NEW PUBLICATIONS.

AFTERNOONS WITH THE POETS. By CHARLES T. DESHLER. 12mo, pp. 320. Harper & Brothers.

The method adopted by the author of this volume, though it has seen a good deal of hard service in its day, is well suited to the free-and-easy, colloquial expression of the ideas that have been suggested by a wide and critical reading of the choicest productions of English poetry. It consists of a series of imaginary dialogues between a college professor of literature and a youthful neophyte who has been smitten with the love of sweet song, and finds a kindly monitor in the person of his learned teacher during the idle hours of a Summer vacation in the country. The two lovers of English verse are warmly attached to each other by kindred pursuits and congenial tastes, and not too widely separated by age to chill their mutual sympathy, or impair the freest utterance of their sentiments. Indeed the relative position of the interlocutors is not preserved with any degree of dramatic rigor, and the frisky gayety of the professor often presents a sharp contrast to the grave earnestness and critical depth of the student. At all events, they are on the best of terms, the hilarity of youth and the severity of experience are mingled with discreet measurement in both speakers, and neither the disparity of position nor of years prevents acute discussion from often taking the shape of almost rollicking badinage. The portrait of the professor in the enjoyment of his brief holidays, presents rather an appetizing spectacle, with the promise at least that his future familiar talks will be burdened with no trace of pedantry or commonplace. "He was lying lazily at full length in the shade of an oak, his head resting on an armful of newly-mown hay, his knees towering aloft like miniature mountain-peaks, his eyes following the vagrant smoke from his cigar as it curled waywardly among the fluttering leaves, and his mind, half-dreamily noting through the openings in the branches overhead, the glintings of the white clouds that sailed silently across the blue sky." The volume, in fact, forms a critical and historical monograph, devoted to the origin and character of the English sonnet, and its influence on modern literature, with specimens of the writers who have been conspicuous for its successful cultivation. Between the master and the scholar, without too nicely weighing their respective merits, the book contains a fund of rare information, happily illustrated and set forth, of sound and judicious criticism, always suggestive, if not always original, showing a well-trained intellect, a taste of equal maturity and refinement, and an unusual knowledge of the masterpieces in the kind which has been the favorite study of the writer. A favorable specimen of the combined delicacy and acuteness of his criticisms may be taken from his remarks on Robert Herrick the quaint, delicious old song-writer of the seventeenth century, to whom he justly assigns the highest rank among the minor poets of the age: "Many of his poems have the true lyrical ring, and all his verse is remarkable for the perfection of its structure, its airiness of thought and gracefulness of expression, its exuberant joyousness, the variety of its modulation, and the rich fulness of its harmony. He is unrivalled among poets for the jocund gladness and fresh blitheness of his carollings, all of which breathe a perpetual May of youth and spring-time, and remind the reader of the passage in Sir Philip Sidney's 'Arcadia,' where he describes 'a shepherd's boy piping as though he should never be old.' His poems, which are as notable for their brevity as for their musical richness, are bursts of song as free and unstudied as the notes of a bird. No English poet is less conventional than he, and yet few are as free from offences against good taste, and from violations of judicious literary restraints. His fancy is playful, hilarious, and daringly familiar, but is lifted out of the commonplace by the ease with which it transmutes common things—simple beliefs, ordinary customs and usages, and the most trivial happenings of daily life—into golden colnages of fairy-land, or into pictures glowing with love and beauty." The contrast between the voluptuous effusions which were the fashion of the day and the religious poetry of George Herbert is admirably exhibited in a discriminating paragraph. Herbert, as represented by the writer, while yet a student at Cambridge was deeply shocked by the sensual character of the popular poetry. Passionate desire was the stimulus of the reigning poets, and their descriptions if not absolutely licentious, were provocative of impure thoughts. This monopoly of song in the service of voluptuousness stirred the indignation of the pure-minded youth, and throughout his brief and beautiful life he consecrated his poetic genius to the service of God and the advancement of religion. "His poetry, which is always intensely earnest, glows with a rapture of love and worship. Everywhere instinct with love to man, and absolutely free from every trace of metaphysical speculation and of harsh or denunciatory dogma, the love and glory of God are his constant and absorbing theme. His song now mounts on the wings of prayer, and now humbly sinks to the lowest depths of penitent confession; now bewails his sins and frailties and weaknesses with contrite sighs and groans, and now soars like the lark to the very gates of Heaven with bursts of rapt and exultant adoration; now lies prone at the foot of the Cross, weeping bitter tears over the sufferings of the Crucified, and now rises triumphant from the Mount with his ascending Lord." At the close of the volume the author passes in rapid review some of the more prominent American poets whose sonnets have contributed to the lustre of their fame, and will be held in long remembrance as expressions of their genius. Of Washington Alston whose centenary is completed the present year, it is remarked that "his earliest literary efforts bore fruit when our poetical literature was at the lowest stage of abasement and poverty, and they proved the welcome harbinger of the rich harvest of later days." Bryant is briefly, but aptly described as excelling all our modern poets in "the loving and reverent worship and interpretation of Nature in her severest moods. I allude particularly to his sonnets on 'Midsummer,' 'October,' and 'November,' and as I read them give attention to the exceeding delicacy and minuteness of their detail coupled with their breadth and largeness, and also to the warmth and sober richness of their coloring." The sonnets of Longfellow are regarded as models of excellence, especially those which relate to illustrious men, like those on Dante, Chaucer, Keats, Shakespeare, which are spoken of as worthy of Milton or Wordsworth. Lowell and Stedman are compared to the advantage of the latter, whose sonnet on "A Mother's Picture" is selected as a specimen less "for the perfection of its finish than for the tender blending of filial with paternal love which makes every line glisten with its sweet dew." The "Barberries" of T. B. Aldrich is quoted as "a delicious bit of New-England still life, rich with autumnal colors and fragrance," and the list is completed by Wendell Holmes's sonnet on "Joseph Warren," as admirable "for the graceful ingenuity of its double tribute to the hero-patriot and to the healing art, of which both the poet and patriot were devotees." The tone of the volume, it will be perceived, is that of kindly and urbane appreciation, less intent on plucking the crown from honored names than on bringing fresh chaplets to adorn their brow. Its composition has been inspired by a true enthusiasm for poetic excellence rather than the desire to signalize the skill of the author by casting a shade on the brightness of their fame. The value of his performance is in perfect keeping with the modesty of his pretensions, presenting the rare example of a literary work affording more to the reader than was promised by the author.

A COURSE OF INSTRUCTION IN RIFLE FIRING. By Colonel T. J. S. LAIDLEY. 18mo, pp. 234. J. B. Lippincott & Co.

In this comprehensive manual prepared by the authority of the Chief of Ordnance in the United States Army, the theory and practice of rifle-firing is treated in ample detail, embracing every point necessary in the education of the soldier for effective skill in the use of that national weapon. The author has made use of the highest standard authorities in the preparation of the work, in addition to the results of his large experience in the construction and management of firearms. In the division of topics, the principles of rifle practice are laid down with scientific exactness, and the conditions of their successful application are clearly explained and clearly illustrated. Colonel Laidley urgently insists upon the importance of treating the rifle as a delicate instrument, almost as sensitive to rough usage as if it were a living being. It should always be handled gingerly, kept scrupulously clean, the barrel preserved from blows and dents, and kept perfectly straight, the bore free from dirt, lead and rust, which would derange the flight of the bullet, and the stated times of cleaning as strictly observed as if for the payment of a note at the bank. The volume, which is handsomely and fully illustrated, will be found of great practical utility, not only to the soldier in actual service, but to the amateur target shooter and to organized rifle teams.

BRUNHILDE. A TRAGEDY FROM THE NIBELUNG SAGA. By EMANUEL GEIBEL. Translated by GEORGE THEODORE DIPPOLD. 18mo, pp. 116. Boston: Ginn & Heath.

The legends of the old Norse mythology, as embodied in the lays of the Nibelungen, have been a favorite subject of artistic composition with the modern poets of Germany. Among these the author of the present tragedy holds an eminent place, and his work has been received by the lovers of ancient Teutonic lore as an admirable exhibition of the characters and incidents of the Nibelung saga. The translation by Mr. Dippold is the first that has been made in the English language, and it will be welcomed by German students as an important contribution to an interesting but difficult branch of German literature. It presents an exemplary specimen of conscientious work, clothing the craggy conceptions of the original in English of rugged vigor, with an occasional dash of idyllic softness.

THE COUNT AGENOR DE GASPARIN. Translated from the French of TH. BOREL. 12mo, pp. 156. A. D. F. Randolph & Co.

The subject of this memoir was favorably known to a large circle of readers in this country by his sympathy with the American cause during the Civil War, and by his valuable contributions to the religious and miscellaneous literature of the day. He was one of the enthusiastic band of youth that crowded around Royer-Collard, Guizot, Cousin, and Villemain, prior to the Revolution of 1830, and was a devout admirer of Victor Hugo, Lamartine, and Casimir Delavigne, who at that time were in the luxuriant blossoming of their intellectual career. He took an active part in the political events of the period, and faithfully discharged the duties of several public offices for a considerable term of years. But he was still more widely known as a man of high principle, of rare moral worth, devoting himself without reserve to the noblest ends, to the cause of justice, liberty, and truth, to the suppression of slavery, and the defence of the weak, the oppressed, and the forsaken. Soon after the breaking out of the American war the maintenance or abolition of slavery became the question. He lost not a moment in bringing his pen, his political experience, his personal influence to the side of freedom. His book entitled "The Uprising of a Great People," was a vehement and powerful appeal to the nations of Europe in behalf of the struggling Republic. From the first, he predicted victory for the North. Nor did he waver at the moment of signal Southern successes. When the wise men of the world declared that everything was lost, and that nothing remained to be done but to submit to the will of the conqueror, he brought the sovereignty of a principle against the arrogance of facts. Crushed and defeated as was the North, he never lost the ardor of his faith in her final success. The private life of Gasparin, as described in this volume, presents a picture of rare beauty and attractiveness. He was the centre of a delightful home. The light and joy of his presence shone brightly over a congenial and happy household. His biography is written with simplicity and good taste, with warm affection and admiration, it is true, but free from every approach to extravagance, and forming an unusually attractive book for the perusal of the domestic circle.

THE PATRIARCHS OF THE BIBLE. By the Rev. W. HANNA, D. D. and the Rev. CANON NORRIS, B. D. 12mo, pp. 218. Cassell, Petter, & Galpin.

The substance of the Old Testament narrative of the lives of Abraham, Isaac, and Jacob, of Moses and Joseph, is here rendered in the light of recent antiquarian research, without an attempt to improve the simplicity of the primitive record by the florid embellishments of an ambitious rhetoric. In telling the story the writers have adhered to the spirit of the original, presenting only the prominent biographical details, without aiming to relieve the difficulties by modern theories or speculative suggestions. The work adds something to our knowledge of the geography and antiquities of the Holy Land, and but little to that of the patriarchal history, though its perusal is not unattractive as a rehearsal of familiar incidents in a novel form.

THE PRINCETON REVIEW. September.

Concurrent with the Pope's encyclical letter upon philosophy, we have the history of Italian philosophy of the nineteenth century in this number of *The Princeton Review*, by Professor Luigi Ferri, Ph. D., of the University of Rome. Why the Pope should consider it important to banish from the Catholic colleges not only positive, but even all modern philosophy, and substitute that of the schoolmen, particularly that of Thomas Aquinas, may be inferred from the remarks of Professor Ferri in regard to the influence of philosophy in Italy. "Italian philosophy, thus started (by Rosmini) upon a course in which science and religion were allied in one cause, and aimed at the same practical end, could not pause half way. Its union with theology was about to become the most intimate possible, and both were destined to be employed for some time to come as direct instruments of political revolution." And yet, from further remarks of Professor Ferri, it would appear that no other than the philosophy of Thomas Aquinas really prevailed in the Catholic institutions. "Thomism, as it is generally understood by the Jesuits, restrains to the furthest extent the power of human reason, while Platonism raises it above the limited horizon of the real into the sphere of the divine ideal and its archetypes. One is far more favorable to obedience, and is consequently appropriated to that immobility of the church to which the Thomist school seems to consecrate all its endeavor; and up to this time it has been crowned by success, for not only do its doctrines generally prevail among all the Catholic clergy of Italy, but, aided by powerful influence, they have contrived to remove every other doctrine from the teachings of the ecclesiastical establishments." Professor Ferri represents the school of rational spiritualism or idealism, and is coeditor of the *Filosofia delle Scuole Italiane*. The article he contributes to *The Princeton* is exceedingly well prepared and is as interesting as it is exhaustive. Italy directed the philosophic movement of Europe during the fourteenth century, with her schools of Padua, Bologna, and Florence. But this career was stifled by subsequent revolutions, and not until 1819 did it break forth again in a work by Pasquali Galuppi. He defended the distinction between mind and matter, but he confounded the offices of sensibility and intelligence. Feeling or sentiment he considered to enter into every phenomena of perception, and he held the reality of divine existence is not given in an *a priori* intuition, nor a matter of uncertainty, as held by Kant. The absolute, he maintained, was to be known by the relative, the idea of the infinite by the finite, etc. But the chief element of his system was the distinction he held between external phenomena and the energy of the soul. He believed himself to have founded an experimental school. He was followed by Rosmini, who granted to the school of experience that reality is based on feeling, but on the other hand admitted that knowledge without an *a priori* element is impossible. He also claimed that at the basis of every idea was an intuition of Being, and that this intuition of Being is the sole and necessary *a priori*—a view that is subjective in character as opposed to the subjectivity of Kant's nearly corresponding doctrine. Rosmini was a man of science and a theologian, and he proposed to himself the reconciliation of science and revelation. Succeeding Rosmini was Mamiani. While Rosmini considered ideas as the determinations of universal form, Mamiani regarded them as objective forms by which the absolute reveals itself to our intelligence. His philosophy is Platonism modified by the experimental method. The Jesuit Signani considers that the true atom is not chemical but physical. Hegelianism is also established at Naples, and struggles along with ontologism for liberty and development. But Italian philosophy is deficient in the department of psychology.

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GUION LINE. UNITED STATES MAIL STEAMERS, FOR QUEENSTOWN AND LIVERPOOL. Leaving Pier 38, N. R., foot of King-st. WISCONSIN.....TUESDAY, Sept. 9, 11 a. m. MONTANA.....TUESDAY, Sept. 16, 4p. m. WYOMING.....TUESDAY, Sept. 23, 11 a. m. ARIZONA.....TUESDAY, Sept. 30, 4 p. m. NEVADA.....TUESDAY, Oct. 7, 9:30 a. m. These steamers are built of iron, in water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having bath-rooms, smoking-room, drawing-room, piano and library; also experienced surgeon, stewardess and caterer on each steamer. The state-rooms are all on deck, thus insuring those greatest of all luxuries at sea, perfect ventilation and light. CABIN PASSAGE (according to state-room), $65, $80, and $100. INTERMEDIATE, $40; STEERAGE, at low rates. OFFICE, No. 29 BROADWAY. WILLIAMS & GUION.

IMPERIAL GERMAN MAIL. NORTH GERMAN LLOYD. STEAMSHIP LINE BETWEEN NEW-YORK, SOUTHAMPTON AND BREMEN. ODER.....Sat., Sept. 13 | RHEIN.....Sat. Sept. 27 DONAU.....Sat., Sept. 20 | ELBE.....Sat. Oct. 4 RATES OF PASSAGE from NEW-YORK to SOUTHAMPTON, HAVRE OR BREMEN: FIRST CABIN.....$100 | SECOND CABIN.....$60 STEERAGE, $30. Return tickets at reduced rates. Prepaid steerage certificates, $30. Steerage tickets to all points in the South of England, $30. OELRICHS & CO., 2 Bowling-green.

IMPERIAL GERMAN MAIL.—Hamburg American Packet Company's Line for PLYMOUTH, CHERBOURG and HAMBURG. FRISIA.....Sept. 11 | BERLIN.....Sept. 25 WIELAND.....Sept. 18 | WERRA.....Oct. 2 Rates of passage to Plymouth, London, Cherbourg, Hamburg, and all points in England, Scotland and Wales: First Cabin, gold, $100; Second Cabin, gold, $60; Steerage, currency, $30. C. B. RICHARD & BOAS, Gen. Pass. Agt's. KUNHARDT & CO., 61 Broadway, New-York. General Agents, 61 Broad-st., New-York.

INMAN LINE. ROYAL MAIL STEAMERS FOR QUEENSTOWN AND LIVERPOOL. CITY OF MONTREAL.....THURSDAY, Sept. 11, 1 p. m. CITY OF RICHMOND.....SATURDAY, Sept. 20, 8:30 a. m. CITY OF CHESTER.....THURSDAY, Sept. 25, 1:30 p. m. CITY OF BRUSSELS.....THURSDAY, Oct. 2, 3 a. m. CITY OF BERLIN.....SATURDAY, Oct. 11, 2 p. m. From Pier 37, N. R., foot of Charlton-st. CABIN, $80 and $100. Return tickets on favorable terms. STEERAGE, $28. Drafts at lowest rates. Saloons, state-rooms, smoking and bath-rooms amidships. These steamers do not carry cattle, sheep or pigs. JOHN G. DALE, Agent, 31 and 33 Broadway, N. Y.

National Line.—From (new) Pier 39, North R. FOR QUEENSTOWN AND LIVERPOOL. HELVETIA.....Sept. 13, 3 p. m. | ITALY.....Sept. 20. FOR LONDON (Victoria Docks). HOLLAND.....Sept. 10, 12 m. | FRANCE.....Sept. 20, 8 a. m. Cabin, $50 to $70, currency; steerage, $26. Drafts from £1 upward issued at very low rates. Company's offices, Nos. 69 and 73 Broadway. F. W. J. HURST, Manager.

NEW-YORK AND HAVANA DIRECT MAIL LINE. These first-class steamships sail regularly at 3 p. m. from Pier No. 13, North River, as follows: Steamship MORRO CASTLE.....WEDNESDAY, Sept. 17 Steamship SANTIAGO DE CUBA...SATURDAY, Sept. 27 Accommodations unsurpassed. For freight or passage apply to WILLIAM P. CLYDE & CO., No. 35 Broadway. LAWTON BROS., Agents in Havana.

NEW-YORK, HAVANA and MEXICAN MAIL S. S. LINE. Steamers leave Pier No. 3, N. R., at 3 p. m. FOR HAVANA DIRECT AND VERA CRUZ, VIA HAVANA, Calling at Progreso, Campeche and Frontera. CITY OF NEW-YORK.....Saturday, Sept. 20. *CITY OF WASHINGTON (Havana only), Thurs. Sept. 25. *CITY OF ALEXANDRIA (New).....Saturday, Oct. 4. *CITY OF WASHINGTON (Havana only), Thurs. Oct. 16. CITY OF VERA CRUZ.....Saturday, Oct. 18. *MEALS A LA CARTE, SMALL TABLE SERVICE. F. ALEXANDRE & SONS, Nos. 31 and 33 Broadway.

PACIFIC MAIL STEAMSHIP COMPANY. Sailing from Pier foot Canal-st., North River. FOR SAN FRANCISCO via ISTHMUS OF PANAMA: Steamship CITY OF SYDNEY, Saturday, Sept. 20, noon. Connecting for Central and South America and Mexico. From San Francisco to Japan and China: Steamship CITY OF TOKIO, Saturday, Oct. 4, noon. From San Francisco to Honolulu, New-Zealand, and Australia: Steamship CITY OF NEW-YORK, Monday, Sept. 29, noon. For freight or general information, apply at Company's Office, on pier foot of Canal-st., North River. Passengers forwarded to SAN FRANCISCO, SANDWICH ISLANDS, JAPAN, CHINA, NEW-ZEALAND, AUSTRALIA, SOUTH AMERICAN, CENTRAL AMERICAN and MEXICAN PORTS. For tickets or information in regard to routes apply to the Passenger Department, No. 257 Broadway. G. T. SEWALL, General Passenger Agent. H. J. BULLAY, Superintendent.

ROTTERDAM LINE. Steamers leave Co's. Pier, adj. Pavonia Ferry, Jersey City. MAAS.....Wednesday, Sept. 10. P. CAZAUX.....Saturday, Sept. 20. 1st Cabin, $65—$70. 2d Cabin, $45—$50. Steerage, $23. H. CAZAUX, General Agent, 27 South William-st. PUNCH, EDYE & Co., 27 South William-st., Freight Agts. L. W. MORRIS, 50 Broadway, General Passage Agent.

WHITE STAR LINE. UNITED STATES AND ROYAL MAIL STEAMERS FOR QUEENSTOWN AND LIVERPOOL. NOTICE.—The steamers of this Line take the Lane Route recommended by Lieut. Maury, U. S. N., on both the outward and homeward voyages. CELTIC, Capt. KENNEDY.....Saturday, Sept. 13, 3 p. m. BALTIC, Capt. Parrell.....Thursday, Sept. 18, 6:30 a. m. CELTIC, Capt. Parrell.....Saturday, Sept. 27, 3 p. m. FROM THE WHITE STAR DOCK, FOOT OF W. 10TH-ST. These steamers are uniform in size and unsurpassed in appointments. The Saloon, Staterooms, Smoking and Bath-rooms are placed amidships, where the noise and motion are least felt, affording a degree of comfort hitherto unattainable at sea. RATES.—Saloon, $80 and $100. Steerage, $28. Return tickets on favorable terms. These steamers carry neither cattle, sheep, nor pigs. For inspection of plans and other information apply at the Company's Offices, No. 37 Broadway, New-York, or 110 Washington-st., Philadelphia. R. J. CORTIS, Agent.

ONE DOLLAR to BOSTON. ONE DOLLAR to WORCESTER. Limited tickets $1. GOOD SUPPER on the boats for 50 cents. Steamers leave Pier 40, North River, daily, at 5:30 p. m. Steamers of the NORWICH LINE leave same pier daily, (week days) 5 p. m., Sundays, 5:30 p. m.) for Boston, Worcester, &c., and for Portland and the White Mountains, daily, except Saturdays.

PROVIDENCE LINE TO BOSTON, via Providence Direct. A FULL NIGHT'S REST ONLY 42 MILES OF RAIL. THE FAVORITE PALACE STEAMERS MASSACHUSETTS, Captain Ry Allen, RHODE ISLAND, Captain Jesse Mott, leave 5 p. m. daily (Sundays excepted), from Pier 29 North River (foot of Warren-st.) Passengers arrive in Boston at 7 a. m. No intermediate landings between New-York and Providence. Staterooms and tickets secured at Nos. 363, 397, 785 and 942 Broadway, at Metropolitan and Fifth Avenue Hotels, N. Y., and 356 Washington-st., Brooklyn. Also, tickets sold at all hotels and principal ticket offices, and at all offices of Westcott Express Company. L. W. FIKENS, G. P. Ag't. D. S. BABCOCK, Pres't.

Steamboats and Railroads.

ALBANY and TROY by DAY BOATS. C. VIBBARD and D. DREW Leave Vestry-st., Pier 39, N. R., at 8:35, and 24th-st. at 9 a. m., (from BROOKLYN by Annex boat at 8). Landing at NYACK FERRY, (WEST POINT, CORNWALL, NEW-BURG, can return by down boat), POKEEPSIE, RHINEBECK, CATSKILL and HUDSON. Tickets sold and baggage checked NORTH and WEST. Tickets or Coupons good on Hudson River Railroad received for passage. SPECIAL TRAIN TO AND FROM SARATOGA.

BALTIMORE AND OHIO RAILROAD.—Leave New-York from foot of Desbrosses and Courtlandt-sts. 8:20 a. m. for Washington, Pittsburg, Columbus, Cincinnati, Indianapolis, Chicago and the West, Richmond, Charleston, and the South. Pullman cars from Baltimore to Newark, Ohio, Pittsburg and Chicago. 1:00 p. m. for Washington and the West. Pullman cars from New-York to Baltimore and Washington, making close connections for Pittsburg, Cincinnati, Indianapolis, Louisville and St. Louis. Through Pullman cars, Baltimore to Cincinnati and St. Louis. 4:00 p. m. for Washington and the West, making same connection for the West as the 1 p. m. train. 10:00 p. m. daily, for Washington, the South and West. Pullman sleepers from New-York to Baltimore and Washington, making