-six packed up and started for Clerk's Fork on the Yellowstone, in Montana, thereby abandoning the expedition. Judge Kuykendall and his party went eighty-five miles from camp to a basin near the head of the north fork of Wind river. They prospected along, finding nothing on the waters of the Grey Bull. They passed up a remarkable canon for 25 miles, with overhanging cliffs on either side, sometimes obtaining a height from 1000 to 2000 feet. The bed of the canon was underlain with boulders and sharp volcanic rocks, which rendered their progress very slow and difficult. A creek meandered along the bed of the canon, which had to be crossed by wading up to the knees, at least one hundred times. No indications of the precious metals were discovered. They emerged from the mountains on the southwest side. Indications of saltpetre were everywhere seen. The slopes and gorges on that side of the mountains were covered with timber, and elk and black tailed deer were ranging about in great numbers. Buffalo were plenty, as they were also on the Gray Bull, where they were seen in herds, and the camp was supplied with buffalo meat and fine brook trout. Arriving in the basin of the north fork, a band of Indians, supposed to be "Shoshone Eaters," renegades from the Crow and Snake tribes, were discovered, but they immediately fled on seeing the party. On returning to camp a general consultation was held. The prospects for successful discoveries were voted gloomy. It was known that splendid indications of gold and silver existed in the vicinity of the north fork of Wind river, but as the locality was on the Shoshone reservation, it was impossible under the pledges given to the military authorities to do anything in the way of mining. The same was true in regard to the

much-coveted Black-Horn region. It was thereupon resolved to break up and separate. The expedition then divided. 50 of the party left for Montana in addition to those already gone in that direction, while the remainder of the men, numbering 39, under Judge Kuykendall, returned to Cheyenne by nearly the same route which they went out in. By cut-off in returning, about 70 miles of travel were saved. Thus ended the Big-Horn expedition—"in a horn."

The Cycle of Earthquakes.

Severe earthquakes, almost if not quite simultaneous in their action, occurred last month on several parts of this continent and the opposite sides of the world in Japan. At Oaxaca, in Mexico, the first convulsion occurred at half-past eleven o'clock on the night of May 12, continuing on the following day, May 13, and in Japan at twenty minutes past three on the morning of May 13. Allowing for difference of longitude and time, these earthquake shocks were at most but a few hours apart, and in all probability identical in point of time. At Oaxaca, which is a substantially built town two hundred years old, heavy convent and palace walls and towers were shaken into ruins, killing and maiming many unfortunate people. The known deaths were one hundred and three. The shock was so badly shattered that an additional shock would have thrown it all down. But little as yet is known of the damage done in Japan, beyond the great terror of the people. Two hundred miles out from Yokohama to the southeast, the captain of the Benefactor observed a submarine volcano in violent eruption, and the volcano on the island of Nippon, in Japan, was in the same state. It will be remembered that on the 12th of May an earthquake shock was felt in Pottsville, Alabama, Charleston, South Carolina, and Shreveport, Louisiana. There were shocks in Arkansas on the 11th of May, and in the French West India Island of Guadeloupe on the 10th. But the simultaneous character of the violent convulsions on the 11th, 12th, and 13th of May, in Mexico and Japan, on the opposite sides of the globe, with nearly the whole of the earth's 8000 miles of diameter between them, leads to the belief that the same mighty internal throes produced them, and all shows that what we regard the vast solid bulk of the earth is but a fragile crust when assailed by tremendous energies beneath its surf ace.

EARLY AMERICAN NEWSPAPERS.—The oldest newspaper in the United States is the *New Hampshire Gazette*, published at Portsmouth. It began its existence in August, 1766. The next is the *Newport Mercury*, in Rhode Island, which was started in November, 1768. It was published by James Franklin, son of Benjamin Franklin, and nephew of Benjamin Franklin. The third in age is the *Connecticut Courant*, which first appeared in December, 1764. The *Courant* is now printed both as a weekly and a daily, and was never better than at present. It was established by Thomas Green. The fourth is the *Essex*; and these four are the only papers in the country which existed previous to the Revolution.

—There is a lady spiritualist residing at Sterling, Mass., who claims to be in such close communion with a deceased brother that she declares he makes frequent visits to her during the day and converses with her for hours upon the leading topics. He died in Bombay twenty-eight years ago.

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD

SHORTEST ROUTE TO THE SEA SHORE. THROUGH IN 12 HOURS. FIVE TRAINS DAILY TO ATLANTIC CITY. On and after SATURDAY, July 2, 1870, trains will leave NEW YORK as follows:— 6:15 A. M. Atlantic Accommodation. 8:00 A. M. Freight (with passenger car). 9:30 A. M. Express (through in 12 hours). 1:00 P. M. Atlantic Accommodation. 4:15 P. M. Freight (with passenger car). 5:30 P. M. Express (through in 12 hours). Returning leave Atlantic— 5:35 P. M. Mail. 7:15 P. M. Freight (with passenger car). 11:30 P. M. Express (through in 12 hours). LOCAL TRAINS LEAVE— For Haddonfield, 10:15 A. M., 2 P. M., and 6 P. M. For Camden and intermediate stations, 10:15 A. M. and 6 P. M. Returning leave— Haddonfield at 7:30 A. M., 1 P. M., and 3 P. M. Atco, at 6:20 A. M. and 12:15 noon. ON SUNDAYS. Leave Vine Street Ferry at 8:00 A. M. Atlantic City at 10:00 A. M. The Union Transfer Company, No. 528 Chestnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination. Additional ticket offices have been located at No. 116 Market street, No. 116 Market street for the sale of through tickets only. Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. W. H. MUNDY, Agent.

PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows:— MAIL TRAIN leaves Philadelphia 10:30 P. M. arrives at Erie 7:40 A. M. ERIE EXPRESS leaves Philadelphia 10:30 P. M. arrives at Erie 7:40 A. M. ELMHURST MAIL leaves Philadelphia 7:40 A. M. arrives at Erie 1:30 P. M. BALD EAGLE MAIL leaves Philadelphia 7:40 A. M. arrives at Erie 1:30 P. M. MAIL TRAIN leaves Erie 10:30 P. M. arrives at Philadelphia 7:40 A. M. ERIE EXPRESS leaves Erie 7:40 A. M. arrives at Philadelphia 10:30 P. M. ELMHURST MAIL leaves Erie 1:30 P. M. arrives at Philadelphia 7:40 A. M. BALD EAGLE MAIL leaves Erie 1:30 P. M. arrives at Philadelphia 7:40 A. M. MAIL TRAIN leaves Erie 10:30 P. M. arrives at Philadelphia 7:40 A. M. ERIE EXPRESS leaves Erie 7:40 A. M. arrives at Philadelphia 10:30 P. M. ELMHURST MAIL leaves Erie 1:30 P. M. arrives at Philadelphia 7:40 A. M. BALD EAGLE MAIL leaves Erie 1:30 P. M. arrives at Philadelphia 7:40 A. M. 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