NEW PUBLICATIONS.

GERMAN THOUGHT FROM THE SEVEN YEARS WAR DOWN TO GOETHE'S DEATH. Six Lectures delivered at the Royal Institution of Great Britain, 1879. By KARL HILLEBRAND. 8vo. New-York: Henry Holt & Co.

Apart from its historical introduction, which occupies the first three lectures of this series, we have a treatment of the reign of Herder from 1770 to 1783, of the triumvirate of Goethe, Kant and Schiller, and of the rise and progress of the German romantic school from 1800 to 1828. An epilogue considers "Young Germany" and "Little Germany" from 1825 to 1860—the former including the writers who showed a determined predilection for atheism and materialism in philosophy and for Jacobinism in politics, and the latter carried along by the democratic and rationalistic current. Germany, Mr. Hillebrand thinks, "now seems chiefly occupied with the selfish though necessary task of strengthening her house against the storms which might threaten it, and of rendering it more habitable than it has been before." Mr. Hillebrand looks forward to the time when "she will resume with undivided heart her share in the common work of Europe, which, under whatever national form it may be produced, is the civilization of mankind."

GLEANINGS FROM A LITERARY LIFE, 1838-1880. By FRANCIS BOWEN, Alford Professor of Philosophy in Harvard College. 8vo. New-York: Charles Scribner's Sons.

Professor Bowen has here collected various papers contributed by him mostly to *The North American Review*, or read by him upon particular occasions. These essays treat of education, of political economy, and of philosophy. A paper upon the "Restoration of the Text of Shakespeare" is added. We may call particular attention to the clever article upon "Classical and Utilitarian Studies," with its appendix on "The Abuse of the Study of Grammar." Most of the essays in this volume are upon philosophical subjects, and the object of the author has been "to expose and refute those doctrines of materialism and fatalism, of agnosticism and pessimism, which have been imported into America from England and Germany."

THE ENGLISHMAN AND THE SCANDINAVIAN; OR, A COMPARISON OF ANGLO-SAXON AND OLD NORSE LITERATURE. By FREDERICK METCALFE, M. A. 8vo. Boston: D. Lothrop & Co.

The first part of this elaborate and scholarly work treats of Anglo-Saxon literature. A resume is given of its study, including notices of the labors of Parker and Spelman, of Junius, Hickes and Sir Robert Cotton. Two chapters are accorded to the writings of Bede, and the Anglo-Saxon poetry is critically discussed. An interesting account is given of the national situation in Britain during the Anglo-Saxon period. Part II. treats of Ice andic literature, of the reformation in Iceland, of the prose and poetic and heroic eddas, of the sagas, and of the ballads. There are also etymological studies added, which are entertaining; and, indeed, the same thing may be said of the whole book.

MONTEZUMA AND THE CONQUEST OF MEXICO. By EDWARD EGGLESTON and LILLIE EGGLESTON SEELYE. 8vo. New-York: Dodd, Mead & Co.

The authors inform us that this book is based upon the dispatches of Cortes and the narrative of Bernal Diaz. Of the romance attached to the history of Montezuma II., it is hardly necessary to speak; but it is here retold in an easy, narrative style, and with sufficient accuracy. The story, after the death of Montezuma at the hands of his own indignant subjects, is carried forward to the conquest of Mexico. There seems to be no reason why this book should not be read by young people with interest and profit. It is a history with all the attractive features of a romance, and these are made the most of and well developed.

SKETCHES OF LYNN; OR, CHANGES OF FIFTY YEARS. By DAVID N. JOHNSON. 4to. Lynn: Thomas P. Nichols.

This book, the interest of which is, of course, limited, deserves notice as an excellent piece of local history. It is a work of a kind the value of which will not be properly appreciated in the present generation, but which will be duly estimated by the historian long years hence. Monographs of this sort should be encouraged because they collect innumerable facts and illustrations, the importance of which can only be estimated after it has become difficult if not impossible to obtain them. Lynn, Mass., was settled in 1629. It has been making women's shoes almost ever since, and has been supplying the whole country with that commodity. Mr. Johnson has given us an excellent account of the increase of the manufacture, of the machinery employed in it, of the commercial transactions to which it has given rise, and of a population always remarkable for industry and for an independence of character occasionally amounting to eccentricity.

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5:30 a. m.—For Easton, Bethlehem, Wind Gap, Mauch Chunk, Tamaqua, Drifton, Upper Lehigh, Wilkesbarre, Scranton, &c.
7:45 a. m.—For Flemington, D., L. and Western R. R., Easton, Bethlehem, Mauch Chunk, Tamaqua, &c.
9:00 a. m.—For Schooley's Mountain, High Bridge Branch, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Danville, Williamsport, Tamaqua, Drifton, Nanticoke, Upper Lehigh, Scranton, &c.
10:15 a. m.—For Somerville, Flemington, &c.
1 p. m.—For Flemington, Easton, Allentown, Reading Harrisburg, Mauch Chunk, &c.
3:30 p. m.—For Flemington, Easton, Bethlehem, Wind Gap, Mauch Chunk, Tamaqua, Drifton, Wilkesbarre, Scranton, &c.
4:30 p. m.—For Schooley's Mountain, High Bridge Branch, Easton, &c.
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5:30 p. m.—For Easton, Dela., Lack. and Western R. R., Allentown, Reading, Harrisburg, Mauch Chunk, Wilkesbarre, &c.
7:45 p. m.—For Easton.
For Long Branch at 5:30, 6:15, 6:45, 7:15, 7:45, 8:00, 8:30, 9:00, 9:30, 10:30, 10:45, 11:15, 11:45 a. m., 1:45, 3:00, 4:00, 4:30, 5:15, 5:45, 6:15, 6:30, 7:15, 7:45, 8:15, 9:15, 10:15, 11:45 p. m.
Sunday trains leave at 8:45 a. m., 12 p. m. for Bound Brook and intermediate stations, at 5:30 p. m. for Easton, Allentown, Harrisburg and the West.
For Newark at 5:15, 6:15, 6:45, 7:15, 7:45, 8:15, 8:45, 9:15, 10:15, 10:30, 11:15 a. m., 12 m., 1, 2, 3, 3:30, 4, 4:30, 5, 5:30, 5:45, 6, 6:15, 6:30, 7:15, 8:15, 9:15, 10:15, 11:15, 12 p. m.
For trains to coal points see Time Tables at stations.
Boats of the "Brooklyn and Erie Annex" make connections at Jersey City station to and from Brooklyn and Erie depot, Jersey City.

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Leave New-York, foot Liberty-st., at 5, 8:15, 11:45 a. m., 1:30, 3:30, 4, 5:30 p. m.
For Atlantic City, 1:30 p. m.

FREEHOLD AND NEW-YORK RAILWAY CONNECTION. Leave foot of Liberty-st. for Freehold at 8:15, 11:45 a. m. 4:00, 5:30 P. M.

NEW-JERSEY SOUTHERN RAILWAY. Time Table of October 4, 1880. Leave New-York foot Liberty-st., N. R.
For Sandy Hook, via Branchport, 8:15, 11:45 a. m., 5:30 p. m.
For Highlands via Branchport, 5:00, 8:15, 11:45 a. m., 4:00, 5:30 p. m.
For Monmouth Beach and Seabrigan, via Branchport, 5:00, 8:15, 11:45 a. m., 4:00, 5:30 p. m.
Sails a. m. via Red Bank, for Manchester, Toms River, Barnegat, &c.
Leave Atlantic City—via Red Bank, for Manchester, Toms River, Barnegat, &c.
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For Trenton and Intermediate Stations, at 7:45, 9:00, 10:15 a. m., 12:30, 4:30, 5:00 p. m. Sunday at 5:00 p. m.
Returning, trains will leave Philadelphia Dep., N. W. corner Front and Market streets: For New-York, 7:30, 9:00 a. m., 12:10, 2:, 3:45, 6:00, 7:15, 12 p. m. On Sunday at 3:00 a. m., 5:00, 12 p. m.
For all intermediate stations, at 8:30, 9:45 a. m., 1:35, 3:40, 5:15, 6:30, 11:30 p. m. Sunday at 8:30 a. m., 5 p. m.
Parlor Cars on all day trains.
From Trenton, Washington's Crossing, 1:05 (except Monday), 5:, 7:20, 9:00, 11:40 a. m., 12:50, 2:10, 4:28, 6:10, 8:10 p. m. Sundays—11:40 a. m., 12:50, 2:10, 4:28, 6:10, 8:10 p. m.
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NORWICH LINE. To Boston, Worcester, Portland and the White Mountains, via N. Y. P. and B.—Steamers leave Pier No. 40 North River at 5 p. m. daily, except Sundays.

NEW-YORK CENTRAL and HUDSON RIVER RAILROAD.—Commencing October 11, 1880, through trains will leave Grand Central Depot:
8:00 a. m., Western and Northern Express to Rochester, Plattsburg, St. Albans and Montreal.
10:00 a. m., Chicago Express, drawing room cars to Canandaigua, Rochester and Buffalo.
12:00 m., Albany Express, stopping at Troy, with connections to Utica, Saratoga, Green's Falls and Rutland.
3:30 p. m., Saturdays only, Special Express to Albany and Troy.
4:00 p. m., Accommodation to Albany and Troy.
6:00 p. m., St. Louis Express daily, with sleeping cars for St. Louis, running through every day to the West, also sleeping cars for Buffalo, Toledo and Detroit, and for Montreal exceeding Sunday night, via Malone.
8:30 p. m., Western Express daily, with sleeping cars to Niagara Falls, Rochester, Buffalo, Cleveland, Tol do, Detroit and Chicago.
10:00 p. m., Fast Express for Montreal, Rochester and Corning, via Geneva. Sleeping cars to Geneva, Rochester and Suspension, via N. Y. C. & H. R. R.
11:30 p. m., Night Express, with sleeping cars to Albany and Troy.
The season sale at Nos. 55, 252 and 413 Broadway, and at Weed's Express offices, 1 Court-place, and 942 and 944 Broadway, and 333 Washington-st., Brooklyn.
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Express for West Philadelphia, 4:10, 7:30, 8:20, 9 (to Limited), 10 a. m., 1, 3:30, 4, 4:45, 5, 6, 7, 8:30 and 10 p. m., and 12 night. Sunday 4:30 and 9 a. m., 5, 6, 7, 8:30 and 10 p. m. and 12 night.
Express for Philadelphia via Camden, 7:30 a. m. and 4 p. m., except Sunday.
Depot of "Brooklyn Annex" connect with all through trains at Jersey City, allowing a speedy and direct transfer for baggage.
Trains arrive: From Pittsburg, 7, 10:40 a. m., 9:55 p. m. Chicago, 7, 8:35 a. m., except Monday. From Washington and Baltimore, 6, 7:50, 9:40, 11:50 a. m., 3:30, 4:50, 7, 9:40, 11:50 p. m. Sunday, 6:40 a. m., 3:30 p. m. From Philadelphia, 3:30, 6:5, 7, 9:40, 11:40 a. m., 2, 3:30, 4:50, 5:20, 6:30, 8:30, 9:35 and 11:50 p. m. Sunday, 2:50, 6:30, 7, 10:40, 11:30 a. m., 6:30 and 9:35 p. m.

TO PHILADELPHIA. VIA PENNSYLVANIA RAILROAD. THE OLD-ESTABLISHED ROUTE AND SHORT LINE BETWEEN NEW-YORK AND PHILADELPHIA. IS TRAINS EACH WAY DAILY, EXCEPT SUNDAY, LEAVE NEW-YORK IN PHILADELPHIA, AND IN NEW-YORK. DOUBLE TRACK. THE MOST IMPROVED EQUIPMENT AND THE FASTEST TIME CONSISTENT WITH ABSOLUTE SAFETY. On and after June 6, 1880, Express Trains leave New-York via Desbrosses and Cortlandt Ferries as follows:
4:30, 7:30, 8:20, 9 (to Limited), 11 a. m., 1, 3:30, 4, 4:40, 5, 6, 7, 8, 9 and 10 p. m. and 12 night. Sundays, 4:30 and 9 a. m., 5, 7, 8 and 10 p. m. and 12 night.
Express Trains leave New-York daily, except Sunday, at 7:30 a. m. and 4 p. m., running through via Trenton and Camden.
Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travelers.
Returning trains leave West Philadelphia 12:01, 3:45, 4:25, 7, 7:55, 8:55 a. m., 11 a. m. (Limited Express), 1:10, 2, 3, 4, 5, 6, 7, 11 and 12 p. m. On Sunday, 12:01, 3:45, 4:25, 8:55 a. m., 4 and 7 p. m. Leave Philadelphia via Camden, 9 a. m. and 4 p. m. Sundays, 4 p. m.
Tickets at offices, 529 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt sts., No. 4 Court-st. and Brooklyn Annex station, foot of Fulton-st., Brooklyn; on Long Island, 158 Fulton-st., Brooklyn; on Jersey City, Exchange Ticket Office, No. 1 Exchange Place.
The New-York Transfer Company will call for and check baggage from hotels and residences.
FRANK THOMSON, General Manager. L. P. FARMER, General Passenger Agent.

THE ERIE RAILWAY, now known as the NEW-YORK, LAKE ERIE AND WESTERN RAILROAD. ARRANGEMENT OF TRAINS TAKING EFFECT MAY 10, 1880. 9 a. m.—Cincinnati and Chicago Day Express. Drawing Room Cars to Chicago and Suspension Bridge.
5 p. m. (Daily.)—Fast Mail for Dunkirk, arriving at Buffalo at 8 p. m., connecting with fast trains to the West and Southwest. Pullman's best drawing room sleeping Cars to Buffalo.
12 night (Daily.)—Middle Express for the West, sleeping Coaches through to Omaha, Kansas City and Denver without change; also Pullman sleeping cars to Chicago.
[illegible] a. m.—Express train for Hornellsville.
Trains leave Chambers-street Depot, New-York, for Newburgh, 6:30, 8, 9:30, 11:30 a. m., 1:30, 4:20, 6:10, 7:30 p. m., and 12 midnight (Saturday nights only, Sundays, 12:05 a. m.).
For Port Jervis and intermediate, 6, 7:50, 10, 10:20 a. m.—the 10:20 a. m. train stops at intermediate stations only on Sundays—12 noon, 1:40, 3:30, 4:30, 5:40, 6:10, 6:45, 8, 10:30 p. m., 12 midnight. On Sundays, 6:00, 8:30, 11:20 a. m., 1:45, 6:30, 7 p. m., and 12 midnight.
Paterson, 6, 6:45, 7:30, 8:10, 10, 10:20, 11:30 a. m., 12 noon, 1:45, 3, 3:30, 4:30, 4:50, 5, 5:30, 5:50, 6:10, 6:30, 7, 7:5, 8, 10:00 p. m. and 12 midnight. Sundays, 9, 8:30, 9:15, 10:30 a. m., 4:15, 5:30, 7, 9 p. m. and 12 midnight.
Suffern, 6:30, 7, 9, 10:20 a. m., 1:45, 3:50, 5:00, 6:10, 7:15, 10:30 p. m. and 12 midnight. Sundays, 6:00, 8:30, 1:20 a. m., 4:15, 6:30, 7:30 p. m., and 12 midnight.
Warwick and Cornwall, 7:5, 9 a. m., 3:30, 4:30 p. m. Sundays, 9 a. m.
Monroe and Kingston, 9:00 a. m., 3:30 p. m. Sundays, 8:30 a. m.
Goshen, 6, 7:5, 9, 10:20 a. m., 3:30, 3:50, 4:30, 7, 7:15 p. m.
Florida, 6, 7:5, 10:20 a. m., 6:00, 7 p. m.
Middletown, 7:50, 9, 10:20 a. m., 2:00, 4:30, 7, 7:15 p. m.
Sunderland, 10:20 a. m., 6:00, 7 p. m. The 9 a. m. and 4:30 p. m. trains connect with New-York and Oswego Midland Railroad at Walkill.
Port Jervis, 7:50, 9, 10:20 a. m., 4:30, 6, 7, 7:15 p. m. Sundays, 8:30, 10:30 a. m., 6, 10:00 and 11 p. m.
NOTE—Boats leave 23d-st. quarter of and quarter after each hour from 5:45 a. m. to 9:45 p. m. and at 10:15 and 11:15 p. m.
Tickets for passage and Parlor Accommodations in Drawing-Room and Sleeping Coaches can be obtained, and orders for the checking and transfer of baggage may be left at the Company's Offices, Nos. 239, 241 and 957 Broadway, N. Y., No. 2 Court-st., Brooklyn, or at the Company's Depots.
Express trains from the West arrive in New-York at 7:25 and 11:25 a. m., and 6:15 p. m.
JNO. N. ABBOTT, Gen'l Pass'r Agt., New-York.

NORTHERN RAILROAD OF NEW-JERSEY. Trains leave for Englewood, Chester, Piermont and Nyack, 7, 8, 9:00 a. m., 1, 3, 4, 4:55, 5:30, 6:40, 8:30, 11:30 p. m. Sundays, 9 a. m. and 6:45 p. m. The 11:30 p. m. train will leave 30 minutes later Saturday nights.
Nanuet, Spring Valley and Monsey, 7:00, 9:50 a. m., 4:50 p. m.
JNO. N. ABBOTT, General Pass'r Agent, New-York.

MINES AND MINING.

THURSDAY, Oct. 14—P. M.

The mining share markets to-day presented little of interest. Business was dull, and the principal speculative stocks were about steady in prices. Chrysolite fluctuated only between 5¼ and 5, closing the same as last evening at 5⅛. Climax was more fluctuating, between 81 and 77 cents, closing at 80 cents, an advance of 2 cents. Amie sold at 60@58 cents, and closed unchanged at 59 cents, and Little Chief was dull, but 3 cents higher—90 cents; Green Mountain sold at 3 cents; Hukill at 2 05@1 95; Boston Consolidated at 1 35@1 40, and Battle Creek at 3 25@3 35; Consolidated Virginia was about steady at 3; California declining 10 cents, to 2@2 05. The following are examples of the general drift of the low prices, showing Silver Nugget declined from 38@39 to 35@37 cents; Calaveras sold at 30@32@31 cents. Morse was steady at 47 cents, and Great Eastern rose 2 cents to 57 cents. There were no notable changes in the prices for the San Francisco stocks, and the markets closed dull and steady.

N. Y. MINING STOCK EXCHANGE SALES.

SECOND CALL—12:30 O'CLOCK P. M.

Northern Bell
100.....3
Calaveras
500..15..31
700.....30
3.0..83..30
2.0..816..31
200.053..31
1000.....21
500..830..30
Sutro Tunnel
100.....1.20
Buckeye
500.....21
Chrysolite
100..630..5.25
3.0.....5.25

Chrysolite
200..b3..5.25
1.0.....5.15
100.....5.00
Climax
100.....80
200.....70
100..83..78
100.....80
100..829..78
Dahlonega
200..b0..5.50
Gre'n Mount'n
30.....50
Little Chief
30.....93

Mono
1000..s3..47
600.....48
1000.....47
300..53..48
300..b30..48
Hukill
100..b30..2.05
500.....2.00
Umbilla
1000..s60..15
100.....15
La Crosse
1000.....28
500..b30..50
Red Elephant
10.0.....43

American
100..s0..50
Pappoose
200.....26
California 6-10
100..b3..1.05
California
25.....2.15
Aztec
200.....58
Goodshaw
100.....35
Pappoose
70..s30..1.50
Con Pacific
20.....85

THIRD CALL—12 O'CLOCK P. M.

Chrysolite
100..s5..5.00
200..s10..5.00
100.....5.10
1100.....5.0
200..s15..5.75
100..s15..4.85
9.0.....5.17
100..b3..5.13
10..s20..4.80
Imperial
33.....15
Mono
600..s3..48
1500.....47
Cross
3000.....28
1.0.....2
500..b30..31
Cala