### LITERATURE.

REVIEW OF NEW BOOKS.

POPULAR COMMENTARY ON THE GOSPEL ACCORDING TO ST. LUKE. By Alired Nevin, D. D. Published by William Flint, No. 26 South Seventh street.

This Commentary is the first of a of the Old and New Testaments. It is intended mainly for Bible classes and Babbath schools, but the author expresses a hope that it will prove useful to ministers, theological students, and private Christians. The general arrangement and design of the Commentary we think is excellent- the text is given with parallel passages, and the exposition of the Gospel is clear and compreheusive, without entering into needless discusgious or statements of conflicting opinions. The Gospel is divided into lessons of proper length, with appropriate questions to each and there is added a table of the harmony of the four gospels; a chronological table, giving be leading events in the Saviour's life, and an appendix, with more minute explanations of persons, places, and things referred to in the text than would be proper in the notes. The work is illustrated with a number of engravings of biblical scenes, a map of Palestine, and explanatory outs; and we think that It will become both popular and useful, as it Is in a great measure a combination of a concordance, question-book, and Bible dictionary.

THE GORDIAN KNOT; a Story of Good and Evil By Shirley Brooks. Published by Harper & Brothers. Philadelphia Agents : Claxton, Remsen & Haffelfinger.

This novel was commenced serially in one of the English magazines some nine years ago, but its publication was interrupted, we believe on account of a quarrel between the author and the conductors of the periodical in which it appeared. Mr. Brooks has revised and remodelled it to some extent, and it is now issued complete, with such improvements as his mature judgment could suggest. The "Gordian Knot" cannot be called a pleasant stery, but it is certainly a fascinating one-The plot is skilfully carried out, and the char. acters, although somewhat sketchy, are lifelike, and those of "Alban Cheriton" and "Maria Prescott" in, particular, are described in a masterly manner. Some of the scenes are exceedingly effective, and the denoument is dramatic in the best sense of the word. Indeed, were the story itself of less merit, it would be worth reading for the sake of that chapter in which is described the reconciliation of the husband and wife by the death-bed of the forsaken mistress.

No Love Lost: a Romance of Travel. By W. D. Howells. Published by G. P. Patnam & Son. Philadelphia Agents: Claxton, Remsen & Haffelfinger.

Mr. Howells, the author of one of the most charming books of the day, "Venetian Life," now comes before the public as a poet, and the scene of his little metrical romance is laid in the city of his love, Venice. The crippled measure which we call hexameter, for want of a better name, will, we fear, prevent Mr. Howells' poem from obtaining the popularity it deserves on account of its intrinsic merits. There are a number of fine passages in it, however, that lovers of poetry will be sure to appreciate, as this Venetian night scene, for instance:-

All the sunset had paled, and the campanili of Venice Rose like the masts of a mighty fleet moored

there in the water. Lights flashed furtively to and fro through

the deepening twilight. Massed in one thick shade lay the Gardens; the numberless islands

Lay like shadows upon the lagoons. And on us as we loitered

By their enchanted coasts, a spell of ineffable sweetness Fell and made us at one with them; and silent

and blissful Shadows we seemed that drifted on through a

being of shadow. Vague, indistinct to ourselves, unbounded by hope or remembrance.

Yet, we knew the beautiful night as it grew from the evening: -

Far beneath us and far above us the vault of the heavens Glittered and darkened; and now the moon

that had haunted the daylight Thin and pallid, dimmed the stars with her

fulness of splendor, And over all the lagoons fell the silvery rain

of the moonbeams As in the chanson the young girls sang while

their gondolas passed us-Sang in the joy of love, or youth's desire of loving.

This poem was first published in the December number of Putnam's Magazine, and it is now issued in a handsome little volume, illustrated with one or two rather indifferent designs, which might have been omitted with advantage.

-From Messrs. J. B. Lippincott & Co. we have received "Geneva's Shield," by Rev. W. M. Blackburn; "Paul and Margaret, the Incbriate's Children," and "The Orphan's Triumphs," by H. K. P. Published by M. W. Dodd, New York. "Geneva's Shield" is a story of the Swiss Reformation, and the author has endeavored to portray the rise of the Reformation in Geneva previous to Calvin's time, and to give a picture of the struggles endured by those who first attempted to deliver the city from the rule of Savoy and Rome. In describing the civil and religious contests, the author has endeavored to draw a litelike picture, and to bring the events of the time vividly before his readers. The events and the principal characters are historical, and, in all that is essential, the work is claimed to be a gennine history and not a fiction. The other two works named are stories for children, in which religious and moral ideas are set forth in an attractive manner.

-"Spectacles for Young Eyes," by S. W. Lander, published by Sheldon & Co., New York, is an attempt to describe things in and about New York so that young eyes will be able to see them from an instructive point of able to see them from an instructive point of view. Our only commentary on the book is Meade found himself whisked off to the Bloom-

that the author needs instruction in the art of | ingdale Lunatic Asylum, of which institution story-writing and the grammatical construct tion of the English language more than most of his readers do on the points he attempts to illustrate. The book has a number of illustrations, one of which, representing Hendrick Hudson making a trip up the Hudson river on a steamboat, is likely to be vastly edifying series by the same author on the books to the juvenile mind. For sale by J. B. Lippincott & Co. and E. H. Butler & Co.

-From J. P. Skelly & Co., No. 21 South Seventh street, we have received "Patty Bailey," a religious story for the young.

-"The Old Franklin Almanac" for 1869 has been issued by A. Winch, No. 505 Chesnut street, and in its pages we find the usual amount of interesting and valuable information. As a work of reference this almanac is invaluable, and its tables of American and foreign events, necrology, and statistics are probably as complete as it is possible to make

### LOVE AND LUNAUY.

From the N. Y. World of yester day.

A most extraordinary case has transpired and is soon to be brought before Judge Sutherland, of this city, in which the honor and good name of a family that has given to the Republic one of its most distinguished soldiers is

Major-General George G. Meade, who commanded the Union armies at Gettysburg, has a brother named Richard W. Meade, who was well known in past years to the public of this city and Brooklyn as the commodore of the receiving-ahip North Carolina at the Brooklyn Navy Yard. Commodore Meade was born in Minorca, an island belonging to Spain, in the Mediterranean, at the time when his father was United States Minister at the Court of Spain. General Meade was also born in Spain during his father's residence there.

Commodore Meade received his commission as midshipman in the navy in 1826, and served the flag in various capacities until July, 1862 when he was prometed to the rank of captain. During the war Captain Meade was in command of the receiving-ship North Carolina, and while in that position exhibited traces of mental excitement and eccentricity which made bim noticeable to strangers. The old veteran who had smelt the brine in active service for so many years, found service at the Navy Yard very irksome, and sought for assignment to duty where the cannon's smoke and conflict of battle might rehabilitate his rather shattered nerves.

The Government, at his solicitations, granted him his request, and appointed Richard W. Meade to the command of the first-class steamship San Jacinto, a vessel constructed in 1850 at the Brooklyn Navy Yard, and which was famous for having taken part in the attack on the barrier forts in China, and also for having overhanled the steamer Trent while Commodore Wilkes had command of the San Jacinto, when Mason and Slidell were captured. The San Jacinto also allowed the Alabama to slip away from her at Martinique one night, to go forth burning and destroying merchantmen. It was to this vessel that Captain Meade was commissioned in the fall of 1863, and while in command of her the San Jacinto was driven ashore on the Florida Reefs, the vessel being a total loss.

The skill and vigilance of Captain Meade under the pressure of this disaster, or, at least, his soundness of mind and judgment, had to undergo a great deal of criticism, and on his arrival home he was tried by a commission for whatever indicretion the loss of his vessel involved, and was censured and subjected to three years' suspension from duty. The judgment of the commission was, however, set aside, in deference, as it was then believed, to the eminent services of his brother General Meade, and Captain Meade's name was placed on the retired list without any loss of his rank or standing. Captain Meade had his temper son-ea by his unforuncte experience of active service, and many things combined to make his mind unsettled.

Captain Meade's family consisted of his wife, his son, Lieutenant Commanding R.W. Meade, Jr., who was at one time in charge of the gunboat Marblehead on blockading duty, a very gallant and brave officer, and two daughters, fair as lilies and blooming as June roses. It was said that these two young ladies far surpassed all Brooklyn feminines for their charms of loveliness, and accordingly many admirers paid suit to the beautiful daughters of Captain Meade. But the veteran was a stern "parient," and warned off all suitors in a melo-dramatic voice. Some four or five months since, however, a lady friend of the Meade family, who is gifted with great match-making propensities, had the audacity to introduce to the bosom of the Meade family a gallant, rich, and beautiful young man, who had amassed, it is said, the sum of \$800,000 in land specula-tions in Vineland, New Jersey. This young gentleman was not slow in making advance to one of the young ladies, who soon "reciprocated" his affection, as the poetical slang of the present day terms love-making. After a short out sweet love-making our ardent friend proposed and was accepted, after proper inquiries had been made as to his previous history. Mrs. Captain Meade was very well pleased with the manner in which matters were proceeding, as she had obtained a most excellent and well-to-do son-in-law, but with Captain Meade it was different. The old sea dog waxed fierce at what he believed to be a most decided piece of impudence on the part of the lady who had introduced the Vineland proprietor into his house, with a view to stealing away one of his daughters. Besides, Captain Meade believed that the blood of the Bourbons, the Brunswicks, Hapsburgs, and several other noble houses chappelled his blue veins, and he was exceedingly full or wrath at the idea that a mere speculator should become allied with the

House of the Meades. The aged veteran met some opposition in his own family, and a return of his periodical irritability seemed once more imminent. He s reported to have told the lady friend who introduced the Vineland spesulator to the bosom of his family, that he "thought she had a great deal of impudence in introducing the -d speculator, and he wanted her to know that his children were never intended to be placed on exhibition for d-d Yankee wifehunters, and that before his girl was married to the d-d speculator, he would have more need of the undertaker than a wife." In other words, the aged veteran threatened to blow holes in the Vineland speculator. This pious yet valiant New Englander had no desire. however, to have daylight penetrate his earthly frame in that manner, and accordingly he took a hack and forthwith he hied him to the Tombs, where he made a complaint against Captain Meade, who was bound over in the sum of \$500 to keep the peace for one year. The bail was procured at once, and here comes the mysterious part of the story. Instead of being discharged, the aged veteran, who, it seems, according to the Vineland speculator's story, had showed symptoms of aberration of mind, was taken to another part of the Tombs, some further legal forms

he is now an inmate, and is likely to remain so, unless the matter is agitated.

One day after Captain Meade's incarcera

tion in the terrible den of lunatios, Miss Meade was joined in the bonds of wedlock to the Vineland proprietor. It was the old story of the "funeral baked meats," etc., over again. Captain Meade has now been five weeks in the lunatic asylum, and a number of his friends assert loudly that he is not at all insane, and that the charge has been trumped up against him by interested parties. The case was first brought before Judge Sutherland, who sent it to a referee; but the case

has dragged slowly under his direction, and Captain Meade's friends are afraid that the companionship of howling lunatics may render him unfit for liberty when he is at last set at liberty by the slow process of law. While the case is pending the decision of the referee, no other judge would feel justified, perhaps, in interfering in the matter. William Witt, of Brooklyn, has been before adges Sutherland and Lott in regard to the matter. Judge Sutherland is said to be satisfied with the progress now being made in the case. Judge Lott does not feel inclined to in-

terfere, from a spirit of judicial courtesy. It is believed, however, by the time the matter is settled that Captain Meade, with his known irritable temper and agony of mind, will have proved to be a ignatic from the influence of ais surroundings. Out of respect to the feelngs of the family, we forbear to give the name of the Vineland speculator who married Miss Meade.

Captain Meade was one of the few remaining American naval officers of the old school, now almost extinct in the service. He believed fervently in "hearts of cak," "seventy-four gun frigates," "cat-o'-nine tails," "shiver me timbers," "d-n me eyes," and all that sort of thing. He was firm in the faith that a Yankee man-of-war was the terror of the world, and that one Yankee brig could whip seven ninety-gun British frigates off haud. To him Commodore Perry's victory on Lake Erie, the fights of the Constitution and Guerriere, the Wasp and the Hornet, the Chesapeake and the Shannon, were the greatest of

all naval victories. It was said that the sight of one of the old style tobacco papers, containing smoking tobacco, and which found purchasers at three cents a piece, with their gorgeous pictures of the dying Lawrence vomiting blue fire from his mouth, on board of a crazy-looking vessel of war, and giving vent to his dying wish, "Don't give up the ship," was wont to throw Commodore Meade into frantic spasms of patriotic enthusiasm.

He was fond of chanting the nautical song which has the refrain:-

"A Yankee ship and a Yankee crew, Inglish captain would not do, Taily Heigh-ho me Dandy ob."

He was a good officer to his men, though tyrannical at times, and would drink with them and accost them freely, and answer their salutations when he met them on the street. But on the quarter-deck he was punctilious as a Spanish Hidalgo, and exacted respect to the slightest or most trivial detail. He was passionately fond of buckram, eviquette, and precise formality, and would never yield an iota when in full dress uniform. Various stories are told of him, one of which may bear repetition. When in command of the North Carolina, Captain Meade issued instructions that no boat should be permitted to convey passengers to the receiving-ship from the shore excepting the regular scow.

Mrs. Meade dared to defy the captain in the husband, and was conveyed on board of the vessel by an irregular craft. These boats were always ready, for a trifling consideration, to carry sailors who wished to desert on shore, and Captain Meade, with Spartan justice, did not wish to make an exception in favor of bis wife, when the rules for which he demanded a daring to disobey his orders, as the captain did not desire to make fish of one and flesh of

At another time he was said to have threatened to disinherit a male relative for changing his religious belief. A hot, irritable, at times furious sort of man, but at all events a man somewhat rough hewn, and not amenable to every day silken and pretentious polite ness of the crowd, his ideal of the service was of the antique type, and best found its re-presentative in the old song of which Captain Meade was very fond:-

"The Foe thought he'd struck; but he cried out, A.v.aa.st, The colors of Columbia he nail'd to the Mast,

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, 145 205 06 on Fire Risks... Premiums on Policies not marked off 406,845 71 \$1,355,557 51

\$894,923 49

PREMIUMS MARKED OFF

Interest during the same period-Sal-107,498 82 \$1,002,422 31

LOSSES, EXPENSES, ETC., During the year as above. Marine and Ithand Navigation Losses..... ... 8424 052 74 Reinsurances... 50,586-63 and Municipal Taxes......

Expenses .....

- \$710,837.31

#### ASSETS OF THE COMPANY November 1, 1868.

200,000 State of Pennsylvania 6 per cent, Loan 125,000 City of Philadelphia 6 per 211,375:00 128,594 CO 51,500 00 Mortgage 6 per cent. Ponds 25,000 Pennsylvania Railroad 21 Mortgage 6 per cent. Bonds 25,000 Western Penn'a Railroad 20,200.00

24,000 00 Mortgage 6 per cent. Bonds (Penn'a Railroad guarantee)..... 80,000 State of Tennessee 5 per cent. 20,625.00 7,000 State of Tennessee fiper cent. Loan ...... 15,000 Germantown Gas Company;

principal sad Incerest guar-anteed by the City of Phi-ladelphia, 300 shares stock 10,000 Pennsylvania Railroad Com-paby, 200 shares stock...... 5,600 North Pennsylvania Rail-road Company, 100 shares stock..... 11,300.00 3,500.00 stock ..... 20,000 Philadelphia and Southern

Mail Steamship Company, 80 shares stock..... 15,000.00 

Market value, \$1,130,325 25 Cost, \$1,003,601 26. \$1,100,900 Par Real Estate ... 36,000 00 Bills Receivable for Insur-Balances due at Agencies-Premtums on Marine Poli-cies, Accrued Interest, and other debts due the Com-40,178.88

pany.... Stock and Scrip of Sundry Corporations, \$3155. Eati-Cash in Drawer..... \$116,150 08 Cash in Drawer..... 413 6 1,813.00 116,563 73

PHILADELPHIA, November II, 1868. most scrupulous observance were violated. It is said that Mrs. Meade was placed in irons for CASH DIVIDEND of TEN PER CENT on the CAPITAL STOCK, and SIX PER CENT. Interest on the SCRIP of the Company, payable on and after th tst December proximo, free of National and State

They have also declared a SURIP DIVIDEND of THIRTY PER CENT. on the EARNED PREMIUMS for the year ending October 31, 1868, certificates of which will be issued to the parties entitled to the same, on and after the lat December proximo, free or National and State Taxes.

They have ordered, also, that the SCRIP CERTIFI. CATES OF PROFITS of the Company, for the year ending October 31, 1864, be redeemed in CASH, at the Office of the Company, on and after 1st December proxime, all interest thereon to cease on that date. har By a provision of the Charter, all Certificates of Scrip not presented for redemption within five years after public cotice that they will be redeemed, shail be forfeiled and annealled on the Books of the Company. AN No certificate of profits issued under \$25. By he Act of Incorporation, "no certificate shall issue uness claimed within two years after the declaration of the dividend whereof it is evidence,"

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From and after this date, the rates of freight by thi line will be ten cents per 100 lbs, for heavy goods; for cents per foot, measurement; one cent per gallon to liquids, ship's option. One of the Steamers of thi Line will leave every Tuesday, Thursday, and Satur day. Goods received at all times on covered plen All goods forwarded by New York agent free o Charge except cartage.

For further information, apply on the pler to

8 28 6m JOHN F. OHL

men, etc., at reduced rates.
Tickets can be bought here by persons sending for their friends, at moderate rates For further information apply at the Company's

Otto Otto Church Street, Philadelphia. NEW EXPRESS LINE TO ALEX. D. C., via Chesapeake and Delaware canal with con-nections at Alexandras from the most direct route for Lynchourg, Bristot, Knoxville, Nashville, Daton and the Southwest, Steamers teave regularly every Saturday at noon from the first wharf 200" Market street.

Freight received daily. WM, P. CLYDE & CO.,
No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Vir-

NOTICE.—FOR NEW YORK, VIA
EAPRESS STEAMBOAT COMPANY
THE Steam Properiers of this line leave DAILY
from first wharf below Market strent.
THROUGH IN 2: HOURS.
Goods provaded by all the fines going ont of
York, North, East, and West, free of commission.
Freights received at our usual new races.

York, North, East, and West, free of commission,
Freights received at our asimi now rates.
WILLIAM P. CLYDE & CO., Agents,
No. 14 S. WHARVES, Philadelphia,
JAMES HAND, Agent,
No. 119 WALL Street, corner of coult, New York

PHILADELPHIA, RICHMOND
AND NORFOLK STRAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO THE
SOUTH AND WEST,
AU BOOR, from FIRST WHARF above MARKET
Street. THROUGH RATES and THROUGH MECEIPTS to all points in North and South Carolina, via Sea-board air Line Railroad, connecting at Portsmouth and to Lynchourg, Va., Tennessee, and the West, via Virginia and Tennessee air Line and Richmond and Dailville Railroad,
Freight HANDLED BUT ONCE, and taken at
LOWER RATES THAN ANY OTHER LINE. The regularity safety, and cheapness of this route commend it to the public as the most desirable ma-dium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer.

Of transfer.

Steamships insured at lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and bomb WHARVES.

W. P. PORTER, Agent at Richmond and City T. P. CROWELL & CO., Agents at Norfolk. 61

# STEAMBOAT LINES.

PHILADELPHIA AND TRENS ton Steamboat Line. The steamboat Line Line Steamboat Line. The steamboat Line Line Saturday Line. PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY FRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BUILER MAKERS, BLACK. SMITHS, and FOUNDERS, having for many years been in successful operation, and been excusaively engaged is building and repairing Marine and River Engines, high and low-pressure, fron Boilers, Water Tanks, Fropeners, Sto. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all mixes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick description of pattern sales, and state the shortest notice. High and Low-pressure Fint nia charches and in Forgings of all class and kinda from and Grant Castings of all class and kinda from and Brass Castings of all descriptions. Koll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room on Leaves South Trenton.:

Saturday, Dec. 5. doi't so Saturday D(c. 5. 5); A.M.

Monday, "7, 7 A.M. Monday, "7, 11 A.M.

Tuesday, "8, 8 A.M. Tuesday, "8, 2 M.

Wed'day, "19, 9 A.M. Wed'day, "9, 1 P.M.

Thursday "10, 9 A.M. Thursday, "10, 1 P.M.

Friday, "11, 10 A.M. Friday, "11, 2 P.M.

Fare to Trenton, 40 cents each way; intermediate places, 25 cents.

OPPOSITION TO THE COM-Steamer JOHN SYLVESTER WILL make daily excursions to Wilmington (sundays excercion) to Wilmington (sundays excercion) touching at Chester and Marcus Hook. easying ARCH Street wharf at 3\*45 A. M. and 3\*3°, P. h.; returning, leave Wilmington at 7 A. M. and 1280 P. M.
Light freights taken.

L, W. BURNE, 4 28 M FOR WILMINGTON, CHESTER AND BOOK.

FARE 10 CTS.

The Steamer S. M. Frilton leaves Chesnut Street Wharf at 2 P. M., and Wilmington at 650 A. M. Fart, 10 cts. Freight taken at low rates. 11 10 124

FOR NEW YORK—SWIFT-SURE
Transportation Company Despatch
a u Switt-sure Lines, via Delaware and Raritan
Canal, on and after the 12th of March, leaving daily at
12 M. and 5 P. M., connecting with all Northern and
Eastern lines. Eastern lines, For freight, which will be taken on accommodating ferms, apply to WILLIAM M. BAIRD & CO., 112 No. 132 S. DELAWARE Avenue.

### GOVERNMENT SALES.

J. VAUGHN MERRICK, WILLIAM H. MERRICK
J. VAUGHN MERRICK, WILLIAM H. MERRICK
OUTHWARK FOUNDRY, FIFTH AND
WASHINGTON STREED,
PHILADELPHIA,
MERRICK & SONS,
IMMOGINEERS AND MACHINISTS,
MANUFACTURE High and Low Pressure Steam Engines
for Land, River, and Marino Service,
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either from or brass.
Iron Frame Room for Gas Work, Workshops, and
Railroad Stations, etc.
Reforts and Gas Machinery, of the layest and most
improved construction.
Every description of Plantation Machinery, also
sugar, Saw, and Grist Mills, Vacuum Pans, Oh
Steam Trains, Defecators, Filters, Pumping, Engines, etc.
Sole Agents for N. Billeday's Patent Sugar Rollins GOVERNMENT SALE AT THE NATIONAL OVERNMENT SALE AT THE NATIONAL ARMORY.
BY ORDER OF THE PRESIDENT OF THE UNITED STATES, the following CONDEMNED ORDNANCESTORFS will be onered at public anction, at the NATIONAL ARMORY, SPRINGFIELD, Massachusetts, MONDAY, December 14, 1885, at 10 o'cicck A. M., viz:—
Small arms, various models,
Horse Equipments.
Farts of Artillery Bits.
Accourtements.
Parts of Arms, various models,
Farts of Arms, various and Bites.
Cid Tools,
Borex
Cid Rope.

Borsx Ho e Carts.
Old Rope.
Scrsps, fron-wrought, and Old Shed, etc.

cast.
Catalogues giving quantity, etc., have already been furnished. Parties who have not received tham will be supplied by applying to the Commanding Officer.

If 20 fm wet Brevet Mejor Commanding.

ALSO, OFFICES AND LARGE ROOMS suitable for a Commercial College, Apply at BANK OF THE REPUBLIC.