

Editor's Table.

Publishers will confer a favor by mentioning the prices of all books sent to this Department.

THE ANTE-NICENE LIBRARY. Messrs. Scribner & Welford, New York, are agents in this country for T. & T. Clark of Edinburgh's ANTE-NICENE CHRISTIAN LIBRARY, which has now reached the IXth and Xth Volumes. These embrace Conclusions of the Works of Irenaeus and of Hippolytus, with Fragments of Christian Writings in the third century, (Vol. IX.) and the First Volume of the Writings of Origen, including De Principiis, (Origen's System of Theology,) Letters, and Origen against Celsus. (Vol. X.) The contents of these volumes are the common inheritance of Christendom, and, next to the Bible, are the foundations of Christian theology and literature. The Scotch and American firms who have united in bringing them in an accessible form before the Christian public have done no common service. The translations appear to be skillfully done, the typography and paper are of a refreshing quality, the binding is such as to give comfort and convenience to the reader, the pages remaining open without effort, and displaying their contents without any jealous reserve to the eye. They are octavos of about 500 pages each, with red edged leaves, well furnished with textual and topical indexes and are sold at \$3.50 per volume.

The Review of the periodical literature of the quarter, as presented in LITTELL'S LIVING AGE, Vol. XI, FOURTH SERIES, is as rich and varied in materials and interest as ever. Politics, Poetry, Fiction, Science, Religion, Obituaries, Criticism, Art, Exploration, these present themselves in the leading British periodicals, of strictly literary character, form the materials of this interesting and valuable volume. Some favorable criticisms of Mr. Barnes' Notes on the Psalms, approximately balance the inimical one admitted into the last volume. Boston: LITTELL & GAY. Phila.: H. Challen. 8vo., pp. 828.

WINNER'S GRAMMAR.

It is exceedingly doubtful whether a greater service has been rendered in modern times, in the whole department of Biblical Philology, Exegesis and Grammar, than that which is presented in this volume. It appeared as a breakwater against an arbitrary method of treating the style of the New Testament writers, which threatened to sweep away every fixed rule of interpretation, and to put those writers in the most absurd and unintelligible position before their contemporaries. If they did not write classic Greek, they wrote so as to be understood by the mass of the people, and their peculiarities must therefore be reckoned as belonging to the vernacular of their time and country. Instead, therefore, of treating these peculiarities as perversions and correcting them to quite a different sense, Winner takes them as they are, presents them systematically, shows their differences from forms accounted regular, gives parallels from profane writers, and shows how far the Hebrew and Aramaic languages influenced the idiom. In so doing, he has vindicated for the style and language of the New Testament, a place among the living realities of its time, and has put it forever beyond the reach of meddling theorists and schoolmen.

The Edition before us is a "Revised and Authorized Translation," bearing the imprint of Warren F. Draper, Andover; Trubner & Co., London; F. W. C. Vogel, Leipzig, and Smith, English & Co., Phila. It is based upon Prof. Masson's English Translation of the Sixth Edition, the last which the author was permitted to see issued. But in the midst of failing health, he persisted in his labor of a generation, and at his death left a large number of MS. annotations, which, together with such judicious changes and additions as the lapse of a dozen years might suggest, have been combined with the old matter and issued by Dr. Litinmann of Gottingen, as a Seventh Edition. To this final edition, the American Editor has paid due attention, so that scholars may now have the latest results of German philology in this department. The very complete Indexes are perhaps half the value of the volume. The index of texts guides the student to almost every difficult passage in the New Testament. It is a handsomely printed 8vo., of 728 pages. Price not given.

JUVENILES.

BERTIE AND HIS FRIENDS, or Pilgrim Life on the Battery, is a story of reformation and usefulness among the lowly and poor of the Great Metropolis, through the power of the Gospel. Bertie, an Italian Boy, is converted in a Mission School, and his "friends" are those among whom he successfully labors in the Gospel. The story possesses elements of novel interest and is written in a touching, winning strain that goes to the heart. J. P. Skelly & Co. 18mo., pp. 275.

Those who have read JESSICA'S FIRST PRAYER will anticipate a treat in another work from the same author. The scene and characters in LITTLE MEG'S CHILDREN are drawn, as in the former book, from child-life in the squalid quarters of London; and the power of a straggling ray or two of spiritual light, penetrating those wretched precincts, to sustain and comfort the lonely and burdened, is illustrated in a story of great pathos, interest and evangelical worth. It deserves and will have many readers. Boston: HENRY HOYT.

CASELLA OR THE CHILDREN OF THE VALLEY, by Martha Farquharson, is a story of the Walden-

ses, which recalls the vivid impressions of martyr-suffering made on the hearts and memories of a former generation of child-readers by PIERRE AND HIS FAMILY. In the form of a narrative, which can scarcely be called fiction, the unparalleled sufferings, the calm endurance and the brave resistance of the Waldenses to their cruel and treacherous foes are graphically portrayed. The historic facts are carefully adhered to, and reproduced in a way to make the deepest impressions. The pen of the writer falters, as it well might, in rehearsing the pitiful story of outrage inflicted upon these faithful Protestants of the Alps; and the narrative, with its many scenes of tender domestic interest, and its graphic descriptions of encounters between the little bands of praying Waldenses, and the vastly superior numbers of their cruel foes, is one of the most thrilling interest, while sparing the reader a frequent reference to the more harrowing and repulsive passages of the story. In the efforts of the Papacy at the present time to commend itself to popular regard, the exhibitions made by this volume of its genuine character, sustained by facts which cannot be questioned, are reasonable and deserve a wide circulation. Published and for sale by LIPPINCOTT. 16mo., pp. 389.

HARRY LANE AND OTHER STORIES IN RHYME is a treasure of good things for children in easy entertaining verse, beautifully printed and illustrated in square 4to., 141 pp., tinted paper. New York: CARLETON & LANAHAN.

PAMPHLETS AND PERIODICALS.

HARPER'S FOR FEBRUARY is full of curious entertaining and valuable articles, illustrated as usual in the most ample and admirable manner.

LIPPINCOTT'S for February continues to maintain a high literary character. "Beyond the Breakers," by Robert Dale Owen, is continued. We have also a Poem by T. Buchanan Read. The opening chapter of a new story "Over Yonder," &c. is given.

MAYNE REID'S new monthly, "ONWARD," is published by CARLETON, N. Y.

THE AMERICAN AGRICULTURIST for February, by Orange Judd & Co., spicy, varied, valuable, abundantly and instructively illustrated is at hand. The brief but scathing exposure of the humbugs of the day would save to many ten times the subscription price, \$1.50. ORANGE JUDD & Co., New York.

Scientific.

INTERESTING PLANETARY DISCOVERIES.

The planet Mars is the only object in the whole heavens which is known to exhibit features similar to those of our own earth, and the accumulated explorations and discoveries of astronomers during the last two hundred years have resulted in the construction of a globe representing the characteristics of this planet as astronomers believe them to exist. At a recent meeting of the Astronomical Society of England, a globe of Mars was exhibited, on which lands and seas were depicted as upon an ordinary terrestrial globe. By far the larger portion of these lands and seas were laid down as well known entities, respecting which no more doubt is felt among astronomers than is felt by geographers concerning the oceans of our globe. An interesting description of this globe appears in Frazer's Magazine. To the land and seas developed in the planet are applied the names of those astronomers whose researches have added to our knowledge on the subject. Each pole of Mars, it seems, is capped with ice, which varies in extent to the progress of the seasons. Around each cap is a polar sea, the northern sea being the Scroter Sea; the southern, Phillips' Sea. The equatorial regions of Mars are mainly occupied by extensive continents, four in number, and named Dawes Continent, Medley Continent, Secchi Continent, Herschel I. (Sir W.) Continent. Between Dawes and Herschel Continents flows a sea shaped like an hour-glass, called Kaiser Sea, the large southern ocean out of which it flows, being denominated Dawes Ocean. Between Madler and Dawes continents flows Dawes Straits, connecting a large Southern ocean and a northern sea, named after Tycho. Herschel continent is separated from Secchi continent by Higgins inlet, flowing from a large southern sea, termed Maraldi Sea. In like manner Bessel Inlet, flowing out of Airey, (a northern sea), separates the Madler and Secchi continents. Dawes ocean is separated into four large seas, and large tracts of land lie between, but whether they are islands or not is not certain. In Delarue Ocean there is a small island, which presents so bright and glittering an aspect as to suggest the possibility of its being usually snow-covered. These seas, separated by lands of doubtful extent, reach from Delarue Ocean to the South Pole.

One of the most singular features of Mars is the prevalence of long and winding inlets and bottle-necked seas. These features are wholly distinct from anything on our earth. For instance, Higgins' inlet is a long, forked stream, extending for about three thousand miles. Bessel inlet is nearly as long, and Nesmyth inlet still more remarkable in its form. On our earth, the oceans are three times as extensive as the continents. On Mars, a very different arrangement prevails. In the first place there is little disparity betwixt the extent of oceans and continents, and then these are mixed up in the most complex manner. A traveler by either land or water, can visit almost every quarter of the planet without leaving the element in which he began his journeyings. If he choose to go by water he could journey for upwards of thirty thousand miles, always in sight of land—generally with land on both sides—in such intricate,

labyrinthine fashion are the lands and seas of Mars intertwined.—Boston Journal.

SUBMARINE EARTHQUAKE IN THE ATLANTIC.

Captain Christie, of the bark Euphrosyne, relates (says the London News of December 16th.) that when his vessel was in latitude about 16 40 S., and longitude 4 W., the sky suddenly became overcast, with dense black-looking clouds, and in all directions was heard a noise resembling distant cannonading, while the sea became tossed and confused. To these signs of agitation another was added of peculiar significance. The compass vibrated largely, and almost lost its polarity,—a sure sign that a terrestrial disturbance of great extent and violence was in progress. Several large meteors shot out from the heavens,—a phenomenon which can hardly be associated with the occurrence of submarine disturbance, unless we suppose that burning matter had been projected from some submarine volcano, and that the flying masses were mistaken for Captain Christie for meteoric bodies. The fish jumped out of the sea and struck against the sides of the ship, and the trembling of the vessel could be distinctly felt as well as heard. Both the last named phenomena point so distinctly to submarine action as to remove all doubt which might be suggested by the appearance of meteors. The intense heat of the matter thrown out in submarine convulsions invariably drives the fish away from the neighborhood, killing large quantities of those which happen to be near the outlet from which the burning matter is being erupted. Captain Christie relates that the volcanic action of the sea continued during the night until sunrise, when the weather became clear and settled.

When we remember that St. Helena,—itself a volcanic island,—lies not very far from the scene of the disturbance whose effects were experienced by Captain Christie; we cannot but recognize the fact that the submarine volcanic district to which the islands of Ascension and St. Helena belong was in action at the time; and that Darwin's view of the extent of the region of disturbance to which the submarine explosions of 1868 belonged, is justified by the recent phenomena. It would be interesting to inquire, whether any shoal or reef has been formed where the disturbance took place. The bed of the Atlantic, between Trinidad, Tristan d'Acunha, St. Helena, and Ascension, would seem to be subject to the action of upheaving forces, and any information which can be gained respecting the extent or energy of these forces cannot but be important and interesting.

The Pennsylvania Railroad Company, is building twenty-four new passenger coaches which are to be heated by two stoves or heaters hung under the floor of the car, one at each side. Pipes are extended along the inside, with register to permit the escape of the heat. The pipes extend the whole length of the car, and the heat first strikes about the feet, where it is most needed. The temperature of the car can be kept much more regular by this system of heating than by the ordinary stoves, which are placed at the doors, and usually kept so hot that no person can sit near them. Another great advantage claimed for this improvement, is that, in case of a smash-up, the stoves can be readily detached from the car. The fuel is applied from the outside, but the heaters are so constructed that they burn for several hours without renewal.

A NAVAL velocipede has been invented in France by Capt. Du Buisson, Commander of the yacht Jerome Napoleon, which belongs to Prince Napoleon. It is composed of two parallel tubes of cast-iron, cigar-shaped, connected by iron cross-pieces. In the center is a propelling wheel, covered by a house or drum, on the top of which the person using the vessel sits comfortably in a sort of saddle, with stirrups. By means of these stirrups and a hand-crank upon each side, he gives the wheel its motion, precisely as it is given to a velocipede on shore. The novel craft is easily propelled, at the rate of six miles an hour. Prince Napoleon who is really a man of science, has not dedicated his fine yachts altogether to the purposes of pleasure. The use of steam-launches, now so general, was initiated on one of his yachts, under his direction, and the employment of the electric light, at sea, was also suggested.

The first effective locomotive engine, built in America, was built in Philadelphia, from a draft by Rufus Tyler, in 1832. This gentleman was at that time considered the best mechanic in America. The wheels of the engine were made of wood, with broad rims and thick tires, the flange being bolted on the side. It was called Old Ironsides. She was first put in motion on the Germantown and Norristown Railroad. She ran one mile an hour, and was considered the wonder of the day. It was ascertained that the wheels were too light to draw the tender, and to overcome this difficulty the tender was placed in front of the engine. This kept the wheels on the track. The maker and his partner pushed the engine ahead until it obtained some speed, and then jumped on the engine. The boiler being too small for the engine, steam was only generated fast enough to keep it in motion a short time, so they were compelled to alternately push and ride during the whole trial trip. It was regarded as a success. The wheels were afterward replaced with iron wheels. This old engine is still in existence in Vermont.

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