LITERARY NOTES.

Mrs. Rose Hawthorne Lathrop, the daughter of Nathaniel Hawthorne, has just begun in *The Boston Courier* a serial story entitled "Miss Dilettant."

The edition de luxe of Thackeray's works, that is now printing in London, has reached the fourteenth volume, which is just out. It contains "The Book of Snobs" and "Sketches and Travels in London."

The French Academy has awarded its first prize in poetry to a writer who turns out to be a Communist refugee in Switzerland named Jules Renard, and no little annoyance has been felt in consequence, by this, the most conservative institution in France. A way out of the embarrassing situation will, it is believed, be found in procuring a pardon for the offender before he is publicly honored.

Tennyson's dedicatory poem to the Princess Alice will be published in *The Nineteenth Century* for April. The magazine will also contain an article by Professor Huxley on "Sensation and the Unity of Structure of Sensiferous Organs," a reply from Mr. Froude to Mr. Freeman; a review of Count Leo Tolstoy's novels by W. R. S. Ralston, and a paper by Archibald Forbes on "The Political Situation in Burmah."

On Saturday R. Worthington will have ready a new edition of Arsène Houssaye's "Life in Paris," a series of letters on art, literature and society. They were first published in book form about two years ago, and originally appeared in the columns of THE TRIBUNE, whose correspondent M. Houssaye was in 1875, 1876, and a part of 1877. Mr. Worthington will also publish on Saturday new editions of Canon Pullen's "Modern Christianity a Civilized Heathenism," and Edward Clodd's "Childhood of the World."

The Goethe manuscripts, recently purchased by the Library of Strasburg University, include the letters of which Schiller wrote as follows to the poet Körner: "Frau von Stein is really an interesting person, and I quite understand what has attached Goethe to her. Beautiful she can never have been, but her countenance has a soft earnestness and a peculiar openness. . . . She has more than a thousand letters from Goethe, and from Italy he writes to her every week. This connection is perfectly pure and blameless."

Justin McCarthy's "History of Our Own Times" is reviewed at the length of two and a half columns in the current number of *The Spectator*. The book, says the reviewer, supplies a want that was distinctly felt, and though it has defects, yet those very defects will secure the attention of readers who find Miss Martineau and Mrs. Molesworth "too tough for digestion." It "deserves to be read, and we hope will be read very widely, by young men and maidens whose weary souls find little nourishment in the arid wilderness of those 'handbooks,' 'primers' and 'epochs,' which gentle pedantry is at present so fond of making." Moreover, it is "a healthy book, emphatically, as well as an amusing one," and the writer of the review does not know of another from which younger readers could so profitably or so pleasantly gain information about the events of which it treats.

Apropos of the coming Shakespeare memorial celebration the May *Harper* will have an article from William Winter on "Stratford-upon-Avon," which will be embellished with twenty-two illustrations of Stratford, including a view of the memorial buildings. Another important paper in this number will be on "The Study of Art in Boston," by Geo. P. Lathrop, with twenty-eight illustrations. The opening article is called "A Peninsular Canaan," being a description of quaint life and scenery along the eastern shore of Delaware, Maryland and Virginia. Colonel Waring contributes another number of his series, "Here and That," in which he relates the story of a visit to the late William Howitt at his Summer home in the mountains. Mrs. E. W. Latimer has an illustrated story called "Lord Allen's Daughter," and Miss Mulock continues her "Young Mrs. Jardine." E. P. Whipple will have some personal reminiscences of John Lothrop Motley and William Blakie, a paper on "The Risks of Athletic Work," "Easy Chair" will discuss the new feature of international copyright.

Efforts are making in Ireland to revive the study of the Irish language. A society established at Dublin two years ago to encourage such study, has just published a report, which says that an interest in the movement amounting to enthusiasm has been excited among Irishmen residing in England, Scotland and America. In America the spread of the movement is said to have been extraordinary—"thousands are devoting themselves to the study of the Gaelic, and classes consisting of three and four hundred have been formed in American cities." The report remarks further that the study of "Irish" is being more cultivated than formerly in Berlin, Paris, Leipsic and Copenhagen, while in Ireland it has been placed on the programme of the national schools, and the same recognition of proficiency is given as in Greek, Latin and French. The demand for the text books of the society is unabated. The "First Irish Book" has gone through thirteen editions, while the "Second Irish Book" is in its twelfth thousand. One of the mottoes of the society is the following quotation from Vallance, the antiquarian: "The Irish language is free from the anomalies, sterility and heterocletic redundancies which mark the dialects of barbarous nations; it is rich and melodious; it is precise and copious, and affords those elegant conversions which no other than a thinking and lettered people can use or acquire."

The protest of Elihu Vedder, the American painter, against the criticism of his two works, "The Cumæan Sibyl" and "The Young Marsyas," which appeared in the December number of *L'Art*, has called out a long reply from the editor of that periodical. Mr. Vedder's complaint was that he had been requested by *L'Art* to permit it to reproduce one of his pictures; that he felt this to be intended as a compliment and at once sent two of his pictures to the office of *L'Art*, both of which were reproduced, but with a criticism which he described as an "exceptionally elaborate flagellation." He took no exception to the low estimate of his artistic ability on the part of the critic, but protested against the "species of trap" into which he had inadvertently been drawn. *L'Art* now replies that it did not commit itself to praise the pictures when it asked permission to reproduce them; moreover that there is danger in the theory that such courtesy as granting a request of this kind should influence the verdict to be given on an artist's pictures. *L'Art* further sets forth that the reproductions of the pictures were faithfully executed—a point which Mr. Vedder himself has admitted in a private note. Finally, it is remarked that *L'Art's* criticism and the discussion it has caused, "have done more for Mr. Elihu Vedder's notoriety than 'The Cumæan Sibyl' and 'The Young Marsyas.'" Certainly Mr. Vedder has gained notoriety, if that is what an artist most desires, for in addition to all that has been said heretofore the present article comprises four columns on the following pages of what is probably the most eminent art periodical in the world.

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Express for Philadelphia, 4:30, 7:30, 8:20, 9 (to Limited), 11 a. m., 1, 3:30, 4, 5, 6, 7:30, 8:30 and 10 p. m. Sunday, 4:30 and 9 a. m., 5, 6, 7:30, 8:30 and 10 p. m. Emigrant and second class, 7:30 a. m.
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4:30, 7:30, 8:20, 9:10, (limited) 11 a. m., 1, 3:30, 4, 5, 6, 7:15, 8:30 and 10 p. m. Sunday, 4:30 and 9 a. m., 5, 6, 7:30, 8:30, and 10 p. m.
Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.
Returning trains leave Philadelphia 12:01, 3:15, 3:55, 7, 7:55, 8, 8:30 and 11 a. m. (Limited Express 1:30 p. m.), 2, 4, 5:30, 7, and 7:35 p. m. On Sunday, 12:01, 3:45, 3:55, 8, 8:30, 9 a. m., 4, 7:35 p. m.
Ticket Offices—Nos. 526 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt-sts.; No. 4 Court-st. and Brooklyn Annex Depot, foot of Fulton-st., Brooklyn Nos. 114, 116 and 118 Hudson-st., Hoboken Depot, Jersey City Emigrant Ticket Office, No. 8 Battery-place.
L. P. FARMER, Gen'l Passenger Agt.
FRANK THOMSON, General Manager.

THE ERIE RAILWAY
now known by its new name, the NEW-YORK, LAKE ERIE and WESTERN RAILROAD. Arrangement of trains, taking effect December 22, 1878.
9 a. m. (Daily) Fast St. Louis Express arriving at Buffalo 9 p. m., connecting with fast trains to the West and Southwest. Pullman's best drawing room Sleeping Coaches to Dunkirk.
7 p. m. (Daily) Pacific Express for the West. Sleeping Coaches through to Rochester, Buffalo, Niagara Falls, Cincinnati and Chicago without change. Also Hotel Dining cars to Chicago.
7 p. m. Emigrant train for the West.
Trains leave Chambers Street Depot, New-York, for Newark, 6:15, 8:30, 11:30 a. m., 3:15, 4:15, 5:15, 6:15, 7:30 p. m., and 12 midnight Saturday nights only. Sundays, 9:15 a. m., 6:30 p. m.
Rutherford Park and Passaic, 6, 7:45, 10, 10:15 a. m., 12 noon, 1:45, 3:45, 4:30, 5:15, 6:30, 8, 10 p. m., 12 midnight. Sundays, 6, 8:45, 10:15 a. m., 6:30, 7:30 p. m. and 12 midnight.
Paterson, 6, 6:45, 7:45, 8:30, 10, 10:15, 11:30 a. m., 12 noon, 1:45, 3:15, 3:45, 4:15, 4:30, 5, 5:15, 6, 6:15, 6:30, 7, 8, 10 p. m., and 12 midnight. Sundays, 6, 8:30, 9:15, 10:15 a. m., 1:45, 6:30, 7 p. m., and 12 midnight.
Suffern, 6, 7:45, 10:15 a. m., 1:45, 3:45, 5, 6, 7 p. m., 12 midnight. Sundays, 6, 8:30, 10:15 a. m., 1:45, 6:30, 7 p. m., and 12 midnight.
Cornwall, 7:45, 9 a. m., 3:30, 4:30 p. m. Sundays, 8:30 a. m.
Warwick, 7:45 a. m., 4:30 p. m.
Newburg, 7:45, 9 a. m., 3:30, 4:30 p. m. Sundays, 8:30 a. m.
Rondout and Kingston, 9 a. m., 3:30 p. m. Sundays, 8:30 a. m.
Goshen, 6, 7:45, 10:15 a. m., 3:30, 3:45, 4:30, 7 p. m. Sundays, 6, 8:30, 10:15 a. m., 6:30, 7 p. m.
Middletown, 7:45, 9, 10:15 a. m., 3:45, 4:30, 7 p. m. Sundays, 8:30, 10:15 a. m., 6:30, 7 p. m. The 9 a. m. and 4:30 p. m. trains connect with New-York and Oswego Midland Railroad at Middletown.
Port Jervis, 7:45, 9, 10:15 a. m., 4:30, 6, 7 p. m. Sundays, 8:20, 10:15 a. m., 6:30 and 7 p. m.
NOTE—Trains leaving Chambers-st. on even or half hours BEFORE 9 p. m. leave Cortlandt 15 minutes earlier than above times; trains leaving Chambers-st. on quarter hours leave Cortlandt 10 minutes earlier. Boats leave Cortlandt at 9:45 and 11:45 p. m., connecting with trains leaving Chambers at 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. 229, 461, 529 or 957 Broadway, N. Y.; No. 2 Court-st., Brooklyn, or at the Company's Depots.
Express Trains from the West arrive in New-York at 7:25 a. m., 12:25 and 10:25 p. m.
JNO. N. ABBOTT, Gen'l Pass't Agt. New-York.

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave foot of Chester, Dickman, Piermont and Nyack, 7, 8:30, 9:45 a. m., 1, 3, 4:45, 5:30, 6:30, 8:30, 11:30, p. m. Sundays, 9 a. m. and 6:30 p. m. The 11:30 p. m. train will leave 30 minutes later Saturday nights.
Nanuet, morning and afternoon, 7, 9:15 a. m., 4:45 p. m.
JNO. N. ABBOTT, Gen'l Pass't Ag't, New-York.

$1.50 TO BOSTON VIA THE OLD RELIABLE STONINGTON LINE.
CONNECTING WITH ALL POINTS EAST.
NOT A TRIP MISSED IN SEVEN CONSECUTIVE YEARS.
The elegant steamers RHODE ISLAND and NARRAGANSETT leave Pier 23 North River (foot of Jay-st.) at 5 p. m. daily (except Sundays).
Special first-class limited tickets, good only on 5:45 a. m. train from Stonington, sold via this line from New-York to Boston for $1 50.
Tickets for sale at all principal ticket offices. Staterooms secured at offices of Westcott Express Company and at Nos. 863 and 397 Broadway and at Metropolitan and Fifth Avenue Hotel ticket offices.
PROVIDENCE LINE FOR FREIGHT ONLY.
Steamers ELECTRA and GALATEA leave Pier 29 North River (foot of Warren-st.) daily (except Sundays) at 5 p. m. for Providence direct.
Freight via either line taken at lowest rates.
C. W. HILKINS, G. P. Agt. D. S. BABCOCK, Pres't.

$1.50 TO BOSTON. VIA FALL RIVER LINE.
Tickets limited, and good only on day of sale for continuous passage on express and train, leaving Fall River the following morning at 5:30, or on arrival of boat. Regular tickets at $3 good on any train between Fall River and Boston. Magnificent steamers
NEWPORT AND OLD COLONY
leave New-York daily (Sundays excepted), at 5 p. m., from Pier 28, North River, foot of Murray-st.
Leave Brooklyn, via Annex boat, at 4:30 p. m.
Tickets and staterooms secured at all principal Hotels and Ticket Offices, at the Pier and on Steamers.
BORDEN & LOVELL, Agents.
GEO. A. CONNOR, Gen'l Pass. Agt.

Ocean Steamers.

AMERICAN LINE FOR LIVERPOOL.
The only Transatlantic Line sailing under the AMERICAN FLAG. Sailing every Thursday from Philadelphia.
INDIANA sails THURSDAY, April 10, 11 a. m.

RED STAR LINE—TO ANTWERP.
Carrying the Belgian and United States Mails. Sailing every 10 days from Philadelphia and New-York.
ZEALAND sails TUESDAY, April 15, 12 noon.
For rates of passage and other information apply to PETER WRIGHT & SONS, General Agents, 307 Walnut-st., Philadelphia.
52 Broadway, New-York.
JOHN McDONALD, Agent, 8 Battery-place, New-York.

GENERAL TRANSATLANTIC COMPANY, BETWEEN NEW-YORK AND HAVRE.
Pier of Company (new) No. 42 North River, foot of Morton-st.
AMERIQUE, Delord.....Wednesday, April 16, 1:30 p. m.
FRANCE, Trudelle.....Wednesday, April 30, 12 noon.
CANADA, Prengruber.....Wednesday, May 6, 6 a. m.
Steamers marked thus * do not carry steerage passengers.
Checks drawn on Credit Lyonnais, of Paris, in amounts to suit.
LOUIS DE BERIAN, Agent, No. 55 Broadway.

GUION LINE,
UNITED STATES MAIL STEAMERS.
FOR QUEENSTOWN AND LIVERPOOL.
Leaving Pier 38, N. R., foot of King-st.
NEVADA.....TUESDAY, April 15, 1 p. m.
WISCONSIN.....TUESDAY, April 22, 8 a. m.
WYOMING.....TUESDAY, May 6, 5 a. m.
MONTANA.....TUESDAY, May 13, 1:30 a. m.
NEVADA.....TUESDAY, May 20, 4 p. m.
WISCONSIN.....TUESDAY, May