

DAILY CLIPPER.

Wm. WALKER, Publisher.

THURSDAY, SEPT. 29, 1864.

THE CLIMATE IN THE TROPICS.

Richard Burton, the traveller, in a letter to the London Times, gives some particulars about the climate in Africa. Here was his first experience at Fernando Po.

"When I landed at Fernando Po, in September, 1860, South Island, at harbor town, was the only settlement on the island, and the colony, I find, were to be seen sitting languid in their verandas, or occasionally crawling about the grassy streets, each with a cigarette hanging to the lower lip. My lodging being upon the hill near a military hospital, the breakfast table was frequently enlivened by the spectacle of something covered with a blanket being carried in, and something with a cane being carried out, on four men's shoulders. The Europeans died persistently in the dry season, from November to April. After three years' service, out of one hundred and sixty men, only twenty remained, and the rest were returned to Spain, the rest being either invalided or having fallen victims to the climate. The rains witnessed the destruction of the barracks, and the exodus of the soldiers. At length in March, 1862, yellow fever, the gift of the Grand Bonny River, fell upon us, and in two months swept off seventy-eight of a grand total of two hundred and fifty white men.

On the mountain, however, the climate was better. Already the Fathers of the Jesuit Mission had built a station at Banapa, a native village about two direct miles from the harbor, and five hundred feet above the sea level. During the last three years, the Jesuits Padre Campillo, and his health, and he may still be seen working in his garden as alert and vigorous as though he had never left the native soil. The example of the fathers was presently followed by the Spaniards. In 1861, when Her Majesty's ship Griffin, Commander Perry, touched at this island, two officers, young and powerful men, were prostrated by the fever, and they were carried in hammocks to Major White's lumber cottage at Banapa, and in less than a week they walked down the hill convalescent. As Banapa abounds in sandalwood, the late Major White, D. Fellon, an employe of the Woods and Forests, preferred a higher site, where he also built for himself a bungalow of boarding at a place which he justly called, "Buenos Vista."

The inference is, that the climate of the island is better than that of the plains of South America, and that the climate of the island is better than that of the plains of South America, and that the climate of the island is better than that of the plains of South America.

"Every body knows that the plains of South America are better than that of the plains of South America, and that the climate of the island is better than that of the plains of South America.

A tunnel of rather more than a quarter of a mile in length was lately built in the grounds of the Crystal Palace, London, for the purpose of testing a new method of propelling passenger cars. A short time ago Mr. Rankin, the inventor, laid down a short tube to Battersea, and he carried out the experiment of propelling a car, by the application of the pneumatic principle, by conveying from place to place. The carriage is blown through the tube by air driven into the tunnel by the revolution of a steam engine, and is sucked through on the return trip by a large exhausting machine, which, as it exhausts the air in the tunnel, enables the ordinary force of air to push the train or car up the tunnel. Of the experiments which have been made at the Crystal Palace, the Times says:

"The luxury and comfort of this mode of underground traveling will occasion, perhaps, the greatest surprise to those who may have an opportunity of testing it. The tunnel is dark, it is true, but the carriage is so brightly lit, and there is no reason why gas should not be employed. There are luxuriously cushioned seats placed along each side of the carriage, and the motion of a well-made carriage. As to this, there is no suffocating smell of the sulphur and smoke from the locomotive—no escape of steam, no elegant, polluted, and poisonous air to breathe, such as that of the ordinary tunnel."

"Every train which passes through must carry with it its own supply of fresh air, and must drive out before it any foul air. This purity of the atmosphere is still further secured by a constant stream of the external air which passes through openings at the bottom of the tunnel, so that the air in every part of the tunnel is as pure and as sweet as in the sunshine above ground. Another of the advantages of the system is that collisions and casualties arising from them, are impossible. No two trains can by any conceivable possibility be in the tube or tunnel at the same time. The worst that can possibly happen to the traveler is that the train may be set fast, or unable to move, owing to some accident to the machinery. In the event of such occurrence, the passengers have simply to open the door at either end of the carriage and walk out to the nearest mouth of the tunnel."

"The COTTON MANUFACTURE.—In England it is calculated that, when the cotton manufacture is thriving, there are thirty millions of spindles constantly employed in spinning cotton alone, so that if every man, woman, and child in the three kingdoms were to devote twelve hours a day to this occupation, they could not effect as much; and it would require another population of eight millions to prepare the cotton for the spindles, and a very large number of persons to supply the place of 300,000 power-looms that are employed to weave it, and all the different kinds of fabrics which we have enlisted in our service, the power employed in cotton alone sinks to a mere fraction."

LOCAL NEWS.

The Music School of the Maryland Institute.—Among the numerous schools which, with the first week of September, began an ecclesiastic year, there are few that have as peculiar claims upon the support of the public as the music school of the Maryland Institute. It is the only school of the kind in the city of Baltimore to establish a school of music pure and simple. There is nothing taught therein but music, and this is taught by the method which the combined judgment of the conservatories and schools of Europe had established as the most effective mode of imparting a correct knowledge thereof. The progress which has been made in its pupils, furnishes the surest guarantee of its future usefulness.

There is this day, in proportion to the population, a greater scarcity of musical readers among the citizens of Baltimore than there was twenty-five years ago, and was it not for the private tuition by competent musicians in our midst, the musical talent of our city would be a low ebb. The Maryland Institute school has not been inaugurated too soon, and the very low terms upon which vocal and instrumental instruction is imparted, would tend to make this school its own capacity. We trust that those of our public authorities who feel any interest in this great social accomplishment, will take an early opportunity to visit this school, and see the results of proper musical culture. This school is under the charge of Professors Piccoli and Dececi, the former a graduate of the Conservatory of Naples, and the latter a pupil of Rossini, of Dresden.

Down! Down!—The revolution in the gold market, and the largest firms in the city are marking down their goods to retail, and the average between twenty and twenty-five per cent. Sheetings have fallen about fifteen cents a yard, and prints, which were worth nearly half a dollar a yard, are now worth three dollars a yard on the best imported heavy overcoating, which now costs ten to twelve dollars a yard. Other imported cloths are being reduced in the same ratio, and new goods in exact proportion to the fall in the price in gold.

The reduction in the rates of domestic goods is very large. These goods do not run as much as fabrics of foreign manufacture, and though their nominal value has been enhanced in some cases a hundred per cent, the quality of the goods have improved, owing to the protection our manufacturers have received from the high rates of exchange and the custom duties. Upon other articles there have been serious reductions. The decline in flour, in short time, has been ten dollars a barrel in the lading and shipping brands, and from a dollar to a dollar and a half on the better grades. Coffee is down fifteen cents a pound, and sugar is down ten cents a bushel.

The Concordia Opera House.—The building now in course of erection on East street, near Lombard, is being put up as rapidly as the nature of the work will allow, and is daily being improved by the addition of details, which have a fondness for the science of music, and who love to see an opera brought out on the largest scale. Thus far the joice of the second story has been laid, and the walls as far up as the third floor will soon be up, but there has been an unfortunate drawback about the granite work, the contractor, Mr. John Emory, being unable to obtain the granite without delay. The prospect, however, that the building, commodious as it is, will be ready for occupancy on or about the first day of March, when the lovers of the opera entertainments on the largest scale. The arrangement for seats are on the most extensive plan, and will provide handsome seating for 3,000 persons.

Of late considerable complaint has been made by poor families residing on the outskirts of the city, who are unable to pay for the city water, at the condition of the pumps. The matter was laid before the Water Commissioners, but that office was powerless to act in the premises, owing to the appropriation made by the City Council having been exhausted. There are about in the city about 1,000 pumps, and a number of them are so much decayed, that if they are longer used they must be made new in part. The Water Commissioners have stated to the City Council that a large number of good wells of water in the city which should be preserved, and has asked for an appropriation of \$2,000 to repair the same. In the First Branch of the City Council last evening the appropriation asked for was made, and the pumps will be repaired immediately.

Boat Destroyed by Fire.—Shortly after eleven o'clock yesterday morning a government schooner, lying at anchor at the Point, was destroyed by fire. The schooner, which was on board several thousand bushels of lums, was destroyed by fire. A leak occurred in the hold of the bark, and the flames coming from the boiler on the deck, prevented the dam from communicating with other property, the bark was towed to the Locust Point side of the harbor, where it was burned to the water's edge.

A Precipitous Object.—A delightful Concordia Concert, in the Methodist Protestant Church, corner of Broadway and Monument streets to-night, for the purpose of assisting the 6th and 7th wards in raising funds to expunge the name of the city. The concert will be a delightful character, and we are pleased to notice a liberal response on the part of our citizens in this laudable project.

Court Cases.—Enoch W. Sheffield, charged with beating Wm. Shilliger, and U. A. Sampson, charged with beating Peter Connolly, were arrested yesterday and released on security for court by Justice Spicer. Joseph Thomas was arrested on Tuesday night, charged with beating Elisha Brooks, John Duncan released him on security.

Military Arrests.—Wm. Baker, a resident of New York, was arrested in this city yesterday, charged with disloyalty. Captain Charles committed him to the city jail for thirty days. Wm. Davis, for disloyalty, and Charles Rodgers, residing at 112 Hanover street, disloyalty, were locked up in the military prison for trial.

Friends of Lincoln.—The friends of Lincoln, Johnson, John Lee Chapman, and the Free State Constitution, will assemble in mass meeting to-night, at the corner of Portland and Green streets. The meeting will be addressed by Hon. Montgomery Blair, Hon. Thomas Swann, and other distinguished gentlemen, and the affair gives promise of being an imposing demonstration.

AMUSEMENTS.

The Concert To-morrow Night.—A large number of seats for the Italian Operatic Concert, to take place to-morrow night, were disposed of yesterday by Mr. McDuffrey. The desire to hear the sweet warblings of Mme. Lora, and the melodious strains of the violin, and the opportunity of no doing will be availed of by our first families on this occasion. The brightest gems from Donizetti, Rossini, Verdi, Gounod, and Bellini will be given. Prof. S. Behrens will preside at the piano. The price of admission has been placed at one dollar, no extra charge for reserved seats.

A Glass of Whiskey, says an exchange, is manufactured from perhaps a dozen grains of mashed corn, the value of which is too small to be estimated. A pint of this mixture sells at retail for one shilling, and if of a good brand, it is considered by its consumers well worth the money. It is drunk off in a minute or two; it fires the brain, rouses the passion, sharpens the appetite, deranges and weakens the physical system; it is gone, and swollen eyes, and parched lips, and aching head are its followers. On the same sideboard upon which this is served lies a newspaper, the new white paper of which costs three-fourths of a cent. It is covered with hundreds of thousands of the same kind of news, and the quarters of the globe; it has in its clearly printed columns all that is strange or new at home; it tells you the state of the market; gives accounts of the past and the future; of the late murders, the latest steamboat explosion or railroad disaster, articles on philosophy, government, religion, etc., and yet for all this, the newspaper costs less than the bread which we eat every day. It is no less strange than true, that there are a large portion of the community who think the corn juice cheap and the newspaper dear, and the printer has hard work to collect his dues, when the ignorant dealers are paid cheerfully. How is this? Is the body a better paymaster than the head, are things of the moment more prized than the news of the future? Is the transient tickling of the stomach of more consequence than the improvement of the mind, and the information that is essential to a rational being? If this had its real value, the price of the newspapers would be worth many times of whiskey?

This Dress Coat.—A ridiculous and ridiculous custom has already attained the age of sixty years. Need I allude to the swallow-tailed coat and the evening dress suit? Was ever such a grim, ugly, undrunkable, and unbecoming article? But it is not so devised by any one; it grew by degrees into a custom. No one introduced it, no one invented it; it is merely the old George the Third shop, which had no tail, and was left, and then dyed black. In the Walpole days, who would have dreamed of abolishing color; a thing that all humanly delights in, or hitting the material or dress coat to cloth? The modern man who wears the swallow-tailed coat, and the pantheons, and silk and velvet coats, of maroon, clannan, claret, olive green, and such hues, and their kindred, who wear the same, and who work. I do not say these garments should be revived; but I do say that in right of their cheerful contrasts and varieties of hue, the people who wore them were in the right of the fashion. What use are the swallow tails? Are they beautiful? Do they help us to steer ourselves? They render the coat lighter and less in the waist, and the coat is more in the crowd, and that is the most that can be said for them. Black, too, is good for the complexion, and wears well; it levels us all to one grade, and we are all as good as dead, and a portion of wealth or rank. (See the Year Book.)

Not Bad.—In the cars lately, between Baltimore and Washington, a gentleman sprang up to the property of allowing negroes to vote. One of the Copperhead participants, thinking to make out a plain case by the argument, said to the Union man, "What would you think if, at the next election, you were to go to the polls and cast a vote for George B. McClellan, and a big black nigger were to come up alongside of you and cast his vote for Abe Lincoln? The Union man reflected a little and replied: "Well, I'd think the nigger had a sight more sense than I had."

A Dragoon's Opinion of McClellan.—The actor of the day, which the names of the nomination of McClellan was received at Cincinnati, a prominent member of the Democratic party, and a leading railroad man, during his residence in that city, was asked if he would support Mac's nomination? He replied, "Yes; but should he be elected, he would never be inaugurated or sworn in, and he would not be ready on the Fourth of March, and his postponement until the Fifth would be fatal," was the Democrat's reply.

Matthew Hale Smith, Esq., both go for McClellan, and both being given to ground and lofty tumbling.

New York, Sept. 28.—Cotton fell at \$1 20 and \$1 25. Flour advanced 30 cents; sales of 16,000 bbls. State at \$8 40; \$10 25; Ohio \$11; Southern \$10 90. Wheat advanced 1/2 cent; sales 80,000 bushels Chicago \$1 07; \$1 09; Kentucky \$1 10 for amber and \$2 36 1/2 for white. Corn—white 1/2 firm; sales of 50,000 bushels at \$1 50; \$1 60 for mixed. Beef is steady. Pork is firm; sales of 6,000 bbls. mess at \$20 50; \$40 60. Lard is firm; sales of 3,000 bbls. at 19 1/2; \$21 cents. Whiskey closed firm at \$1 75; \$1 77. Sugar is steady; New Orleans 20 cts. Naval stores dull. Petroleum dull.

Gold Market. New York, Sept. 28.—Gold opened at 103 premium, but subsequently fell to 99 and then to 97 premium, but again advanced, and to-night closed at 103 1/2 premium.

MINIATURE ALMANAC FOR 1864. SEPTEMBER. Sun 28. Moon's Phase. 28—Sunset 6 43. 29—Sunset 6 54. 30—Sunset 7 05. 1—Sunset 7 16. 2—Sunset 7 26. 3—Sunset 7 36. 4—Sunset 7 46. 5—Sunset 7 56. 6—Sunset 8 06. 7—Sunset 8 16. 8—Sunset 8 26. 9—Sunset 8 36. 10—Sunset 8 46. 11—Sunset 8 56. 12—Sunset 9 06.

MARINE AFFAIRS. PORT OF BALTIMORE, September 28, 1864. ARRIVED. Steamer Adelaide, Cannon, from Old Point, Va. to N. H. Steamer Lancaster, Dawes, from Harve de Grace to Jos Taylor. Steamer John S. Shriver, Dennis, from Philadelphia to Baltimore. Steamer John S. Shriver, Dennis, from Philadelphia to Baltimore. Steamer John S. Shriver, Dennis, from Philadelphia to Baltimore.

FINANCIAL AFFAIRS.

SALE AT THE BALTIMORE STOCK BOARD. Furnished by Leonard J. Torrey, Stock and Bill Broker, No. 22 South Street. Sept. 28, 1864.

2,100 American Gold (large) 104 1/2
1,000 do do (large) 103 1/2
1,000 do do (large) 103 1/2
2,000 do do (large) 103 1/2
500 U. S. Five-Twenties 104
2,800 Baltimore City 7 1/2
100 shares Northern Central R. R. 2 1/2
500 shares Pennsylvania Oil Co. 2 1/2
100 shares Mineral Hill Mining Co. 1 1/2
100 do do 1 1/2
200 Maryland Anthracite Coal Co. 2 1/2
100 do do 2 1/2
100 do do 2 1/2

United States 5% 1861 Coupon 106 1/2
U. S. Five-Twenties 104 1/2
Gold (office sales) 104 1/2
Tennessee 6% 104 1/2
North Carolina 7% 104 1/2
Michigan 6% 104 1/2
Cleveland and Pittsburgh R. R. 107 1/2
Cleveland and Northwestern R. R. 47 1/2
Cleveland and Toledo Railroad 112 1/2
Rock Island R. R. 74 1/2
Illinois Central Railroad 124 1/2
Michigan Central Railroad 124 1/2
Cleveland and Pittsburgh R. R. 107 1/2
Cleveland and Northwestern R. R. 47 1/2
Cleveland and Toledo Railroad 112 1/2
Rock Island R. R. 74 1/2
Illinois Central Railroad 124 1/2
Michigan Central Railroad 124 1/2

By Telegraph from New York, 4 o'clock P. M. Sept. 28, 1864. Gold 104 1/2
U. S. Five-Twenties 104 1/2
Gold (office sales) 104 1/2
Tennessee 6% 104 1/2
North Carolina 7% 104 1/2
Michigan 6% 104 1/2
Cleveland and Pittsburgh R. R. 107 1/2
Cleveland and Northwestern R. R. 47 1/2
Cleveland and Toledo Railroad 112 1/2
Rock Island R. R. 74 1/2
Illinois Central Railroad 124 1/2
Michigan Central Railroad 124 1/2

At Evening Stock Exchange, 10 o'clock, P. M. Sept. 28, 1864. Furnished by Leonard J. Torrey, Stock and Bill Broker, No. 22 South Street.

American Gold (large) 104 1/2
U. S. Five-Twenties 104 1/2
Gold (office sales) 104 1/2
Tennessee 6% 104 1/2
North Carolina 7% 104 1/2
Michigan 6% 104 1/2
Cleveland and Pittsburgh R. R. 107 1/2
Cleveland and Northwestern R. R. 47 1/2
Cleveland and Toledo Railroad 112 1/2
Rock Island R. R. 74 1/2
Illinois Central Railroad 124 1/2
Michigan Central Railroad 124 1/2

COFFEE.—Small sales reported. Rio is held at 22 1/2 cents per lb.
SUGAR.—Market closed firm. We quote as follows:
Howard Street Super 10 00
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WHEAT.—Sales of good to prime white wheat at 60 1/2 cents per bushel, and do. red 58 1/2 cents per bushel, at 15 1/2 cents for white, and 16 1/2 cents for yellow. Oats at 18 1/2 cents, weight for Maryland, and at 18 1/2 cents for Pennsylvania. Hay at 16 1/2 cents.

PROVISIONS.—Mess Pork we quote at \$41 64 1/2. Bacon shoulders (100 lbs) 20 1/2 cents. Sugar-cured Hams 22 1/2 cents. Western Lard 10 cents. Baltimore refined 17 1/2 cents per lb. SALT.—Cuba, 75 cents per cwt. Cayenne, 80 cents per cwt. English Island 86 1/2 cents, and Porto Rico at 90 1/2 cents.

WHEAT.—Sales of good to prime white wheat at 60 1/2 cents per bushel, and do. red 58 1/2 cents per bushel, at 15 1/2 cents for white, and 16 1/2 cents for yellow. Oats at 18 1/2 cents, weight for Maryland, and at 18 1/2 cents for Pennsylvania. Hay at 16 1/2 cents.

RAILROAD NOTICES.

THE BALTIMORE AND ANNEAPOLIS RAILROAD. On and after MONDAY, June 13th, 1864, the daily trains will be as follows: BALTIMORE AND ANNEAPOLIS RAILROAD. BALTIMORE AND ANNEAPOLIS RAILROAD. BALTIMORE AND ANNEAPOLIS RAILROAD.

PHILADELPHIA AND WILMINGTON AND BALTIMORE RAILROAD. On and after SUNDAY, June 13th, 1864, trains will leave Philadelphia for Baltimore and Washington, and Baltimore for Philadelphia and Washington, and Washington for Baltimore and Philadelphia, as follows: PHILADELPHIA AND WILMINGTON AND BALTIMORE RAILROAD.

NORTHERN CENTRAL RAILROAD. On and after SUNDAY, June 13th, 1864, trains will arrive at and depart from Calvert Station, as follows: NORTHERN CENTRAL RAILROAD. NORTHERN CENTRAL RAILROAD. NORTHERN CENTRAL RAILROAD.

WINTER ARRANGEMENTS. On and after SUNDAY, May 15th, 1864, trains will arrive at and depart from Calvert Station, as follows: WINTER ARRANGEMENTS. WINTER ARRANGEMENTS. WINTER ARRANGEMENTS.

TRAINS NORTHWARD. Mail leaves at 7:30 A. M. Express leaves at 8:30 A. M. Harrisburg Accommodation leaves at 9:30 A. M. Frederick leaves at 10:30 A. M. Washington leaves at 11:30 A. M. Baltimore leaves at 12:30 P. M.

TRAINS SOUTHWARD. Mail Train arrives at 7:30 P. M. Express Train arrives at 8:30 P. M. Harrisburg Accommodation arrives at 9:30 P. M. Frederick arrives at 10:30 P. M. Washington arrives at 11:30 P. M. Baltimore arrives at 12:30 P. M.

SADDLERY. JOHN D. HANCOCK, Old Established, SADDLERY, HARNESS, TRUNK, COLLARS, CARPET BAGS, VALISES, AND MILITARY EQUIPMENTS, of all kinds, and all repairs done in the best manner. Call and examine his stock before purchasing. 107-109 N. E. Street, BALTIMORE.

MISCELLANEOUS. WE CALL ATTENTION TO TWO VERY BEAUTIFUL WORKS OF ART upon our easels, FAC-SIMILES IN OIL COLORS, By Hansard, of London, After the Originals, PAINTED IN SPAIN, BY GEO. H. HALL, of New York. Also a Choice Collection of Engravings, by Wm. Hart, W. T. Richards and J. A. Parker. BUTLER, PRINCE & CO., 163 Baltimore street, up stairs.

MEDICAL. HAVE YOU A COUGH? PEARSON'S MEDICATED TAR DROPS Will Cure You. HAVE YOU HOARSENESS? PEARSON'S MEDICATED TAR DROPS Will Cure You. HAVE YOU ASTHMA? PEARSON'S MEDICATED TAR DROPS Will Cure You.

WHOLESALE AGENTS, DABRY & CO., 28 BALTIMORE STREET, JOHN PEARSON, 461 N. E. STREET, WASHINGTON, D. C. MERRILL'S PATENT RIFLES, REVOLVER, BOWIE KNIFE, MILITARY GOODS, &c. For sale by MERRILL, THOMAS & CO., 23 Baltimore street, Baltimore.