

BY JOHN FISKE.

That phrenic and coldly rational temper with which modern men are wont to regard natural phenomena was in early times unknown. We have come to regard all events as taking place regularly, in strict conformity to law; whatever our official theories may be, we instinctively take this view of things. But our primitive ancestors knew nothing about laws of nature, nothing about physical forces, nothing about the relations of cause and effect, nothing about the necessary regularity of things. There was a time in the history of mankind when these things had never been inquired into, and when no generalizations about them had been framed, tested, or established. There was no conception of an order of nature, and therefore no distinct conception of a supernatural order of things. There was no belief in miracles as infractions of natural laws, but there was a belief in the occurrence of wonderful events too mighty to have been brought about by ordinary means. There was an unlimited capacity for believing and fancying, because fancy and belief had not yet been checked and headed off in various directions by established rules of experience. Physical science is a very late acquisition of the human mind, but we are already sufficiently imbued with it to be almost completely disabled from comprehending the thoughts of our ancestors. "How Finn cosmogonists could have believed the earth and heaven to be made out of a severed egg, the upper concave shell representing heaven, the yolk being earth, and the crystal surrounding fluid the circumambient ocean, is to us incomprehensible; and yet it remains a fact that they did so regard them. How the Scandinavians could have supposed the mountains to be the mouldering bones of a mighty Jotun, and the earth to be his festering flesh, we cannot conceive; yet such a theory was solemnly taught and accepted. How the ancient Indians could regard the rain-clouds as cows with full udders milked by the winds of heaven is beyond our comprehension, and yet their Veda contains indisputable testimony to the fact that they were so regarded." We have only to read Mr. Baring Gould's book of "Curious Myths," from which I have just quoted, or to dip into Mr. Theodor's great treatise on "Northern Mythology," to realize how vast is the difference between our stand-point and that from which, in the later Middle Ages, our immediate forefathers regarded things. The frightful superstition of werewolves is a good instance. In those days it was firmly believed that men could be, and were in the habit of being, transformed into wolves. It was believed that women might bring forth snakes or poodle-dogs. It was believed that if a man had his side pierced in battle, you could cure him by making the sword which inflicted the wound. "As late as 1600 a German writer would illustrate a thunder-storm destroying a crop of corn by a picture of a dragon devouring the produce of the field with his flaming tongue and iron teeth."

The only force they knew was the force of which they were directly conscious—the force of will. Accordingly, they imagined all the outward world to be endowed with volition, and to be directed by it. They personified everything—sky, clouds, thunder, sun, moon, ocean, earthquakes, and all things, comparatively enlightened Athenians of the age of Pericles addressed the sky as a person, and prayed to it to rain upon their gardens. And for calling the moon a mass of lead matter, Anaxagoras came near losing his life. To the ancients the moon was not a lifeless ball of stones and clods; it was the honored humpers, Artemis, coursing through the upper ether, or bathing herself in the clear lake; or it was Aphrodite, protectress of lovers, born of the sea foam in the East near Cyprus. The clouds were no bodies of vaporized water; they were cows, with wings, horns, driven to the milking by Hermes, the summer wind; or great sheep with moist fleeces, slain by the unerring arrows of Bellerophon, the sun; or swan-maidens, flitting the firmament, Valkyries hovering over the battlefield to receive the souls of falling heroes; or, again, they were mighty mountains piled one above another, in whose cavernous recesses the divining-wand of the storm-god Thor, revealed hidden treasures. The yellow haired sun, Phoebus, drove westerly day in his flaming chariot, or, as Helios, a bearded, retired, or a while in diadem from the sight of men; wedded at eventide the violet light (Oinone, Iole), which he had forsaken in the morning; sank, as Herakles, upon a blazing funeral-pyre, or, like Agamemnon, perished in a blood-stained bath; or, as the fish-god, Dagon, swam nightly through the subterranean waters, to appear eastward again at day-break. Sometimes Phaeton, his rash, inexperienced son, would take the reins and drive the solar chariot too near the earth, causing the fruits to wither and the grass to wither, and the wells to dry up. Sometimes, too, the great all-seeing divinity, in his wrath at the impiety of men, would shoot down his scorching arrows, causing pestilence to spread over the land. Still other conceptions clustered around the sun. Now it was the wonderful treasure-house, into which no one could look and live; and again it was Ixion himself, bound on the fiery wheel in punishment for violence offered to Her, the queen of the blue air.

The Wilmington (N. C.) Journal learns that the widow of Mr. John Taylor, of Robeson county, who was so brutally murdered a few days since by the outlaw, Henry Lowry, was so completely shocked by the news of her husband's death that she has been extremely ill ever since the event. At one time her life was despaired of, but her condition has lately improved somewhat. General Jubal Early jubilantly informs those journals which have announced that he is dying of consumption, that the statement is made too early—he was never better. The present indications are that Russia will come down in the Spring with a rush, and that the Western nations will be but rushes in the way of the progress of the czar.

The New England Millerites expect to "go up" on the 11th of February next. But they are not willing, however, to part with their real estate below the usual market rates.

Miss Kellogg, when she sings, wears \$25,000 worth of diamonds. It is believed, however, that she could sing just as well attired in \$1,000 worth.

The fourth Nathan murders has turned up in Chicago. It is St. Louis' turn next, and these self-confessed murderers should have full swing!

FATAL AFFRAY.—A fatal affray took place at Deep Creek, Jackson county, N. C., a few days ago, between Harry Burns and Quill Rose, in which the former was almost instantly killed and the latter dangerously if not mortally wounded.

A drag in the market is, or has been, the Winter overcoat. Vermont has a champion veteran bank president. He is 96. Mark Twain receives from the Galaxy \$2,400 a year just for fun. The firm of Chang & Eng, by sticking together, has amassed a fortune of \$200,000. Money has been easily earned by those who contracted to shovel snow for the season. "Signs of the times." Four female physicians have their signs out at South Bend, Ind. The Maine Senate is a unit on Democracy. There is just one Democrat in that body. Chicago papers announce that \$25 per ounce is the price of blonde chignons in that city. "Doors, inlaid with ivory and gilt, are now considered indispensable in modern dwellings on Fifth avenue." Isn't there a letter omitted in the word "gilt"?

"LOVE HIDES A MULTITUDE OF FAULTS." But it fails to paint the pale cheek, to gladden the heart or conceal the disease that is lurking and making rapid inroads upon rapidly declining female beauty! Her own features are bedewed with tears, her pulse is feeble and her day-dreams are growing dim, might with his heavy pad of gloom settles upon her brow! Can she not be restored? Yes, Health, with all its enticing charms and beauties, will send a thrill of joy through her feeble frame, by the use of English Female Bitters, which are advertised in another column. Go then and buy them.

LIVERY STABLES. IVERY, SALE, HACK AND EXCHANGE STABLES. No. 718 Main Street, between Seventh and Eighth Sts.—WM. M. LEDLEY.

BANKRUPT NOTICES. 4065. IN THE DISTRICT COURT OF THE UNITED STATES, for the District of Virginia. In the matter of G. W. Brooks et al vs. J. M. Perdue, bankrupt—in bankruptcy. TO WHOM IT MAY CONCERN: Please to take notice, that a petition has been presented to the Hon. W. F. Parker, Esq., Register in Bankruptcy in said District, by James M. Moody, assignee of the estate of said bankrupt, to sell the real estate belonging to said bankrupt, free from all liens thereon.

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STATE JOURNAL STEAM JOB PRINTING ESTABLISHMENT, No. 912 1/2 MAIN STREET, Between Ninth and Tenth Streets, RICHMOND, VA.

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STEAM JOB PRINTING ESTABLISHMENT, No. 912 1/2 MAIN STREET.

RAILROADS AND STEAMBOATS. THE BALTIMORE AND OHIO RAILROAD. On and after Sunday, December 4, 1870, THREE DAILY TRAINS will be run between Baltimore and Washington, as follows: The ALL-STAR TRAIN will leave Baltimore at 8:00 a. m., returning will arrive at Baltimore at 8:00 p. m.; retracing will arrive at Baltimore at 8:00 p. m.; retracing will arrive at Baltimore at 8:00 p. m. The MOUNT AIRY ACCOMMODATION TRAIN will leave Baltimore at 8:00 a. m., and 12:40 p. m., and 4:00 p. m.; retracing will arrive at Baltimore at 8:00 p. m., and 12:40 p. m., and 4:00 p. m. The WINCHESTER AND STRASBURG ACCOMMODATION TRAIN will leave Baltimore at 8:00 a. m., and 12:40 p. m.; retracing will arrive at Baltimore at 8:00 p. m., and 12:40 p. m.

RAILROADS AND STEAMBOATS. NORTHERN CENTRAL RAILROAD. On and after SUNDAY, December 4, 1870, Trains will leave as follows: 8:30 a. m.—Mail daily (except Sundays) for the West and North to Buffalo and Niagara Falls. 12:40 p. m.—Daily (except Sundays) for the West and North to Williamsport. 7:40 p. m.—Daily (except Sundays) for the West and North to Buffalo, Rochester, Niagara Falls and the Canada. Trains for Western Maryland Road at 8:30 a. m. and 8:30 p. m. ACCOMMODATION TRAINS. For York daily (except Sundays)—8:30 p. m. For Parkton daily (except Sundays)—8:30 p. m. TRAINS ARRIVE IN BALTIMORE. From the West and North—2:30 and 9:15 a. m., 2:30 and 6:15 p. m. York Accommodation—10:15 a. m. For tickets to all points North and West, apply at Calvert Station and at No. 9 North Calvert street. EDWARD R. FIRKE, General Superintendent.

RAILROADS AND STEAMBOATS. RICHMOND AND YORK RIVER RAILROAD. On and after MONDAY, December 14, 1870, the PASSENGER TRAIN will run DAILY between Richmond and Staunton (except Sundays), between Gordonsville and Staunton (except Sundays), and between Staunton and Gordonsville (except Sundays), as follows: Leaving Richmond at 8:00 a. m., and arriving at Staunton at 1:15 p. m., and returning at 9:00 a. m., arriving at Richmond at 10:55 a. m. Trains connect at Staunton on Tuesday, Thursday and Saturday with STEAMERS for river landing. FRESH TRAIN, with Passenger Car attached, leave Richmond on Tuesday, Thursday and Saturday at 10:30 a. m., arrive at West Point at 7:40 a. m. Leave West Point at 1 p. m.; arrive in Richmond at 5:15 p. m. THROUGH FREIGHT for Baltimore and all points North and West received daily, and forwarded promptly to destinations. Through Bills of Lading given to all points North and West. H. T. DOUGLAS, Superintendent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. Commencing MONDAY, November 21, 1870. Passenger Trains will leave Philadelphia Street Depot as follows: Way Mail Train for Philadelphia and Way Stations at 6:00 a. m. Express Train for Philadelphia and New York at 8:30 a. m. Express Train for Philadelphia and New York at 2:40 p. m. Accommodation Train for Port Deposit intermediate Stations at 7 p. m. Express Train for Philadelphia at 7:40 p. m. Express Train for New York at 10:40 p. m. For Philadelphia at 7:25 p. m. For New York at 10:40 p. m. CONNECTIONS. 7:25 a. m. Train connects at Castle Junction with train for all Stations on Delaware Railroad, and at Perryville for all Stations on Philadelphia and Baltimore Central Railroad. 9:25 a. m. Train at Perryville for Port Deposit. 2:40 p. m. Train at Perryville for all Stations on Philadelphia and Baltimore Central Railroad, and at Wilmington for Stations on Delaware Railroad between Wilmington and Harrington. Through Tickets may be procured either at President Street Depot, or at Ticket Office, No. 147 Baltimore street.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE. Commencing Monday, November 21, 1870, trains will depart from Broad street and Washington Avenue, as follows: Way Mail Train at 8:30 a. m. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and at Philadelphia with Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Delmar with Delmar and Delaware Railroad, at Seaford with Seaford and Delaware Railroad, at Pocomoke with Pocomoke and Pocomoke Railroad. Express Train at 11:45 a. m. (Sundays excepted), for Baltimore and Washington, stopping at Cheser, Thurlow, Linwood, Clayton, Wilmington, Newport, Station, Newark, Elkton, North East, Chestertown, Perryville, Havre de Grace, Aberdeen, Perryman's, Pikeswood, Magnolia, Chase and Stemmer's Run. Night Express at 11:50 p. m. for Baltimore and Washington, stopping at Newark, Thurlow, Linwood, Clayton, Wilmington, Newport, Station, Newark, Elkton, North East, Chestertown, Perryville, Havre de Grace, Aberdeen, Perryman's, Pikeswood, Magnolia, Chase and Stemmer's Run. Wilmington Trains. Leaving Philadelphia at 11 a. m., 2:30 p. m. and 7 p. m. For Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Grace. Connects at Wilmington with train for New Castle. Leaving Philadelphia at 4:30 p. m. (Sundays excepted), for Baltimore and Washington, stopping at Cheser, Thurlow, Linwood, Clayton, Wilmington, Newport, Station, Newark, Elkton, North East, Chestertown, Perryville, Havre de Grace, Aberdeen, Perryman's, Pikeswood, Magnolia, Chase and Stemmer's Run. Wilmington Trains. Leaving Philadelphia at 11 a. m., 2:30 p. m. and 7 p. m. For Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Grace. Connects at Wilmington with train for New Castle.

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PENNSYLVANIA CENTRAL RAILROAD. After 8 P. M., SUNDAY, Dec. 4, 1870, the trains of the Pennsylvania Central Railroad leave the depot at Third-street and Market streets, which is reached directly by the Market street car, the last car connecting with each train leaving Front and Market streets, thirty minutes before its departure. The Chestnut and Walnut street cars run within one minute of the Depot. Sleeping Car tickets can be had on application at the Ticket Office, northwest corner of Ninth and Chestnut streets, at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 201 Chestnut street or 116 Market street, will receive attention.

UNITED STATES MAIL. VIRGINIA. PROPOSALS will be received at the Contract Office of this Department at 12 o'clock, on FRIDAY, JANUARY 1, 1871, (to be decided by the 20th), for carrying the mails of the United States from July 1st, 1871, to June 30th, 1872, on the following route: From Richmond, Va., to Alexandria, Va., and from Alexandria, Va., to Washington, D. C., and from Washington, D. C., to Baltimore, Md., and from Baltimore, Md., to Philadelphia, Pa., and from Philadelphia, Pa., to New York, N. Y., and from New York, N. Y., to Boston, Mass., and from Boston, Mass., to New Haven, Conn., and from New Haven, Conn., to Hartford, Conn., and from Hartford, Conn., to Albany, N. Y., and from Albany, N. Y., to New York, N. Y., and from New York, N. Y., to Philadelphia, Pa., and from Philadelphia, Pa., to Baltimore, Md., and from Baltimore, Md., to Washington, D. C., and from Washington, D. 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