

The Delaware, Ice, Tides, and Ferries.—There were large quantities of floating ice in the Delaware yesterday—new ice at least two inches thick, having been made during the previous night. The surface of the water in the Jersey channel was nearly covered, while large cakes were also floating on the Pennsylvania side. On some portions of the Jersey shore, as well as in the ferry slips, it had become packed, and the boats were retarded, both in their arrival and departure. The tides, too, owing to the heavy and prolonged gales from the Northwest, are now unusually low—high-water not having risen more than about three feet for several days, while low-water is lower than ever. This is in singular contrast with the condition of things on Sunday last, when the tide, impelled with unusual force by an easterly wind, rose eight or nine feet, and slightly overflowed the river banks. There appears to be every probability of an early and a hard winter, and we learn with pleasure, that the Ferry Companies have made ample preparations for lessening the probable impediments of ice. The Camden and Philadelphia Company have had all their boats shod with iron, and their machinery put in excellent order. It is said also, that a new and powerful steamer will be added to the Federal street boats in the course of a few weeks. The entire establishment is admirably managed by Captain Craven, as Superintendent; Mr. Fredericks, Clerk; Captains Roth, Jacob R. Bender and Williams—while the attention of William Bender, as Commander of the Night Boat, at the Walnut Street Ferry, is generally and justly acknowledged. The West Jersey Ferry Company, under the superintendence of Mr. Morrill, is managed with equal success, their fine steamers Merchant, Mariner, Farmer, and William Penn, being remarkably regular in their trips. Captain Scattergood, at the Market street slip, Philadelphia, and Captain Wilkins, commander of the Night Boat, as well as all the other officers of the line, are deservedly popular. So with the Kaighn's Point Line to South street, where the steamboats "Stephen Girard" and "Champion" do a very extensive business, not only in passengers and freight, but more particularly for the markets of the city. It is gratifying, therefore, for the public to know, that all the boats on all the lines, are well prepared to battle with the ice.

Improved Guitars.—Among the awards given at the late exhibition of the Franklin Institute was a first premium of a silver medal, to our townsman, Mr. John Berwind, for an improvement in the equalization of tone in the Spanish guitar. By many years application and persevering industry, Mr. Berwind has succeeded in perfecting the instrument, so that all of the strings are equalized, the treble being equally as strong and clear as the bass. He has also completed an improvement for seasoning the wood used in the manufacture of the guitar, obviating a great difficulty heretofore experienced, and preventing the joints or the neck from springing, as is almost always the case with the majority of imported instruments. This is Mr. Berwind's first attempt at exhibition, and as he has succeeded in getting a first prize from the committee, we hope our guitar players and amateurs will second the efforts of the Franklin Institute in pushing forward the interests of American manufactures, and a meritorious yet modest mechanic and gentleman.

Enclosure of the Philadelphia, Wilmington and Baltimore Railroad.—We are informed, that a contract has been concluded by the company owning the above named road, with Messrs. Charles E. A. Cole and Geo. W. Barnes, to enclose that portion of the road between Baltimore and Havre-de-Grace with a board fence. The road on this side of the Susquehanna, along the entire route to Philadelphia, is also under contract, and the whole is to be completed in a substantial manner by the 1st of August next. This announcement will prove very acceptable to railroad travellers, and especially to this community, who are particularly concerned in the safety and convenience of this route. And we shall express not only our own but the gratification of our citizens generally, that a road between two of the principal cities of the Union, and one of these the city of Philadelphia, has set an example to all others so worthy to be followed. At the same time, in the name of the public, we congratulate the company upon so judicious an expenditure of means, and cannot doubt but they will realize an ample return for the investment, in public confidence, the security of life, and the contingencies of loss in property, or damages at law.

Travel.—The following figures show the travel on the Philadelphia, Germantown and Norristown Railroad for the month of November; just closed:

	Manayunk and	Germantown.	Norristown.	Total.
No. of passengers,	42,583	26,323	69,045	
Prev'y this year,	436,201	300,281	736,842	
Total,	478,784	327,104	805,888	
Same time last y'r,	367,325	268,584	636,400	
Increase,	110,959	58,520	169,479	

Dec. 11. CITY BULLETIN. 1854.

THE WEATHER.—The weather, which during the early part of the present month was very severe, suddenly became more moderate on Saturday, and the mercury has been going upward ever since. We have examined the record of the thermometer kept by the Messrs. McAllister, and we find that for thirty years there has not been as intensely cold weather at the commencement of the twelfth month as that we have just passed through. We give below a table of the condition of the thermometer, prepared from the register of the Messrs. McA., for each of the first nine days of December, from 1834 to 1854 inclusive, together with the average for the entire month in each year. The average for the present year is of course only to the 9th. The state of the thermometer is noted at nine o'clock each morning, except Sunday, the occurrence of which in the table is denoted by the letter S. The mercury frequently fell lower at other hours of the day and night, but as it is always noted at precisely the same hour by McAllister & Brother, their register forms reliable data for comparative tables of the weather.

Comparative Table of the Weather, in the early part of December, during the last thirty years.

Dec'r.	1st	2d	3d	4th	5th	6th	7th	8th	9th	Average
1834	49	47 1/2	44	35	S	32	36	37	29	35.9
1835	45 1/2	45	43	S	30	27	34	31	49	31.2
1836	43 1/2	33	S	30 1/2	31 1/2	38	43	49	54	33.9
1837	33	S	37	42 1/2	47	44	50	36	S	38.8
1838	40	42	51	57 1/2	43 1/2	41	S	35	47	38.2
1839	43	43 1/2	42	25	36 1/2	S	49	50	40 1/2	40.9
1840	43	38	51 1/2	40	40	33 1/2	32 1/2	34 1/2	37 1/2	37.3
1841	29	29 1/2	30	S	15 1/2	16 1/2	19	22	30	22.5
1842	58 1/2	S	36	36	38 1/2	38	39	45 1/2	S	38
1843	S	42	40	40	42	41	36 1/2	S	40	36.2
1844	39	46 1/2	40 1/2	33 1/2	35	56	S	53	35 1/2	34.7
1845	31	28	18 1/2	33	39	S	26	29	31 1/2	30
1846	37	24	28	S	45 1/2	38	24	27	31	31.5
1847	44 1/2	51	S	44	57	38	39 1/2	36 1/2	23	33.3
1848	34	S	29	30	35 1/2	39 1/2	30	35 1/2	S	29
1849	44	40 1/2	44 1/2	45	45	44 1/2	S	47	46	34.6
1850	33	29 1/2	35	29 1/2	26	S	27	23 1/2	34	30.6
1851	25 1/2	30 1/2	37 1/2	48	S	38	33 1/2	32	44	35.2
1852	32	34 1/2	35	S	41	35 1/2	34	34	42	33
1853	31	40	S	31	34	28	33	35	39	35.7
1854	S	35 1/2	36 1/2	43 1/2	45 1/2	48 1/2	53	S	39	35.3
1846	36 1/2	29	24	31	31	25	S	30	36	30.4
1847	31	37	58	40	31	S	34	43 1/2	58	37
1848	34	59	55	41	S	37	36	37	52	41.2
1849	42	S	48	42 1/2	42 1/2	40	34 1/2	34	S	35.5
1850	S	49	53	52 1/2	47	44	38	S	32
1851	34	31	33	32	32 1/2	32	S	43	41	29.3
1852	42 1/2	41	40	53	S	46 1/2	51	65	45	41.8
1853	41	39 1/2	38 1/2	S	31	35 1/2	42 1/2	27	27	56.6
1854	36	39	S	S	28	25	27	36	21	23.4

VERY COLD MORNINGS.

1837—January 2,	6 degrees.	1849—Dec'r 26,	10 degrees.
Feb'y 3,	5	1850—Feb'y 5,	10
March 14,	9 1/2	1851—Jan'y 31,	9
March 4,	6	Dec'r 17,	7 1/2
1838—Feb'y 21,	7	Dec'r 48,	7 1/2
Dec'r 31,	9	Dec'r 27,	5
1839—January 1,	8	Jan'y 19,	12
Jan'y 24,	5	Jan'y 24,	13
1840—January 2,	6 1/2	Jan'y 27,	15
Jan'y 16,	8	1852—January 8,	17 1/2
Jan'y 17,	4	Jan'y 11,	11 1/2
Jan'y 18,	7	Jan'y 14,	16 1/2
Feb'y 2,	8	Jan'y 16,	19
Feb'y 4,	7 1/2	Jan'y 18,	18 1/2
Feb'y 5,	4 1/2	Jan'y 19,	11 1/2
1841—January 3,	7	Jan'y 20,	2 1/2 below 0
Jan'y 7,	7	Jan'y 21,	6 1/2 degrees
Jan'y 19,	9	Jan'y 22,	9 1/2
Feb'y 12,	3 1/2	Jan'y 23,	9
Jan'y 13,	13	Jan'y 24,	10 1/2
1844—Jan'y 26,	8	1853—Dec'r 21,	19
Jan'y 27,	7	Dec'r 30,	15
Jan'y 28,	6 1/2	1854—January 3,	15 1/2
Jan'y 29,	8	Jan'y 9,	18 1/2
Feb'y 10,	10	Jan'y 12,	17
1845—Feb'y 1,	2	Jan'y 13,	24
Feb'y 2,	10	Jan'y 15,	25
1846—Feb'y 27,	6 1/2	Jan'y 18,	23
1848—Jan'y 11,	8	Jan'y 19,	29
1849—Jan'y 3,	9	Feb'y 4,	18
Jan'y 11,	2 1/2	Jan'y 5,	18
Jan'y 12,	6	Jan'y 7,	23
Feb'y 17,	7 1/2	Jan'y 12,	24

The Weather in 1854.
During the year the weather has been distinguished by the extremes of heat and cold, and the mercury has been both higher and lower than for several years previous. The excessive heat of the weather during the hot "spell" with which the city was visited in July 1854, will long be remembered, while December of the same year has been remarkable for excessive cold.
At 3 P. M., July 21st, the thermometer was at 101, being the highest the mercury had attained for several years previous. December 1854 has been the coldest since 1851, when the mercury on the 27th fell to 5°.
We are indebted to the Messrs. McAllister for a table of the highest and lowest points attained by the mercury each month during the year, and for a monthly average of the condition of the thermometer.

TABLE OF THE THERMOMETER FOR 1854—REGISTERED AT NOON EACH DAY.

	Highest	Lowest	Average
January	56 1/2	25	38.81
February	58	24	40.23
March	71 1/2	34 1/2	49.59
April	80	36	59.04
May	82 1/2	53	73.67
June	93	69 1/2	81.33
July	98	75	87.10
August	97	75	83.61
September	92	62	77.75
October	78	51	65.92
November	71	43	53.62
December	48	16	26.40

Cold mornings in Dec. 1854, recorded at 8 A. M.
December 8.....17°
" 8.....17°
" 19.....14°
" 20.....6°



For the Bucks County Intelligencer—METEOROLOGY.

	1849.	1850.	1851.	1852.	1853.	1854.
Temp.	Temp.	Temp.	Temp.	Temp.	Temp.	Temp.
Jan'y	304	25	35	5.0	34	1.7
Feb'y	241	30	31	30	36	4.2
March	413	60	38	5.6	40	2.5
April	483	2.1	47	3.2	48	5.4
May	55	4.6	56	6.6	67	2.2
June	69	3.4	69	2.5	70	3.3
July	72	2.1	72	5.0	67	2.8
August	70	2.9	69	5.7	67	2.8
September	62	5.0	65	5.2	65	1.4
October	53	6.7	54	1.7	55	3.4
November	48	2.9	48	3.3	40	3.9
December	32	5.5	31	5.1	25	0.9

Medium Temp. Rain. Coldest Days. Warmest days.

1849.	50°	47.7 in.	Feb. 16, 4° below.	June 21 & 22, 96°
1850.	51	51.9	Jan. 6 & Feb. 2, 10°	July 16, 84°
1851.	54	37.5	Dec. 27, 10° below.	July 17, 89°
1852.	49	51.1	Jan. 21, 2°	July 22, 90°
1853.	51	47.3	Dec. 30 & Jan. 27, 10°	June 23, 92°
1854.	51	5-12	44.7	January 3, 2°

From the observations taken and recorded, it is remarkable how close each year comes to the usual average, both in regard to temperature and the amount of rain. But from causes not yet fully understood, perhaps the general clearing of the timber from large tracts of our country, and the extensive draining which is the certain result of cultivation; the rain is very unequally distributed over the surface of the country, both as to time and locality.

The immense loss which the country suffers in general, and the agricultural interest in particular, in consequence of those extensive droughts like that which prevailed last season, we suppose should induce our scientific men to direct their inquiries towards discovering and applying a remedy. I am aware this subject is regarded by certain good and religious people, as altogether the result of special Divine interposition; and the very idea of supposing it subject to natural laws of Divine institution, savors of infidelity, and betrays a want of confidence in the sure providence of the DIVINE RULER of the Universe. But a limited acquaintance with the history of the past, reveals the fact that sundry NEW THINGS were proposed by some "disorganizer" of the day, which disturbed or shocked the THEOLOGY which prevailed at the time; but which after ages have been fully established as indisputable facts, and are now familiar to the veriest school boy. But to return to the subject of producing rain, suffice it to say, that any person desiring information on this subject, can obtain it by consulting "Essey's Report on Meteorology," published by the Smithsonian Institute; in which there are a number of well established facts collected, which no well informed person, I think will venture to deny, viz: That rain has been and can be produced under certain favorable conditions, by artificial means; if it has been once accomplished, it can be AGAIN; which, if true, dissipates the "special providence" theory. Suppose, then, we set about to discover those laws by which rain is produced, and by making experiments in the practical application of them, to accomplish the end proposed.

Query. How many such experiments might be made with the amount the country lost last year by reason of the drought? FALLSINGTON, 1st month, 1855. E. H.