NOTES ON EDUCATION.

Louisiana appropriates $400,000 this year for the support of the public schools.

Secretary Northrop of Connecticut says that the study of English literature is gradually supplanting the taste for French in that State.

Prof. Huntington of Hamilton College has been elected to the Professorship of Mathematics and Natural Philosophy in Rutgers College.

The little City of Petaluma, California, keeps a separate school for four colored pupils, which thus cost the city $125 a year against $12 for corresponding grades in the white schools.

A British M. P. recently traveling in this country examining by the way the public schools, remarked regretfully that in no case did he meet with a pupil who expected to follow the occupation of his father, if the latter was employed in a mechanical pursuit.

In a Pennsylvania school the pupils are obliged to waste their time in learning descriptions of the formation of letters. As Mr. Squeers says, "When the boy knows this out of book, he goes and does it," though at first appearance it might be expected to result in some Chinese characters.

The average yearly expenditure of students at Lafayette College, Pennsylvania, is stated to be $350, and the estimate is based on the supposition that the student "makes no sacrifice of real college benefits, or of necessary personal comforts;" that he is in good and regular standing in one of the literary societies, or a member of one of the college fraternities; that he buys a reasonable amount of books; dresses as well as the average of the students; and boards in a club, at which some of the wealthiest students (who could afford to pay the highest prices) prefer to board. This is a less average amount than is expended in the other large colleges.

This bit of good sense is from *The National Teachers' Monthly:* "Many years are frequently spent in studying the French and German, and yet we have among American youth very few good scholars in those languages. It is not for lack of time and effort, but because effort is misdirected, and consequently time is misspent. A young lady of rather moderate natural ability was able to speak, read, and write with ease and correctness the French, English, and German at the age of 15. The acquisition of all these languages, studied at the same time, cost her very little laborious effort. Her father always spoke and read the French, her mother the German, and English she learned at school. Her instruction was natural, and consequently correct and successful. If in like manner we unite precept with practice in both elementary and higher instruction, we may always be equally successful."

The following by-law has been adopted for the ruling of the Philadelphia schools: "To obtain a principal's certificate the applicant must, upon examination, obtain a general average scholarship of not less than 75—100 being the maximum—in the following curriculum: Reading, spelling, definitions and etymology, grammar and parsing, composition, penmanship, geography, general history and Constitution of the United States, arithmetic, algebra through quadratics, mensuration, geometry, English literature, rhetoric, logic, theory of music, linear drawing. The holder of a principal's certificate shall be eligible immediately to any position except that of principal, one, two, and three years' experience respectively entitling the holder successively to the principalship of a primary, secondary, and grammar school. To obtain an assistant's certificate the applicant must obtain a general average of not less than 60 in the subjects above named. The holder of an assistant's certificate shall, after three years' experience, be eligible to the principalship of a secondary or primary school. The present holders of certificates may exchange in the following manner: Those of the first grade, for principals' certificates, and second grade for assistants' certificates. Holders of third and fourth grade certificates are eligible to any position except that of principal in a primary or secondary school."

Superintendent Marble of Worcester puts the salary question aptly thus: "The difference between ordinary teaching and the best, is hardly ever fully appreciated by those most familiar with both; and by many it is not appreciated at all. Suppose that our teachers reach an average of excellence, as high as that in the most fortunate city in the land; suppose, now, that all the teachers in some one study, arithmetic for example, were to be done by the most accomplished master of that subject, instead of by the regular teacher; it is not too much to say, that the children could, in one term, learn all which they now acquire in a year. The same is true of each of the other school studies. Teachers of this ideal kind are rare; and in proportion as they approximate to that standard they will command larger salaries. Such ideal teachers, at four times the ordinary salary, would be cheaper, because three-fourths of the pupil's time, three-fourths of the fuel, and three-fourths of the cost of school-houses, would be saved. Each fourth of the school children might then attend school in the four successive terms of the year. What a commotion this proposition would make if put in practice—a schoolmaster at $8,000 per year! and a primary school-mistress at $4,000! Let no one suppose that this practice is advocated; there is no danger that it will be adopted. Is this proposition so preposterous after all, if teachers so skillful could be found?"

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Newburgh, 9, 10:45 a. m., 3:30, 4:30 p. m. Sundays, 8:30 a. m.
Kingston, 2:30 p. m. Sundays, 8:30 a. m.
Goshen, 6, 7:45, 9, 10:45 a. m., 3:30, 4:45, 4:30, 7 p. m. Sundays, 6, 8:30, 10 a. m., 6:30, 7 p. m.
Middletown, 7:45, 9, 10:45 a. m., 3:45, 4:30, 7 p. m. Sundays, 8:30, 10 a. m., 7 p. m. The 9 a. m. and 4:30 p. m. trains connect with New-York and Oswego Midland Railroad at Maminsink Port Jervis, 9, 10:45 a. m., 4:30, 7 p. m. Sundays, 8:30, 10 a. m., and 7 p. m.
NOTE.—Trains leaving Chambers-st. on even or half hours before 9 p. m. leave Twenty-third-st. fifteen minutes earlier than above time; trains leaving Chambers-st. on odd hours leave Twenty-third-st. thirty minutes earlier. Boats leave Twenty-third-st. at 9:15 and 10:45 p. m., connecting with trains leaving Chambers-st. at 10 p. m. and 12 midnight.
Tickets for passage and for Apartments in Drawing-room and Sleeping Coaches can be obtained and orders for the checking and transfer of baggage may be left at the Company's Offices, Nos. 239, 401, 529 and 957 Broadway; No. 2 Court-st., Brooklyn, and at the Company's Depots.
Express Trains from the West arrive in New-York at 7:25 a. m., 2:10 and 7:35 p. m.

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave for Englewood, Closter, Piermont, and Nyack, 7, 9:45 a. m., 1, 3, 4, 4:45, 5:30, 6:30, 7:30 p. m., and Saturday nights only at 11:30 p. m. Sundays, 9 a. m. and 6:30 p. m.
Sunset, Spring Valley, and Monsey, 7, 9:45 a. m., 4:45 p. m.
JNO. S. ABBOTT, Gen'l Pass'r Agent, New-York.

LEHIGH VALLEY RAILROAD.
ARRANGEMENT OF PASSENGER TRAINS Jan. 1, 1877.—Leave depots foot of Cortlandt and Desbrosses-sts., at 6:30 p. m., Night Express, daily, for Easton, Bethlehem, Allentown, Manch Chunk, Wilkesbarre, Pittston, Sayre, Elmira, Ithaca, Auburn, Rochester, Buffalo, Niagara Falls, and the West. Pullman's sleeping coaches attached.
ROBT. H. SAYRE, Sup't. and Eng'r.
General Eastern Office, corner of Church and Cortlandt-sts.
CHAS. H. CUMMINGS, Agent.

Steamboats and Railroads.

NEW-HAVEN, HARTFORD, &c., Fare, $1. Steamers leave Peck-slip daily (Sundays excepted), for New-Haven at 3 and 11 p. m., connecting with rail.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing Dec. 26, 1876, through trains will leave Grand Central Depot:
7:15 a. m., Western and Northern Express, with drawing room car to Canandaigua.
8:30 a. m., Special Chicago and St. Louis Express, with drawing-room cars to Rochester and Buffalo also, Through Car to St. Louis.
11:00 a. m., Northern and Western Express.
3:30 p. m., Special Albany, Troy, and Western Express; arrive at Buffalo 7:10 a. m.
5:00 p. m., Express, with sleeping cars for Watertown and Ogdensburg. Also, for Mount Cal via Plattsburgh.
*:30 p. m., Pacific Express daily, with sleeping-cars for Rochester, Niagara Falls, Buffalo, Cleveland, Indianapolis, and Louisville; also, for Chicago, via both L. S. and M. C. Railroads, and to Montreal via St. Albans.
11:00 p. m., Express, with sleeping-cars for Albany, and Troy.
Way Trains as per Local Time Tables. Tickets for sale at 252, 261, and 413 Broadway, and at Westcott Express Co.'s Offices, No. 7 Park-place, 785 and 942 Broadway, New-York, and 353 Washington-st., Brooklyn.
C. E. MEEKER, General Passenger Agent.

PHILADELPHIA via LONG BRANCH and the NEW JERSEY SOUTHERN RAILROAD.—Fare lower than by any other route. Commencing November 13, 1876, leave New-York from Pier 8 North River, foot of Rector-st.:
11 a. m. for Philadelphia, Long Branch, Toms River, and Vineland.
4 p. m. for Philadelphia, Long Branch, Toms River, Waretown, and Tuckerton. W. S. SNEDEN, Gen. Manager.

PENNSYLVANIA RAILROAD.
GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE
Trains leave New-York, via Desbrosses and Cortlandt Streets Ferries, as follows:
Express for Harrisburg, Pittsburgh, the West and South, with Pullman Palace Cars attached, 8:40 a. m., 6 and 8:30 p. m. daily.
For Williamsport and Lock Haven, Corry, and Erie, at 8:30 p. m., connecting at Corry for Titusville, Petroleum Centre, and the Oil Regions. For Williamsport and Lock Haven, 8:30 a. m.
For Baltimore, Washington, and the South, "Limited Washington Express" of Pullman Parlor Cars daily, except Sunday, at 9:30 a. m.; arrive Washington 4:10 p. m. Regular at 8:40 a. m., 1, 4, and 9 p. m. Sunday 6 and 9 p. m.
Express for Philadelphia, 7:30, 8:30, 8:40, 10:30 Limited, 10:50 a. m., 1, 4, 5, 6, 7, 8:30, 9 p. m. and 12 night. Sunday 8:30 a. m., 5, 6, 7, 8:30, and 9 p. m. Embrant and second class, 7 p. m.
Accommodation for Trenton, 7 a. m., 3 and 4:10 p. m.
For trains to Newark, Elizabeth, Rahway, Princeton, Trenton, Perth Amboy, Flemington, Belvidere, and other points, see local schedules at all ticket offices.
Trains arrive: From Pittsburgh, 6:20 and 10:30 a. m., and 10:20 p. m., daily; 1:10 a. m. and 6:50 p. m., daily, except Monday. From Washington and Baltimore, 6:50, 9:50 a. m., 4:10, 7:10, and 10:20 p. m. Sunday, 8:50, 9:50 a. m. From Philadelphia, 5:05, 6:20, 6:50, 9:50, 10:10, 11:50 a. m., 2, 3, 4:10, 5:10, 6:50, 8:10, 10:10, and 10:20 p. m. Sunday, 5:05, 6:20, 6:50, 9:50, 11:50 a. m., 6:50, 10:10, and 10:20 p. m.
Ticket Offices, 526 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt-sts.; No. 4 Court-st., Brooklyn; Nos. 114, 116, and 118 Hudson-st., Hoboken; Depot, Jersey City. Emigrant Ticket Office, No. 8 Battery-place.
FRANK THOMSON, General Manager. D. M. ROYS, Jr., General Passenger Agent.

TO PHILADELPHIA, VIA PENNSYLVANIA RAILROAD, THE OLD ESTABLISHED ROUTE AND SHORT LINE between NEW-YORK AND PHILADELPHIA.
Fourteen Through Trains each way daily; three Depots in Philadelphia, two in New-York.
Four Tracks, the most improved Equipment, and the Fastest Time consistent with absolute safety.
Express Trains leave New-York, via Desbrosses and Cortlandt Streets Ferries as follows:
7:30, 8:30, 8:40 (9:30 Limited), 10:30 a. m., 1, 4, 5, 6, 7, 8:30, 9 p. m., and 12 midnight. Sunday, 8:30 a. m., 5, 6, 7, 8:30, and 9 p. m.
Returning, trains leave Philadelphia 3:20, 5:30, 7, 7:30, 8:30, and 11 a. m. (Limited Express, 10:50 a. m.), 1:10, 4, 5:30, 7, and 7:35 p. m., and 12 midnight. On Sunday, 3:20, 5:30, 7, 8:30, a. m., 4, 7, 7:35 p. m., and 12 midnight.
Ticket Offices, 526 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt-sts.; No. 4 Court-st., Brooklyn; Nos. 114, 116 and 118 Hudson-st., Hoboken; Depot, Jersey City. Emigrant Ticket Office, No. 8 Battery-place.
D. M. ROYS, Jr., Gen'l Passenger Agent.
FRANK THOMSON, General Manager.

Rondout and Kingston—Landing at Newburgh, Poughkeepsie, Highland Falls (West Point), Cornwall, Marlboro, Milton, Ilsemann, connecting with Erie and Del. R. R. steamboats THOMAS CORNELL and JAS. W. BALDWIN; from Pier foot Spring-st., N. R., daily, at 4 p. m.

STONINGTON LINE FOR BOSTON
AND ALL POINTS EAST.
REDUCED FARE.
Elegant steamers leave Pier 35, North River, foot of Jay-st., at 5 p. m.
Tickets for sale at all principal ticket offices. Staterooms secured at offices of Westcott Express Company and at 365 Broadway.
PROVIDENCE LINE.
Freight only. Steamers leave Pier 27, North River, foot of Park place, at 4:30 p. m. Freights via either line taken at low rates.
L. W. FILKINS, G. P. Agt. D.