# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, APRIL 6, 1870.

## Illein.

The Hon. Robert Lytton contributes to the Inst number of the Fortnightly Roview a strik-ing paper on Heinrich Heine, from which we

does this announcement affect us? It is not so many years ago since such an announcement would have excited to the utmost the whole reading public of Europe. With what hungry eagerness and feverish impetuosity has each new book of Heine's been received by his contemporaries, ever since the publication of the Reisebilder! Why, then, do we shrink and pause and hesitate to open the volume which now comes to us in Heine's name? Alas! between this volume and all the others there is a grave. Ay, and something sadder than the grave-a long, long dying agony.

When we have once taken leave of a man for life, his unexpected reappearance cannot but disconcert us. 'Sime, in the interval, has changed the conditions of intercourse between us and him. Heine is still, par excellence, the poet of the nineteenth century. But the century is already older than its poet. And if, in this latest volume, fresh from the Hamburg printing-press, we find again the man we remember-the post of the Buch der Liede and the Romanzers, hardly will be find in us the public which we also rememberthe public to which those poems were addressed.

It is impossible to read without a feeling of profound melancholy the book now set before us by Mr. Strodtmann, Heine's literary executor. It is like reading an inven-tory of the personal effects of a dead friend; a list methodically arranged for public inspection of the furniture of the dead man's most private and secret chambers, to which, during his lifetime, not even his intimates were admitted. It is from the hand of a corpse that this book has been taken by those who place it in our own. So long as he was yet alive, Heine withheld the gift. Let us therefore bear in mind the circumstances in which we receive it, and and duly respect the reticence of the departed.

Heinrich Heine was the first-born of his century. He used to say, "I am the first man of my time;" for he was born in the year 1800, and we are all of his family. But the little ones who, half frightened by Heine's audacity, half reassured by his success, so timidly and wonderingly followed his madeap pursuit of modern ideas across their grandfathers' fences and ditches, are now grown up, have finished their education, and entered into their inheritance. The most perceptive and discriminating of English critics (Mathew Arnold, himself a poet as well as a thinker) has, with his usual felicitous accuracy, distinguished Heine from all other poets of his time as a soldier, and (since Gothe's death) the most brilliant soldier in the war of the liberation of humanity. Yes, but if Heine could now, like his own great master, Mephistopheles, slip back unawares into the chair of doctrine from which the timid and blushing disciple of Doctor Faust was encouraged by that notable autograph, Eritis sicut Deos scientes bonum et malum, would not Heine also be as abashed and disconcerted as Mephistopheles himself by the astonshing progress of his former pupils? Mr. Tennyson has complained "that

"All can raise his flower now, For all have got the seed. And now again the people Call the nower a weed.'

But Mr. Tennyson's flower is a flower of language. Heine's is a flower of thought; and the seed of it has been carried farther and wider, and borne fruit more abundantly, than could possibly have been the case had it

stoid the sight of them. They sparkle and hash with such a diabolical twinkle, and yet withal so playfully, so prettily! -\* Lord Eyron is blamed for having constantly

represented himself in his poetry. But between him and Trelawny-the real corsair whom Byron poeticized, there is this differ-ence. Byron was able to recognize and express what was poetical in the prose of Tre-lawny's life and character, whilst Trelawny was apparently unable to recognize, certainly unable to express, what was poetical even in the poetry of Byron's; and the poet stood somewhat low in his opinion for not being setually the vigorous ruffian which his poetry depicted. Who wrote the Book of Job? Had the man of Uz any actual existence? Probably not. Lazarus is a fiction, a parabolic symbol. But Heine is the poet Lazarus, who wrote the poem Lazarus. And that great epic of human suffering which he has given us began long before the actual physical sufferings of his torturing sick-bed. His whole life was passed in poeticizing suffering —his own suffering. And he did not turn it into poetry by rhyming Ohs and Ahs, nor by weeping and moaning over it, nor yet by he-rojcally repressing and mastering it, but by intuitively and continuously comtemplating it from a poetical point of view. This is what it behooves us to remember when we think and speak of Heinrich Heine.

This man, be it remembered, was born with an extraordinarily sensuous tempera-ment, a fastidious taste, and an aristocratic impatience of vulgarity, ugliness, and com-monplace. His natural disposition was towards the romantic, the chivalresque, the distinguished. And with all these instincts, qualities, and desires. Destiny-a more ter-rible humorist than himself-had cast his lot in a city of traders and money-changers-a Philistia of the Philistines. His intellect craved culture, his taste refinement, his temperament luxury, excitement, freedom from control. And his birth provided him witha clerkship in a counting-house ! His sense of beauty was oppressively strong; his ambition vehement; his vanity, sensitive and excessive. His imagination hungered after romantic adventures; and, to the last, his emotion was uncontrollable at the mere sight of a beautiful woman. Well, and his social position-what was it? That of a Hamburg Judenjunger, a German Jew-boy.

I can conceive of no more cruel contrast between a man's life and himself, none more irresistibly provocative of the bitterest spirit of envy and malicious antagonism to the general order of things, in a mind teeming with sumptuous desires, and arrogantly conscious of its superiority. The gift of poetry changed it all into humor. What remained for Heine, but to become the mocking satirist of himself, when he measured the span of his spirit's wings with the authorized Hamburg inch-rule ?

Schiller never experienced this antinomy. The Karlschuler and the Deserter, the Regimental Surgeon, and the Professor who used to recite the sonorous pathos of his own verse in the bourgeois Swabian dialect, would have been, under any conceivable conditions of fate and fortune, precisely what he was-a poet by predilection, and droit de naissance rather than *droit* de conquete. But if Heine had entered the world as a wealthy, well-born Christian aristocrat, depend upon it he would never have written a line of verse-or, if a line of verse, the world would not have recognized it as poetry. He would not have re-cognized it as poetry. He would have passed his life in realizing all that he imagined, but never possessed. It was his destiny, however, to become the permanent representative of the pain which is born of contrast. One great and everlasting form of human suffering found in him its appropriate poet. Let us not forget that his lyric crown was indeed a crown of thorns. His contemporaries, I think, should deal with him more gently and more generously than he dealt with them. For, in Heinrich Heine, what we have to deal with is neither the malignity of the Jew, nor the envious spite of the Parish, nor the blasphemous execrations of the wretch who writhes beneath the lash. It is the sanctifying and redeeming power of Poesy, who hath taken upon herself the sorrowfulness and the sinfulness of all these; saving them from the filth and mire of the material world, and uplifting the glorified forms of them to dwell henceforth with her in her own imperishable dominions.

### RAILROAD LINES.

1869. -FOR NEW YORE.-THE CAMDEN ton Railroad Companies' lines from Philadelphia and Tren-New York and Way Places.

Frenton. At 650, 8, and 10 A. M., 12 M., 2, 350, 450, 6, 7, and 130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 630 and 10 A. M., 12 M., 350, 450, 6, 7, and 1150 M. for Education Elements

P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and S P. M. for Riverton. The 11 50 P. M. Line leaves Market Street Forty,

(upper side). FROM ERNSINGTON DEPOT. At 730 A. M., 240, 840, and 5 P. M. for Trenton and Bristol, and 1045 A. M. and 6 P. M. for Bristol. At 730 A. M., 930 and 5 P. M. for Morrisville and Tuliytown.

At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for

At 7:30 and Eddington. At 7:30 and 10:45 Å. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Hoimesburg and Intermediate stations. FROM WEST FHILADELIFILA DEPOT.

Via Connecting Railway. At 7, 9:30 and 11 A. M., 1:50, 4, 6:45, and 12 P. M. ew York Express Lines, via Jersey City. Fare,

At 11:30 P. M., Emigrant Line. Fare, 52. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M.,

At 7, 9:50, and 11 A. M., 4, 6:45, and 12 P. M., for At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9'30 A. M., 6'45 and 19 P. M. Lines will run dally. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINE .

FROM RENEINGTON DEPOT. At 7:30 A. M. for Niagara Falla, Buffalo, Dunkira, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

Lain, etc. A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphis Depot and 5 P. M., from Kensington Depot, for Lambertville and

P. M., from Kensington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. FROM MARKET STERET PERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2°15, 5°20, 5, and 6°30 F. M., and on Thursday and Saturday nights at 11°30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Halnesport, and Moust Holly. At 7 A. M., 2°15 and 6°30 P. M. for Lamberton and Medford.

Medford.

Medford. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town, Cream Ridge, Imlaystown, Sharon, and Hightstown, Cream Ridge, Imlaystown, Sharon, and Hight town. WILLIAM H. GATZMER, Agent. and Hights-

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 995, 16, 11, 12 A. M., 1, 2, 34, 35, 435, 435, 5, 54, 6, 64, 7, 8, 920, 10, 11, 12 P. M. P. M. Leave Germantown at 6, 655, 7%, 8, 820, 9, 10, 1050, 12 A. M., 1, 9, 3, 350, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 820 down train and 3% and 5% up trains will

not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 9, 405, 7, and 10%

P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9-90, and 11 F. M. Leave Chesnut Hill at 710, 8, 9-40, 11-40 A. M., 1-40,

Leave Chesnit and at 1040 P. M. 3%, 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 975 A. M., 2 and 7 P. M. Leave Chesnit Hill at 750 A. M., 1240, 540, and 9425 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 756, 9, and 1105 A. M. 146

RAILROAD LINES.

READING RAILROAD.-GREAT TRUNK LINE vania, the Schuyikill, Susquehunna, Cumberland, and Wyoming falleys, the North, Northwest, and the Canadaa.

Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Kailroad, at Har-rington with Junction and Breakwater Railroad, at Seeford with Lorchester and Delaware Kail-road, at Delmar with Estern Shore Railroad, and at salisbury with Wicomico and Pocomoke Rail-road

and wyoming valieys, the North, Northwest, and the Canadaa.
 WINTER ARRANGEMENT
 Of Passenger Trains, December 29, 1869.
 Leaving the Company's depot at Thireenth and Callowhill streets. Philadelphia, at the following hours:- MORNING ACCOMMODATION.
 At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.; MOENING EXPRESS.
 At 9:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Einnirs, Rochester, Niagars Falls, Buthalo, Wilkesbarre, Pittston, York, Carlisle, Chamberaburg, Hagerstown, etc.
 The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown,

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Ferryville, and Bavre-de-Grace. Connects at Wilmington with train for Now Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thuriow, Linwood, Claymont. Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestowr, Perryvillé, Havro-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer's Eun. Night Express at 11:20 P. M. (Daily), for Balti-more and Washington, stopping at Chester. Lin-wood, Claymont, Wilmington, Newark, Eikton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Pascengers for Fortress Monroe and Norfolk will The 7:30 Å. M. train connects at READING with East Pennsyivania Railroad trains for Allentown, etc., and the 5:15 Å. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pineeroye, etc.

Pinegrove, cic. AFTERNOON EXPRESS,

man's, and Magpolla. Passengers for Fortress Monroe and Norfolk will take the 1200 M, train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilminetters

and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:60 P. M. The5:00 P. M. train connec s with Dela-ware Kailroad for Harrington and intermediate

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:45 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottstille at 5:40 A. M. and Reading at 7:00 A. M., stopping at all way stations; arrives in Phila-delphia at 10:20 A. M. Heturning, leaves Philadelphia at 4:45 P. M.; ar-rives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M. Trains for Philadelphia leaves Magneticement 5:00 A stations Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not step between Chester and Fniladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-

P. M. Trains for Philadeiphia leave Harrisburg at 840 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2405 P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M. commodation trains Sundays excepted. Trains leaving Wilmington at 046 A. M. and 400 P. M. will connect at Lamokin Junction with the 740 A. M. and 430 P. M. trains for Baltimore Cen-

delphia at 645 P. M. Harrisburg Accommodation leaves Reading at 746 A. M. and Harrisburg at 4\*10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting

 Tito A. M. and 4 30 P. M. trains for Haltimore Central Railrood.
 From Enlimore to Philadelphia.-Leave Raltimore 725 A. M., Way Mail; 749 A. M., Express; 235 P. M., Express; 725 P. M., Express.
 SUNDAY TRAIN FROM BALTIMORE.
 Leaves Baltimore at 725 P. M., Stopping at Magnolia, Perryman's, Abordeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
 Through tickets to all points West, South, and Southwest may be procured at ticket offlee, No. 825 Chesnut street, under Continental Hotol, where also State Rooms and Berths in Sleeping Gars can be secured during the day. Persons purchasing tickets at this offlee can have baggage checked at their residence by the Union Transfer Company.
 H. F. KENNEY, Superintendent. at Reading with accommodation train for Philade, phia and all way stations. All the above trains ran daily, Sandays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for leading at 8 A. M.; returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

Parsengers for Dowingtown and intermediate points take the 750 A. M., 1230 and 400 P. M. trains

from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M. PERKIOMEN RAILROAD. WEST CHESTER AND PHILADELPHIA RAIL-PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:00 A. M., 12:00 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 5:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAHROAD. Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadel-phia, reintring from Mt. Pleasant at 7:50 and 11:20 W ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

ia, returning from Mt. Pleasant at 700 and 11:00 EW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more etc. 30 P. M. for West Chester stops at all stations. 15 P. M. for H. C. Junction stops at all stations. 46 P. M. for West Chester stops at all stations. of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 540 P. M. for F. C. Junction. This train commences running on and after June 1, 1870, stopping at all

more, etc. Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg at 525 A. M., and 12'20 noon, passing Reading at 7'23 A. M., and 2'05 P. M., arriving at New York 12'05 noon, and 6'35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittz-burg without ohange. A Mail train for New York leaves Harrisburg at 5'10 A. M. and 2'05 P. M. Kail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6'30 and 11'30 A. M., and

500 F. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5.25 A. M. from B. C. Junction stops at all stations.
6.30 A. M. from West Chester stops at all stations.
7.40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), con-necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C.

SCHUYLKILL VALUET RAILOVAL Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD, SCHUYLKILL AND SUSQUEHANNA RAILROAD, Trains leave Auburn at 855 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tre-mont, and Brookside, returning from Harrisburg at 340 F. M., from Brookside at 400 P. M., and from

R. R.
8.15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
10-5 P. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations.
connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. Tremont at 7:15 A. M. and 5:05 P. M. TICKETS. Through first class tickets and emigrant tickets to 9.60 P. M. from B. C. Junction. This train comall the principal points in the North and West and

Excursion Tickets from Philadelphia to Reading

muning on and after June 1st, 1870, stopping at all stations. ON SUNDAYS,

7

AUD FION SALES."

## M. THOMAS & SONS, NOS. 159 AND 141

Extensive Sale at the Auction Rooms, Nos. 129 and 141 S. Fourit street. ELEGANT PARLOR, CHAMBER, LIBRARY, and Liming room Furniture, four Rosewood Plano-fortes, elegant Window Curtains, Mirrors, Hair Matiresses, reather Heds, China and Glassware, Office Furniture, handsome Velvet, Brussels, and other Carpets, Stoves, etc. etc. On Thursday Morning.

handsome Velvet, Brussels, and other Carpets, Stoves, etc. etc. On Thursday Morning. April 7, at 9 o'clock, at the soution rooms, by cata-logue, a large assortiment of household furniture, com-prising elogant walmut parlor suit, covered with plush; walnut parlor suits, covered with hair-cloth; three band walmut parlor suits, covered with hair-cloth; three band interaction of the substantiation of the substantiation plate mirrors, superior walmut reclining chair, two walmut thrary sedas, walmut stagers, broosadella marbie top and French plate mirror, walmut bookcases, extonsion and hall tables, cask sideboards, centre and houquet tables, broosa-cella, Teonessee, and Italian marbis-tops; loonges; jarm-chairs, etageres, ing stands, chamber, library, and dining-mattressees, feather beds, bolsters and pillows, straw and hoek mattresses, inc chins and glaware, turning latho, blacksmith's bellows, swing machines, stoves, counters, handsome volvet, Brussels, and other carpets, oil cloths, etc. etc.

etc. etc. Superior patented cabinet parlor bed. ELEGANT PIANO-FORTES. Elegant resewood 7% octave Plano-forte, made by cinway. Flegant resewood 7 octave Piano-forte, made by L Elegant resewood 7-octave Plano-forte, made by E. P.

Panam. Elegant reservood 7-octave Piano-forte, made by McCam-non, successor to Boardman & Grav. ELEGANC WINDOW CURTAINS. Three suits Crimson Brocatelle Window Curtains and dit Cornisces.

it Cornices. Two suits Green Brocatelle Window Curtains and Gife

ornices. Three suits Striped Brocatelle Window Curtains.

Siz suits Rep. Window Curtains, Three suits Fine Laco Window Curtains, Fine Suits Fine Laco Window Curtains, Fine CARPET, Also, about 1990 yarca fine Velvet, Brussels, Ingrain, and Venctian Carpets (second-band). 452t

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 20 and 234 MARKET Street, corner at Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DEY GOODS. On Thursday morning, April 7, at 10 o'clock, on fear mouths' credit. 4154 ALSO, THE ENTIRE STOCK of a jobber declining business, embracing large lines of staple and fancy goods.

LARGE, IMPORTANT, AND ATTRACTIVE SPR-UIAL SALE OF GERMAN HOSIERY AND GLOVZS. On Frider Manuar

GLOVZS. On Friday Morning. April 8, at 10 e'clock, on four months' edit, includ-

April 8, at 10 eclock, on four minitial with includ-factor dozen indices' white hose. 50 dozen ladies' brown hose. 50 dozen ladies' mixed hose. 50 dozen gents' mixed hose. 16 0 dozen gents' mixed holf hose. 16 0 dozen gents' mixed holf hose. 16 0 dozen gents' mixed holf hose. 16 0 dozen gents' nixed holf hose. 16 0 dozen gents' hised null hose. 16 0 dozen kildren's Lisle and Berlin gloves and half genutiets. 50 dozen children's Lisle and Berlin gloves and half genutiets. N. P. -We invite special strention to the above, all fresh goods, and of the most celebrated makes. 455

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK, AND FANCY MATTINGS, ETO. On Friday morning, April 5, at 11 o'clock, on four months' credit, about 200 picces ingrain, Venotian, list, henu, cottago, and rag carpetings, Canton mattings, oil cloths, etc. 4254

LARGE SALE OF FRENCH AND OTHER RU-ROPEAN DEV GOODS, On Stockay Morning, April 11, st o'clack, on four months' credit. 45 54

SALE OF E00 CASES BOORS, SHOES, HATJ, ETO. On Tuesday Morning, April 12, at 10 o'clock, on four months' credit. 465t

MARTIN BROTHERS, AUCTIONEERS.

M. (Lately Salesman for M. Thomas & Sons.) Ro. 704 OHESNUT Street, rest entry non-from Minos.

PEREMPTORY SALE

A CHOICE COLLECTION

A CHOICE COLLECTION OF FINE MODERN OIL PAINTINGS, BY EMINENT ARTINN, On WEDNESDAY and THURSDAY, April 6 and 7, MODNING, at 11 o'clock, and EVENING, at 7% o'clock. At the auction rooms, No. 754 Chesant street, above Sevenite, a large and choice collection of FINE MODERN OIL PAINTINGS by eminent artists, including speci-mens by George Howard, W. A. C. Firitck, Ernest Lo-lichcus, G. G. Hartwick, Ssmers, I cwis, Paul Ritter, Kretchmer, La Salle, Kruetzer, and others. The subjects are varied, embracing landscapes, cattle, fruit, marine views, games, views from mature, etc. Will be on exhibition one day previous to sale. 4244

COTT'S ART GALLERY AND AUCTION COMMISSION SALESBOOMS. B. SOOTT, Jr., Auctioneer, No. 1117 CHEENUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 10

Particular attention paid to Out-door Sales at mode-

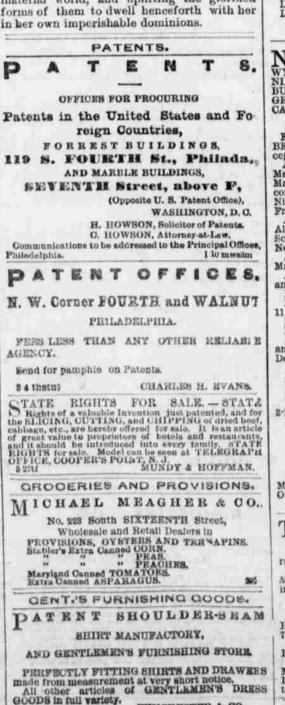
not contained

"That which makes thousands, pethaps millions, think."

Heine himself declares that in postry form is everything. But the ultimate value of that everything is determined by what also determines the form of it. Every form of genius is imitable. It is the genius of the form which remains *unique*. Heine's verse, highly spiced and richly flavored though it be, is yet a sauce of which many inferior cooks now know the receipt. And, if they knew it not already, they would easily learn it from this little book, which is a complete culinary manual by the inventor himself of the cuisine a la Heine. It smells of the kitchen; and the worst of it is, that before opening it we have tasted and relished to the full the daintiest and choicest viands that ever left that kitchen: and the savory odor, which whets the appetite of the still hungry, somewhat sickens the nostrils of the already full. No writer was ever more deliberate and reticent than Heine in regard to publication.

The neglige in which it was his pleasure to present himself before the public was a studied neglige, carefully arranged in private. His immense naturalness is never naif. He possessed in the highest degree the art of being natural. What if we now find his writing-desk open ? Before looking into it let us at least remember that he himself kept it locked. He never set his least work in our sight before it was highly finished; and who can suppose that he would willingly have suffered us to look over his shoulder while he was about it, and so detect the secret of its manipulation ? Not much of what is here exposed of Heine's work has the appearance of having been destined to leave his workshop in its present state. The editor of these fragments avers that Heine was only prevented by death from putting the finishing touch to them. But it is precisely the finishing touch which determines the effect of all work; and it is to finishing touches that Heine's work especially owes its peculiar elegance. Be that as it may, however, even Heine's unfinished work is well worth contemplating. We are thankful for the sight of it. His beauties, though only half dressed, are beauties still; and we, who have so often been bewildered by the charm of their elder sisters, since those enchanting coquettes first came out, can easily imagine with what matchless grace of movement these pretty orphans would have worn the grande toilette which they will never now receive. Some few of them, however, are full grown, full dressed, and fully equipped for conquest.

"Last Poems and Thoughts of Heinrich Heine," is the title of the little volume just published at Hamburg by Heine's old publishers, Messrs, Hoffman and Campe, But this title can hardly be true of all the verse and prose to which it is prefixed. Mr. Strodtmann, the editor, observed that Heine never dated his manuscripts; and many of those which he has now printed have the appear-ance of being the discarded (or perhaps, rather, the thriftily swept together and preserved) remains of work previously com-pleted-chips, in short, and shavings, which are, indeed, the produce of work, but not the parts belonging to any work. A careful hand has strung together these scattered, glittering particles of Heine's genius, -a hundred and more of them on a single string-and here they are. What shall we do with them? I know of no Aver which may be told to the beads of such a rosary. They will help none of us to say our prayers comfortably. I advise all pious souls to



ATENT	SHOULDER-SEAM	R.
BHIRT MANUFACTORY,		1
ND GENTLEMEN'S FURNISHING STORM		
to from monsmr4	TING SHIRTS AND DRAWEES ment at very short notice. as of GENTLEMEN'S DRESS sty. WINCHESTER & CO., No. 706 CHESNUT Street.	MDu/ ]
PAPE	ER MANGINGS.	a
OOK! LOOK! and Linen W apost in the city RING GARDEN FEDERAL Street	1 LOOK 111-WALL PAPERS indow Shades Manufactured, the state of the state of the state of the street, below Eleventh, Branch, No. t, Gamdan, Now Jersey.	4
OHN FARNUL	M & CO., COMMISSION MER	8

chanis and Manufacturers of Conestoga Ticking, etc. 255 OHRENUT Street, Philadelphia. di wimi

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 8, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Norristown at 540, 625, 7, 7%, 850, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogree's, Potts' Landing, Domino, or Schur's lane. The 4 P. M. train from Philadelphia will stop only et school lang. Manayank, and Conshohavian The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDA 15. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK. Leave Philadelphis at 6, 7%, 9, and 1105 A. M., 1%, 8, 4, 4%, 5%, 64%, 605, 1005, and 11% P. M. Leave Manayunk at 610, 645, 7%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Nulson, General Superintendent, Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. GREAT L

CANADA. WINTER ARRANGEMENT. Takes effect November 22, 1862. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-cepted), as follows:-At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San connection with the ERIE KALLWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Rallroad, New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Manch Chuni, Wilkesbarre, Pittston, and Hazleton.

At 500 P. M. for Bethlehem, Eagton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 730 and 1045 A. M., and

11 30 P. M.

11'30 P. M. For Abington at 1'15, 5'20, and & P. M. For Lansdale at 6'20 P. M. Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2'15, 4'40, and 8'25 P.M. From Doylestown at 8'25 A. M., 4'30 and 7'05 P. M. From Lansdale at 7'30 A. M. From Fort Washington at 9'25, 10'35 A. M., and '0 P. M. 8-10 P. M. (10 P. M. From Abington at 235, 645, and 920 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Doylestown at 2 P. M. Devleating for Ubbladelphia at 7700 A. M.

Mann's North Feinstein Street. 11 1 Mann's North Feinstein Street. 11 1 Mann's North Feinstein Street. 11 1 Mann's North Street. 11 1 11 1 11 1 11 1 11 1 11 1 11 1 11 1 11 1 11 1 11

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad struct and Wash-For PORT DEPOSIT at 7 A. M. and 4'30 P. M.

For OXFORD, at 7 A. M., 4 30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. at 7 A. M., 10 A. M., 2 30 P. M., 4 30 P. M., and

P. M. Train leaving Philadelphia at 7 A. M. connects at ort Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 430 P. ., leaving Oxford at 3 65 A. M., and leaving Port eposit at 925 A. M., connect at Chadd's Ford Junc-on with WILMINGTON & READING R. R. 4 2

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILBOAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on

PORT DEPOSIT at 925 A. M. and 425 P. M., on rrival of trains from Baltimore. OXFORD at 695 A. M., 1045 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., 145 P. M., and 649 P. M. Passengers are allowed to take wearing apparel inly as baggage, and the company will not be re-ponsible for an amount exceeding one hundred foliars unless a special contract is made for the tame. HENRY WOOD. HENRY WOOD, General Superintendent.

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at Reading and Potstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potstown Accommodation

Trains, at reduced rates, The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 527 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. "9MMUTATION TICKETS.—At 25 per cent. dis-count; between any points desired, for families and firms.

and firms. MILEAGE TICKETS .- Good for 2000 miles, be-tweenall points, at \$5250 each, for families and ETTIS.

firms. SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-duced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Philadelphis to perpendent states, good for fasturday Sunday and

principal stations, good for faturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.-Goods of all descriptions forwarded

FREIGHT.--Coods of an descriptions forwarden to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and fits branches at 5 A. M., and places on the road and 18 branches at 5 A. M., and for the principal stations only at 2-15 P. M. FREIGHT TRAINS leave Philadelphia daily at 425 A. M., 12:30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Potzwille, Port Clinton, and

Boomanon, Harlisburg, Totalay and Construct and BAGGAGE -- Dungan's Express will collect bag-gage for all trains leaving Fhiadelphia Depol. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTERNTH and CALLOWHILL.

DENNSYLVANIA CENTRAL RAILROAD

PENNETLVANIA CLEATRAL RAILROAD AFTER § P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Kaliroad leave the Bepot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market streets, which is reached directly by the Market streets are, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Bepot. Sieeping-car telexets can be had on application at the Ticket Office, N. W. corner Ninih and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. THAINS LEAVE SPOT, VIZ. :-

THAINS LEAVE MPOT, VIL ;-

Market street.

Ticket Agent at the Depot. The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by specific contract. by special contract. EDWARD H. WILLIAMS, 439 General Superintendent, Altoona, Pa.

505 A. M. for West Chester stops at all stations, con-necting at B. C. Junction with P. & B. C. R. R. 250 P. M. for West Chester stops at all stations. 30 A. M. from West Chester stops at all stations.
 50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. W. C. WHEELER Sup't.

6 55 P. M. for West Chester stops at all stations.

RAILROAD LINES."

DELLAFELPHIA, WILMINGTON, AND BAL-

TIMURE RAILROAD.-TIMURE RAILROAD.-TIME TABLE. COMMENCING MONDAY, APRIL 4, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Fail Train at \$30 A M. (Sundays excepted), for Failimore, stepping at all regular statious. Connecting at Wilmington with Delaware Railroad

Express Train at 12 M. (Sundays excepted), for

DHILADELPHIA AND ERIS RAILROAD.

The trains on the Philadelphia and Erie Rail-

AALL THALL "Williamsport - 820 F. M. arrives at Erie - 820 F. M. ERIE EXPRESS leaves Philadelphia 1140 A. M. Williamsport - 900 P. M. Williamsport - 900 P. M.

" arrives at Erio - 10.00 A. M. EL.MIRA MAIL leaves Philacelphia - 750 A. M. " Williamsport 600 P. M.

General Superintendent.

WEST JERSEY RAILROADS COMMENCING MONDAY, APRIL 4, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at 8.00 A. M., Mall for Bridgeton, Salem, Millville, 8:00 A. M., Mall for Bridgeton, Salem, Millylle, Vineland, Swedesboro, and intermediate stations.
11:46 A. M., Woodbury Accommodation.
5:15 P. M., Mail for Cape May, Millville, Vine-land, and way stations below Glassboro.
5:50 P. M., Passenger for Bridgeton, Salem, Swedlesboro, and intermediate stations.
5:45 P. M., Accommodation. Woodbury, Glass-boro, Clayton, Swedesboro, and way stations.
EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

(Saturdays only.) Leave Philadolphia 8 00 A. M. Leave Cape May 1'10 P. M.

117

Leave Cape May 1-10 P. M. Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Fhiladelphia at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations. 516 W.M. J. SEWELL, Superintendent.

GREAT SOUTHERN MAIL

CHARLESTON, SAVANNAH, and all information furnished at

ESTATE OF ELIZABETH S. SMITH, deceased. Letters of Administration on the above 721 OHESFUT, Street, Masonio Hall,
 G. RENTON THOMPSON, Gen. Agent for Philadelphi L'deceased. Letters of Administration on the above estate having been granted to the undersigned, all per-sons indebted to said estate are requested to make pay-ment, and those having claims against the same will pre-pent them to HENRY H. SMITH, Administrator. 3 16wfit

GEORGE H. S. UHLWR. MICHAEL WEAVER. WEAVER & CO., Rope and Twine Manufacturers AND Dealers in Hemp and Ship Chandlery.

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41 im No. 28 North WHARVES, Philadelphia. CORDAGE.

Manilla, Sisal and Tarred Cordage,

At Lowest New York Prices and Freights. EDWIN H. FITLER & CO.,

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nto rates.

SPECIAL SALE OF FINELY EXECUTED ITALIAN. MARBLE GARDEN AND MONUMENTAL STATU-

ARY, ETC., ETC. On Thursday Morning, April 7, at 10 o'clock, at the salesroom, No. 422 Walnut street, will be sold, a collection of Italian marble garden and monumental statues, marble garden vases, etc., lately imported by Meesrs. Viti Brothers, (late Vito Viti & Sons). The collection embraces many beautiful subjects among which are figures of Hope, Faith, Remembrance. Pryche, Flora, Bacchus, the Four Seasons, and Four Parts of the World, Etc. 42445

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Personal attention given to sales of Housebold Farmi Torsact dwellings. Furniture at the Auction Rooms, No. Fublic false of Furniture at the Auction Rooms, No. 1990 CHESNUT Street, every blonday and Thursday. For particulars see Public Ledger. N. E.- A superior class of Farniture at private sale.

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TN LOUISVILLE, KY.

W. GEORGE ANDELSON. H.C. STUCKY. THUMAS ANDERSON & CO. (Established 1985). AUCTIONEERS AND COMMISSION MERCHANTS. LOUISVILLE, KY. Business strictly Commission. All auction sales exclu-sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every Thursday. Regular auction sales of dry goods, clothing, carpets, notions, etc., every Wadnerday and Thursday. [312 cm]

#### LEGAL NOTICES.

IN THE DISTRICT COURT OF THE UNITED IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA. THOMAS W SWEENEY, of Reading, in the county of Berks, and State of Pennnyl-varia, an the said District, a Bankrupt, who formerly carried on husiness in Philadelphia, Pa. under the firm name of T. W. Sweeney, Jr., said firm being composed of bimself and R. Hellman and Issae Wells, both of Miners-varied on husiness in Philadelphia, Pa. under the firm name of T. W. Sweeney, Jr., said firm being composed of bimself and R. Hellman and Issae Wells, both of Miners-varied on husiness in Philadelphia, Pa. under the firm of the said of the said bankrupt may be finished, and app tubless of meetings required by socilons 27 or 28 of the sait of Cogrees transacted. The Register will cortify whether the Bankrupt has conformed to nis duty. A mearing will also be had on WEDNESDAY the 27th day of April, A. D. 1870, before the Court at Philadelphia, at 10 ciclek A. M., when and where partices in interest may show cance against the discharge. Witness the Hon. JOHN CADWALADER, Judge of the said District Court, and the seal thereof, at Philadelphia, the 19th day of March, A. D. 1870.1 G. R. FOX. Clark.

A. D. 1994.1 G. R. FOX, Clerk. Attent-H. MALTZBERGER, Register. 41 137

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