STRASBURG.

After the Surrender-The Great Library and in the Great Cathedral, and How they Fared. A correspondent of the New York Evening Post writes as follows:-

THE NEW CHURCH AND THE CITY LIBRARY, The destruction of the great library contained in the New Church was the complaint of every Strasburger we met, rich and poor. For Alsace this library was the great point of connection with the literary men of Germany; every year hundreds of German scholars visited the city to pursue investigations amid its literary treasures. Who is to bear the blame of its destruction has yet to be proved. First of all, a valuable collection of two hundred thousand volumes ought not to be placed in a fortress; then, secondly, General Uhrich was notified of the bombardment twenty-four hours before it commenced, and it is said (but not proved) that he never notified the citizens of this fact; thirdly, the city authorities knew as well as General Uhrich himself that the library was in danger from the very first; and the fact becomes very apparent that the city alone is guilty of great negligence in not placing the books in the vaults of the citadel or other place of safety, at the commencement of the bombardment. The New Church was the largest place of worship in the city. It is now nearly a wreck. The high walls alone are standing. The interior is filled with brickwork and debris to the height of

several feet. The remnant of the library, is far as yet discovered, consists of a few baskets full of scorched leaves and parchments, and molten antique settings of book bindings. These crisp black remnants are all that is left of the once celebrated Strasburg library, or libraries, for the New Church contained under its roof three collections of books. The City Library proper, the Library of the Protestant Seminary, and the Schoepflin collection of books and antiquities-of which latter somebody saved either the pistol or sword hilt of General Kleber.

The oldest of these collections, the Protestant Seminary Library, founded in 1531, contained, it is estimated, over a hundred incunables, and over four hundred works printed before the year 1520, and many very rare works relating to Alsace. The City Library was a greater loss. It contained collections from the old cloisters of Alsace, and many nanuscripts and rare printed works. The latter of the three libraries was the creation of the celebrated historiographer of Alsatia. Johann Daniel Schoepflin. The details of the loss will be already familiar to most of your readers, and I can therefore spare myself the trouble of giving the great literary losses in letail. You have also, doubtless, heard of the letter written by the director of the Strasburg Academy, Herr Zeller, to the Napoleonic ex-Minister of Public Instruction, Brame, in which he complains of the German vandalism in destroying the

library, and proposing certain measures for getting a new library. The minister replied in a bombastic letter, telling the rector that Strasburg should have a new library, and also a monument should be erected, telling the devotion and heroism of the inhabitants of the city to all future generations. Both letters are too long for quotation. They have, however, called upon both parties welldeserved ridicule in Germany, and more especially on Rector Zeller, who apparently thinks the greatest loss that Strasburg has suffered during the bombardment is the loss of its books, and not the human life. Germany will soon repair the damage she has lone to the library, and we doubt not a new

one will soon be established.

The New Church, an ancient building, dating from the thirteenth century, formerly belonged to the Dominicans. The Protestant Gymnasium was formerly a Dominican cloister. This, too, is partly destroyed. The edifice has also some natural historical connections which deserve to be mentioned. The great roof was always the meeting place of the numerous Strasburg storks before their departure for Africa. They met some time in August, and disturbed the whole neighborhood by their incessant discussions about their intended departure. At last they finished talk, and departed. This year they went a week or two earlier than usual, being frightened from their favorite feeding ground by the German soldiers on the glacis. The old tower of the church used to be occupied by jackdaws and pigeons; I heard the cawing of the former and the cooing of the latter still up among the walls. Like the cats among the battered and deserted houses about the Porte de Lieres, they have stuck to their homes in spite of all the dangers which have been threatening them. The houses around the New Church are in comparatively good condition. A single shell caused the destruction of the whole collection of books on the night of the 24th to the 25th of August.

The Minster still stands in all its grandeur of Gothic architecture, though Master Erwin's work has been injured to a very considerable extent. As a whole, however, it is preserved to us intact. The beautiful 'lace-work" columns on the outer corners of the facade, and many statuettes, are injured or destroyed. Higher up, in the delicate spire, a number of balls have passed through, and one, in particular, has grazed the point of the spire, which is now supported with an iron ligament. Inside, some pipes of the organ have been injured, and the stained glass windows are all more or less broken. The celebrated astronomical clock is uninjured, though one of the windows imme-

THE MINSTER.

diately above it is said to have received a ball. It was half-past eleven, and we waited patiently in the neighborhood for twelve clock, when the Apostles and angels make their appearance; but, unfortunately, the concussions have produced a temporary derangement of the machinery, and it has ceased to work. The interior roofing is uninjured, though the tin or zinc covering over this is totally destroyed. Service has been constantly held in the church. An image of the Virgin in one of the niches was almost buried amid flowers, brought as offerings by the people for the intercession of the great

mother in their behalf. The entrance to the tower was open to soldiers and military men, who made good use of their opportunity. We found the stairway crowded with two lines of soldiers, the one going up and the other coming down. At least ten thousand troops must have ascended during the day. The platform, two hundred and sixty feet high, is reached without any obstacles, though at the elevation of the roof of the nave a few balustrades have been knocked away, rendering caution necessary to visitors. The tin roof was a complete wreck, but had apparently been the salvation of the edifice. The shells sent by the Germans possess the property of bursting at the slightest resistance; and thus in passing through this upper roofing they exploded before reaching the vaulting of the nave, which thus remained comparatively uninured. Fires did once or twice break out;

hand. The balustrades of the platform are injured in a few places. The guide's house is comparatively uninjured. Ascending higher the damage is somewhat greater, a few balls having broken away two or three stone steps and a number of small ornamental columns. Many soldiers climbed up to just below the weathercock itself.

No one can doubt for a moment that the

observatory upon the platform, from which

a telegraphic wire communicated with the

headquarters. All the movements of the

Germans could thus be distinctly observed;

and the probability is that the sacred edifice

would never have been fired at abut for

this. It was also thought that from this plat-

form the garrison held communication with

points of observation in the Vosges Moun-

tains. The view, as all travellers remember,

their opportunity Strasburg would have fallen

ST. DENIS.

The Sepulchre of the French Monarchs.

It is to be regretted that at nearly all the

spots where the great contending armies in Europe have met, the most noble churches

of France are built. The cathedrals of Stras-

burg, Metz, and Rheims are known to every

tourist, and admired, almost venerated,

wherever men have hearts to love beauty of

form consecrated to the spirit of religion. And St. Denis, adds the Louisville Courier-

Journal, is no exception to the list. The

jured, but the fine old Gothic Church of St. Martin, at Metz, with its towers, its apses

and paintings of the Lorraine school, are un-

doubtedly like the spires, the clock, and the

high altar of Strasburg-in ruins. Its de-

fenselessness saved Rheims; but the fortifica-

tions which have necessitated the terrible

destruction and loss of life at Metz and

Strasburg will, we are afraid, be equally

fatal to the Abbey of Saint Denis. While

the bells here in hundreds of churches

are summoning worshippers to praise

and prayer, another peal may be heard in one

of the most ancient fanes of France-the

peal of the cannon. With the exception of the brief period of insanity when, at the

commencement of the great Revolution, the Parisians installed the Goddess of Reason in

the altars of Jehovah, until Robespierre, with

a strange mixture of impiety and compunc-

tion, declared that the new republic recog-

nized God, the tower of the abbey of St.

Denis had for twelve hundred and forty-two

years been a memorial and a sanctuary of

But independent of its beauty and sanctity, the old abbey is venerable from historic as-

sociations. Since the days of Dagobert it

has been the burial-place of the monarchs of

France, and despite the lapse of time and the

assaults of the Revolution, its aisles and

transept and crypt teem with monuments of

the past. Napoleon restored it; the Bour-

bens, the Orleanists, and the late empire re-

fifty-one tomks were rifled, and the ashes of

queens and kings and marshals torn up in

every stage of decay, and after subjection to

every species of indignity thrown in a heap

into two trenches hastily dwg without the walls of the church. A soldier with his

sabre cut the beard from the lip of Henry of

Navarre, and the body of Turenne, so little

injured by time that the likeness, still recog-

nized, was placed in a glass case and exhibited as a show to gratify idle curiosity.

For twelve years after this sacrilege the

Abbey Church of St. Denis remained roof-

"By ruin was its shrine profaned,

By smoke each holy image strained."

But Napoleon refitted the desecrated sepul-

chral vaults of the Bourbons as a mausoleum

for the new regime. To the vaults below the high altar have again been carried the burnt

remains of Louis XVI and Marie Antoinette. the coffins of Louis XVIII and others of the

family. But worthier than these, greater

than most in the long roll of French kings,

here rest, in a rarely visited corner, all that is mortal of the last Conde, the father of the

Between 1806 and 1847 more than \$1,000,

000 were expended in the restoration of St.

Denis, and now, in all probability, a bom-

bardment will again destroy the grand old church. The column erected to the memory

of Henry III, assassinated in 1589; the monu-

ment to Francis II, husband of the beautiful

Queen of Scots, surrounded at its base by

weeping angels, like Prometheus by seanymphs on the rock of Caucasus, may be de-

stroyed, and the effigy of Duguesclin in the

transept be as powerless to protect as the

renown of Turenne beneath the tower. But

if the towers of the abbey be levelled to the

dust, and Prussians march where Paris is since

Lutetia was, the fame of St. Denis will never

fade from the memory of man. It was at St.

Denis, in the time of Charles VII, that the

oriflamme was raised beneath whose conquer-

ing folds the Maid of Domremi led the beaten hosts of France to victory from Orleans to

Paris. What the Parthenon was to Athens, the Grotto of Egeria to Rome and Numa, the cave where Mahomet concealed himself when

the religion of the Keran was confined to his

Uncle Ali, his wife, and a few determined

followers-what the ark was to David, the

holy of holies to Israel-that is St. Denis to

Historically speaking, Paris itself is but an

outgrowth, a complement of the towns which Dagobert built. All over France, in the wilds

of Brittany, in the plains of Normandy, in the fertile levels of Champagne—wherever the

real thought and strength of the people hold sway—St. Denis is like the burial place of

Mohammed in Mecca, the high place and

altar of Gaul. The town is protected by a

fort upon the southeast, but is scarcely capa-

ble of a prolonged defense. Its 26,542 in-

habitants must suffer the horrors of a siege or

yield to the first summons of the advancing

Duc d'Enghien, who died at St. Leu.

worship.

less:-

into their hands almost without a shot.

splendid edifice has been taken good care of -Mr. Morgan, the last of the original Welsh by the German marksmen. The Minster is settlers at London, Canada, died last week at the the largest building in the city, and can be seen from all the German batteries. At first age of 95 years. Commandant Uhrich persisted in placing an

antique valor.

RAILROAD LINES.

1870. FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 6:30 A. M., accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

At 6 P. M., for Amboy and intermediate stations.
At 6:30 A. M. and 2 P. M. for Farmingdale.
At 6:30 A. M., 2 and 3:30 P. M. for Freehold.
At 8 and 10 A. M., 12 M., 2, 3:30 and 5. P. M. for

At 8 and 10 A. M., 12 M., 2, 8.30, and 6 P. M. for is very extended, being bounded on the east by the Schwarzwald, on the west and north At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton, At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyre. by the Vosges and the Ottilienberg, and far southward by the range of the Jura. It was from here the watchman had first seen the French soldiers running into the city after At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. the battle of Woerth. The city had just then for Fish House. The 11:30 P. M. line leaves from Market Street hardly a thousand men in its garrison, and it is now admitted that had the Germans known

PROM WEST PHILADELPHIA DEPOT, At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigran Line, via Jersey City.
At 7 and 9:80 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9:30 A. M., 6:46 P. M., and 12 night.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trentop and Bristel, and at 10:45 A. M. and 5 P. M.f Bristel. At 7:30 A. M., 2:39, and 5 P. M. for Morrisvil and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M.(5)
Schenck's, Eddington, Cornwells, Torresdale, an

beautiful facade, the portals emblematic of the coronation of the Virgin and the Pas-Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. sion, the rose window imaging the baptism of Clovis, and the six hundred statues of the cathedral at Rheims are happily unin-VIA BELVIDERE DELAWARE RAILROAD.

At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Mhaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 6 P. M. for Lambertville and Intermediate FROM MARKET STREET PERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHERN BAILEOAD At 11 A. M. for New York, Long Branch, and intermediate places. via camban and surlington county Rail Boad.
At 7 and 11 A. M., 1, 230, 330, 6, and 630 P. M.,
and on Thursday and Saturday nights at 1130 P.
M. for Merchantsville, Moorestown, Hartford,
Masonville, Hainesport, and Mount Holly.
At 7 A. M., 230 and 630 P. M. for Lumberton and
Medford.

At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 A. M., 1 and 3.30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Gream Ridge, Imiaystown, Sharon, and

WM. H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Marstreet cars, the last car connecting with each n leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Walnut streets care that the Market street, and at the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, paired it; and again the long range of royal tombs, vacant of their dust, scattered by a decree of the convention in 1793, decorate the upper church. There were terrible weeks in '93. In the course of three days will receive attention.

Mail Train TRAINS LEAVE DEPOT. Fast Line
Eric Express
Harrisburg Accommodation
Lancaster Accommodation Parkesburg Train . . . Cincinnati Express . 8 00 P. M. Erie Mail and Pittsbarg Express . 10 30 P. M. Way Passenger . . . 11 30 P. M. Way Passenger . 11:20 P. M.
Erie Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains

daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by & P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8'46

A. M.; arrives at Paoli at 9'46 A. M. Sunday
Train No. 2 leaves Philadelphia at 6'40 P. M.; arrives at Paoli at 7'40 P. M.

Sunday Train No. 1 leaves Paoli at 6'50 A. M.; arrives at Philadelphia at 8'10 A. M. Sunday
Train No. 2 leaves Paoli at 4'50 P. M.; arrives at Philadelphia at 8'10 P. M.; arrives at Philadelphia at 8'10 P. M.; arrives at

Philadelphia at 6:10 P. M.
TRAINS ARRIVE AT DEPOT.
Cincinnati Express
Philadelphia Express . . . 810 A. M.

Rrie Mail Paoli Accommodat'n, 1955 A. M. & 3:30 & 6:40 P Parkesburg Train Fast Line and Buffalo Express . . Lancaster Train . . . 5.40 P. M. 9.40 P. M. 12.20 P. M.

Harrisburg Accommodation . 9:40 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, 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 special contract.

A. J. CASSATT.

A. J. CASSATT, General Superintendent, Altoona, Pa. W EST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1876,

ON AND AFTER MONDAY, October 17, 1870.

Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:

FROM PMILADELPHIA

For West Chester at 745 and 11*20 A. M, 2*30,
6*15, and 11*30 P. M. Stops at all stations.

For West Chester at 4*40 P. M. This train stops only at stations between Media and West Chester (Greenwood excented). (Greenwood excepted). For B. C. Junction at 4.10 P. M. Stops at all sta-

FOR PHILADELPHIA From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train slops only at stations between West Chester and Media (Greenwood executed). (Greenwood excepted). From B. C. Junction at 8-40 A. M. Stops at all

ON SUNDAY-Leave Philadelphia at 8 30 and 2 P. M. Leave West Chester at 7-55 A. M. and 4 P. M. 1014 W. C. WHEELER, Superintendent, THE PHILADELPHIA AND BALTIMORE CE T.

CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will LEAVE PHILADRIPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue.

For PORT DEPOSIT at 7 A. M. and 4 % P. M. FOR OXFORD, at 7 A. M., 4 % P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2 % P. M., 4 % P. M., and Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:00 A. M., and leaving Port Deposit at 9:55 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. B. 41

RAILROAD LINES. PHILABELPHIA, WILMINGTON. ASDA.

pous in the grave, covering himself with a halo of immortality, and, god-like, rising again and covering himself with glory even in the infirmity of his nature." If St. Denis falls and France is a republic, the ruin and destruction of the historic town may flash like an electric spark, reanimate France, and inspire her children with the memory of her

TIMORE RAJLROAD,—
TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mall Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyras Branch Railroad and Misryland and Delaware Railroad, at Harrington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Sailsbury with Wicomico and Pocomoke Railroad.

road.

Express Train at 11 45 A. M. (Sundays excepted), for Haltimore and Washington, stepping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Bailimore and Washington, stopping at Chester. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. and Stemmer's Run.

Night Express at 11'80 P. M. (Daily), for Baittmore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate

ware Railroad for Harrington and Intermediate 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 stop between Chester and Fhiladelphia. The 7.16 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.46 A. M. and 4.00 P. M. will connect at Lamokin Junction with the '00 A. M. and 4'30 P. M. trains for Baltimore Cen-

7.00 A. M. and 4.30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mall; 9.00 A. M., Express; 2.25 P. M., Express; 7.25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3.55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 Southwest may be produced at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

THILADELPHIA, GERMANTOWN AND NOR-

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 5-06, 5%, 6, 5%, 7, 8, 9, 10-06, 11, 12 P. M. 12 P. M.
Leave Germantown 6, 6.55, 714, 8, 8.20, 9, 10, 11, 19
A. M., 1, 2, 3, 314, 4, 414, 5, 5)4, 6, 614, 7, 8, 9, 10, 11 P.M.
The 8-20 down train, and 22, 334, and 514 up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 914 A. M., 2, 4.05, 7, and
10 % P. M.

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8% 5%, 7, 9, and 11 P. M.
Leave Chessut Hill 7-10, 8, 8-40, and 11-40 A. M.,

1.40, 8.40, 6.40, 8.40, 8.40, and 10.40 P. M.
ON SUNDAYS.

Leave Philadelphia at 9½ A. M., 2 and P. M.
Leave Chesnut Hill at 7.50 A. M., 12.40, 5.40, and

Passengers taking the 6.55, 9 A. M., 61/4 & 11 P. M. trains from Germantown will make close connec ions with the trains for New York at Intersection Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
3, 4½, 8, 5½, 6½, 8 06, 10, and 11% P. M.
Leave Nerristown 5½, 6 26, 7, 7%, 8 50, and 11 A.
M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 2½, 4 and 1½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
3, 4½, 6, 5½, 6½, 806, 10, and 11½ P. M.

Leave Manayunk 6, 655, 7½, 819, 920, and 11½
A. M., 2, 3½, 6, 6½, 8½, and 10 P. M.

ON SUNDAYS.

ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia 5 P. M.

Leave Plymouth 6% A. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 9-95 A. M., 61/2 & 12 P. M.

trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. tersection Station.

The SM A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning AN EXPRESS TRAIN

in the Afternoon from each end of the route, THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:— LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6.45 A. M. Accommodation and 4.30 P. M. Ex-LEAVE PHILADELPHIA

from foot of WALNUT Street, at 7-90 A. M. Accommodation and 3-20 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jess Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains
will run as follows:—Leave Philadelphia from depot
of P. W. & B. R. R., corner Broad street 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 Oxford Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays only 2:30 P. M.

only 2-30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4-20 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

oxford at 6-05 A. M., 10-35 A. M. and 5-30 P. M. Sundays at 5-30 P. M. only.

Chad's Fordfat 7-26 A. M., 11-58 A. M., 3-55 P. M., and 6-49 P. M. Sundays 6-49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred deliars, unless special contract is made for the same.

HENRY WOOD. HENRY WOOD. the same. General Superintendent.

WEST JERSEY RAILBOADS, FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows;—From foot of Market street (upper ferry).

foot of Market street (upper ferry),
8°15 A. M., Passenger for Bridgeton, Salem,
Swedesboro, Vineland, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
9°16 P. M., Passenger for Cape May, Millville, and
way stations below Glassboro.
8°30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations. Swedesboro, and way stations.
5:50 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations.
Preight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE
R from Philadelphia to the interior of Pennsylvania, the Schuyikili, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowing the Company's Philadelphia, at the following hours:—

hours:

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at e:35 P. M.: arrives in Philadelphia at 9:25 P. M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.

asio, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with
East Pennsylvania Railroad trains for Allentown,
etc., and the 8-16 A. M. train connects with the
Lebanen Valley train fer Harrisburg, etc.; at
PORT CLINTON with Catawissa Railroad trains
for Williamsport, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8-40

A. M. Returning, leaves Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-90 P. M.; arrives in Pottstown at 6-15 P. M. REABING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 5-40 A. M. and 4-20 P. M., and Reading at 7-30 A. M. and 6-35 P. M., stopping at all way stations; arrive in Philadelphia at 10-20 A. M. and 9-25 P. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 2:00 P. M.

7.00 P. M.

Harrisburg Accommodation leaves Reading at
7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation
seuth at 6.36 P. M., arriving in Philadelphia at
6.26 P. M.

Market train, with a passeeger car attached,
leaves Philadelphia at 12.30 noon, for Reading and
all way stations; leaves Pottsville at 5.40 A. M.,
connecting at Reading with accommodation train
for Philadelphia and all way stations.

All the above trains run daily. Sundays ex-All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perklemen and Colebrookdale CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:80 A. M., 12:80, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 8:05 A. M., 12 45 noon, and 4 15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

Collegevine and Schwenzylle.

COLLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7-30 A. M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7-00 and 11-00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and con-

necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-35 A. M. and 8-50 A. M., passing Reading at 7-23 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and

Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M. and e-50 P. M., returning from Tamaqua at 8-25 A. M., and 1-40 and 4-50 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8-55 A. M., for Pinegrove

Trains leave Auburn at 8:55 A. M. for Pinegrove, and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 6:05 P. M. TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

Frains, at reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 26 per cent. discount, between any points desired, for families

MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, pine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road

will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKE'IS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill

FREIGHT,-Goods of all descriptions forwarded FREIGHT.—Goods of all descriptions forwarded 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 its branches at 5 A. M., at d for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 ncon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Post Chinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 125 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

PHILADELPHIA AND ERIE RAILROAD
SUMMER TIME TABLE.
On sed after MONDAY, May 30, 1870, the trains
on the Philadelphia and Erie Railroad run as
follows from Pennsylvania Railroad Depot, West

Philadelphia:-WESTWARD. MAIL TRAIN leaves Philadelphia . 10-20 P. M. Williamsport . 8 00 A. M ## Williamsport - 8 60 A. M.
ERIE EXPRESS leaves Philadelphia 10 60 A. M.
Williamsport - 8 15 P. M.
Tarives at Erie - 7 25 A. M.
ELMIRA MAIL leaves Philadelphia - 7 50 A. M.
Williamsport - 6 00 P. M.
The Act of the Williamsport - 7 20 P. M. BALD EAGLE MAIL leaves Williams-" arrives at Lock - 1.80 P. M. · 2:45 P. M.

HASTWARD. ERIE EXPRESS leaves Erie Williamsport arrives at Philadelphia

arrives at Philadelphia 5-30 P. M.

ELMIRA MAIL leaves Williamsport 5-46 A. M.

arrives at Philadelphia 9-50 P. M.

BUFFALO EXP. leaves Williamspert 12-25 A. M.

Harrisburg 5-20 A. M.

"Arrives at Philadelphia 9-25 A. M.

BALD EAGLE MAIL leaves L. Haven 11-36 A. M.

BALD EAGLE EX. leaves Lock Haven 9-25 P. M.

"Arr. Williamsport 10-50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mall and Accommodation east at Irvineton with Oil Oreck and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent. General Superintendent.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brancs. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-sinches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 16 CHURCH Street (City Stores).

ADD, FION SALES, M. S. FOURTH STREET, NOS. 189 AND, 140

Peremptory Sale of Oil Paintings.

Mr. Charles F. Haseltine Will sell his magnificent and new collection of

Oil Paintings at Public Sale, ON THE EVENINGS OF THURSDAY AND FRIDAY, October 27 and 28, at

S o'clock. The Sale will take place at his Galleries, No. 1125 CHESNUT STREET. Where the Paintings are now on FREE BX HIBI-BITION.

The sale will include Tissot's great Painting of "THE DANCE OF DEATH," and Hue's beautiful Picture of a LADIES' RESTAURANT IN PARIS, and specimens by Vibert, Fauvelet, Schroyer, Pecrus, Van der Venne, Kraus, Koch Hamon, Daubigny, Worms, Lanfant de Metz, Sistery, A. Weber, Dargelas, Schaefels, Hue, P. Weber, Baron, Shayer, Meyerhelm, W. T. Richards, Callie, E. L. Henry, Rene Menard, Lasalle Aufray, Veron, Rene Menard, etc. etc. Also, eleven Paintings, sold by order of the Assignees of Joseph B. Hildeburn. 10 19 9t

NEAT WALNUT AND OTHER HOUSEHOLD FURNITURE, Fine English Brussels and Other Carpets, Canton and French China, Etc. On Wednesday Morning, October 26, at 10 o'clock, at No. 421 Marshall street,

by catalogue, the neat walnut parlor and makegany chamber furniture, made to order by Moore & Campion [10 24 2t SUPERIOR DUTCH FLOWER ROOTS. On Wednesday Afternoon,
October 26, at 3 o'clock, at the Auction Rooms,
Dutch Flower Roots, Hyacinths, etc. 10 25 2t

Extensive Sale at the Auction Rooms: SUPERIOR HOUSEHOLD FURNITURE, PIANOS, MIRRORS, FIREPROOF-SAFES, FIRE CAR-PETS, ETC.

October 27, at 9 o'clock, about 1000 lots Superior Household Furniture, comprising—Handsome wal-nut parlor furniture, covered with plush, reps, and hair-cloth; walnut and cottage chamber suits; 3 fine French plate pler mirrors; 2 superior rosewood roctave plano-fortes, made by Schomacker and Philadelphia Manufacturing Company; walnut wardrobes; sideboards; bookcases; extension and centre tables; fine hair mattresses; feather beds; china; glassware; wainut office furgiture; 4 superior fireproof safes, made by Evans & Watson and Farrel & Herring; mahogany high-case clock; cabinetmakers' benches; stoves; fine velvet, Brussels, ingrain, and Venetian carpets, etc. [16 25 2t]

Sale at No. 1338 Chesnut street.
TO PHOTOGRAPHERS.
STOCK AND FIXTURES, VALUABLE OIL PAINT-INGS, ETC.

On Thursday Morning Oct. 27, at 16 o'clock, the stock and fixtures. Catalogues now ready.

EXECUTORS SALE,

No. 1418 Walnut street—Estate of ROBERT BURTON, deceased.

HANDSOME FURNITURE, BOOKCASE, MANTEL AND FIER MIRRORS, Meyer Plano, Lace
and Damask Curtains, Rich Velvet, Wilton, English Brussels and other Carpets, etc.
On Friday Morning,
October 28, at 10 o'clock, by catalogue, the entire
handsome furniture.

handsome furniture.
Also, 2 superior fire-proof safes, made by Farrel,
Herring & Co. and Evans & Watson. 10 25 3t

VALUABLE REAL ESTATE AND MACHINERY. VALUABLE REAL ESTATE AND MACHINERY,
Steam Engines, Boilers, Lathes, Planers, Drills,
Cranes, Moulding Flasks, Vices, Platform Scales,
Tools, Shafting, Patterns, Steam Pipe, Steam
Fans, Castings, Wrought and Cast Iron, Etc.
On Monday Morning,
October 31, at 10 o'clock, at the southeast corner of
Twenty-second street and Washington avenue, by
catalogue, the entire machinery, etc., of "The Vulcan Iron and Brass Works."
Full particulars in catalogues now ready. 10 25 54

Full particulars in catalogues now ready. 10 25 5¢

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street

Sale No. 1110 Chesnut street. FINE GOLD LEVER WATCHES, GOLD CHAINS, DIAMOND JEWELRY, ETC.

On Wednesday Morning,
October 26, at 11 o'clock, at the auction store, No.
1110 Chesnut street, will be sold, an invoice of Fine Watches, comprising—Independent & second, made by Jules Jurgensen, Huganils, Perret & Co., and others. American stem winders, Appleton, Tracy & Co., Howard & Co., P. S. Bartlett, and William Ellery's

LADIES WATCHES .- Also, 18-karat American stem winders; diamond set, enamelled and plain watches for ladies. SILVER WATCHES of English, Swiss, and American manufacture.
DIAMOND JEWELRY.—Crosses, rings, and pins. CHAINS, ETC.—Ladies and gents gold chains, sets of solid gold jewelry.

The goods can be examined early on the morning

Sale at No. 1117 Chesnut street.

STOCK OF FIRST-CLASS CABINET FURNITURE AND UPHOLSTERY WORK, OF MESSRS. A. & H. LEJAMBRE.

On Thursday Morning,
Oct. 27, at 11 o'clock, at No. 1117 Chesnut street (Girard Row), will be sold a portion of the stock of splendld first class Cabinet Furniture of Messrs. A.

BUNTING, DURBOROW & CO., AUCTIONERRS, Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GER-MAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Oct. 27. on four months' credit. [10 21 55

IMPORTANT SALE OF CARPETINGS, OIL October 28, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 10 22 55

LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS. On Monday Morning, October 31, at 10 o'clock, on four months' MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sona)
No. 704 Chesnut st., rear entrance from Minor.

CHANGE OF DAY. Our Regular Weekly Sales at the Auction Rooms will hereafter be held EVERY MONDAY.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Hank-street.
Cash advanced on consignments without extra charge.

LARGE SALE OF BOOTS, SHOES, BALMORALS, UMBRELLAS, HATS, CAPS, ETC. On Thursday Morning, Oct. 27, 1870, commencing at 10 o'clock, on two months' credit. months' credit.

FURS, FURS, FURS. Fifth large trade sale of American and imported furs, etc. On Friday Morning,

Oct. 28, at 10 o'clock. ROBES, ROBES. Also, 100 wolf, fox, bear, Angora, buffalo and

CONCERT HALL AUCTION ROOMS, No. 1919
CHESNUT Street
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furatture at dwellings.
Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale O S E P H P E N N E Y
AUOTIONEER,
No. 1907 CHESNUT STREET. [6 28 tf

SPECTACLES,

Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing Instruments, at reduced prices.

JAMES W. QUEEN & CO., No. 924 CHESNUT Street,

TOHN FARNUM & CO., COMMISSION MER Co. 205 OHESEUT Street, Philadelphia.

army. The memorials of the past are not easi y obliterated, but as the chivalry of the middle ages becomes more nearly crushed with the materialistic spirit of the nineteenth century, so the monuments of the past grow in grandeur, and exert a more powerful influence upon the destinies of mankind. ut watchmen and water were always on

France.

"Man," said Sir Thomas Browne in the "Religio Medici," "is splendid in ashes, pom-