NOTES ON EDUCATION.

Rutgers Scientific School has now thirty-eight students.

The Professorship of Botany in the University of Edinburgh is vacant. The emoluments of this position are said to amount to about $9,000.

The report of the president of the French commission appointed to examine the American school system speaks with cordial approbation of the High Schools.

It is still uncertain whether Mr. Ruskin will be a candidate for reelection to the Slade Professorship of Art, at Oxford; it depends upon his fluctuating health. Many candidates have already sent in their names.

The St. Louis school authorities are following Boston's example in cutting down drawing. The course in their schools is to be so simplified as to be successfully taught by their teachers under the direction of a single supervisor.

Michigan has passed a law giving parents the right to send their children to schools outside the districts wherein they reside, provided that they pay taxes in such districts. The time of attendance is limited to the ratio of the taxes paid by such non-residents divided by the whole cost of supporting the schools.

There are to be six more scholarships in Harvard College, Mr. Charles L. Jones, late of Cambridge, having bequeathed $30,000 for the purpose of founding them. Mr. Jones also gave $10,000 to the Vermont Academy, of which he had previously been a benefactor. Again, Mrs. Morehouse, of Liverpool, N. Y., has bestowed $30,000 upon Syracuse University. These frequent gifts to institutions of learning indicate an increasing liberality in a particular direction; and so far as endowments are concerned, there need be no anxiety respecting the future prosperity of most of our colleges.

It is stated that the system of examinations twice a year is on its last legs at Oxford. In all the Final Honor Schools, except that of Law, there will be for the future only one annual examination. It is rumored that the University will soon be asked to consider a scheme for affiliating with Oxford and Cambridge such local colleges as may be established in the large towns. The scheme provides that the University shall admit students from these colleges who have reached a certain stage of proficiency and to allow them, if they can, to take their degree after two instead of three years' residence.

Barnes's Educational Monthly contrasts the positions of clergymen and teachers with some asperity. "The one," it says, "is kept in his place for years in succession, with no thought of an abrupt change. He is able to dress and eat well. His worldly cares and work during the week are slight. He moves in the best society, and is honored, petted and loved. With the average teacher the case is different. He is tormented with the fear of an annual change. His salary is meagre and his influence slight. He lives in mortal fear of the jealousies of denominations, and has to run the gauntlet of irate old maids, fault-finding church members, and the downright opposition of the general unrodly world. He is a saint if he can keep his peace and temper long."

The number of scholars in average attendance at the British elementary schools last year was 2,405,197. The average attendance at Church of England or National schools was 1,368,029; at British, Wesleyan and other schools not connected with Church of England, 351,785; at Roman Catholic schools, 126,305; and at Board schools 559,078. The average grant in all elementary schools was $3 79 per capita on the average attendance. The average income of schoolmasters in voluntary schools is $585; of schoolmistresses, $335. The salaries of schoolmasters in the board schools are $585; of the schoolmistresses, $285. The total grant to elementary schools last year was $9,102,240.

The new educational bill in the Belgian Chambers provides that for the future, religious instruction shall be imparted in the schools of that country by the ministers of the different denominations in person. A room is to be set apart for them in each school, and there they will be free to come daily and teach religion as long as they please, either before or after class hours; but they will no longer be suffered to interfere with the lay teacher's work, and they will cease to have any control over the schools as inspectors. An additional clause of the bill provides for the establishment of three new Normal Schools (there are already two), and enacts that all teachers desirous of being appointed to State or communal schools must graduate in these establishments.

It is reported that the intermediate education hitherto carried on by the Commissioners of National Education in their model schools in Ireland is, in all probability, about to be discontinued. In these schools alone the Commissioners adhered rigidly to the fundamental rule of admitting a mixed attendance of pupils, Protestant and Catholic, and the consequence has been that Roman Catholics have been forbidden by their religious superiors to attend them, and they became thus practically denominational institutions, of which the Presbyterian body have largely availed themselves. The expense of keeping up the extra teaching in these schools having now become unnecessary, a suggestion has been made by the Government to the Commissioners of National Education that it should be discontinued.

At a recent meeting of the Board of Supervisors of San Francisco, the opinion of the majority seemed to be against the reduction of teachers' salaries. "The salary list," said one Supervisor, "should be the last touched. All fresh economists make the mistake of cutting down salaries first. The school teachers deserve all they receive." At a previous meeting of the Board of Education, one member said that a good machanic got $4 per day, or $24 per week. A smart boy learns his trade in about three years. A school teacher enters school at six years of age and remains there until about eighteen, before he or she is qualified to teach, and then gets $65 per month. He did not believe that a mechanic would wish to reduce a woman's salary under these circumstances. Principals undoubtedly get too much, and there are many special teachers who might be dispensed with.

A candidate for a teacher's position in San Francisco, sent in the other day a remarkable examination paper. She was asked to spell the following words and give their definitions: Vacillation, hieroglyphics, antediluvian, aphorism, bivouac, codicil, hallucination, inveigle, periphery. She spelled and defined them as follows: "Vassilation—the act of being a vassil; hyeroglphics [correct definition]; antedilluvian—the art of loosening down before, as it were; alphorism—a rising beforehand; bivouac [was unable to define]; codlisel—relating to a code, law or rule; hallusination—a strange loosening or separation, as it were; invegle—somewhat strange; unnatural." Several others who were examined spelled and defined some of the words as follows: "Superannated—the state of being over-exerted; bivouac—excitement, gayety; coddicle [couldn't define]; perriffery [couldn't define]; hallucination—act of rejoicing or blessing; bivouac—American bush-fighting." One young lady who received 72½ per cent defines hallucination as "the condition of being made clear."

From the beginning of the next October Term at Oxford, women will be able to avail themselves of lectures on all, and more than all, the subjects taught to under-graduates. Examinations will test their acquisitions, and exhibitions—that is to say, prizes—will reward their proficiency. *The London Times* very truly says: "The subjects of the Oxford lectures for women are, at least, more capable in themselves of being made instruments for cultivating the mind than the ordinary subjects of a boarding-school education. But even if they will miss their aim unless the instructors repress the modern tendency of University education in general to prefer the collection of facts to the faculty of drawing conclusions. The mental gift which has been least of all fostered in women by the education they usually undergo is the power of attention. It might have been supposed that some danger to the State or morality lurked in the concentration of women's minds on one point at a time. Little fragments, first of one subject and then of another, have been industriously doled out to them by their teachers, as if to guard against some overwhelming propensity of the feminine intellect to pursue the clew of a subject. Logic and mathematics and Greek fortunately cannot be so learned."

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Steamboat Thomas Cornell will make her first trip from New-York Saturday, April 12th inst.

BRIDGEPORT, and all points on Housatonic and Naugatuck Railroads. Fare, $1. Steamer Bridgeport leaves Catharine-slip daily (Sundays excepted) at 11:30 a. m., and Bridgeport at 11 p. m.

BALTIMORE AND OHIO RAILROAD.—Leave New-York from foot of Destrosses and Cortlandt-sts.
6:20 a. m. for Washington, Columbus, Cincinnati, Indianapolis, Chicago and the West, Richmond, Charleston and the South. Pullman cars from Baltimore to Newark, Ohio, and Chicago.
1:00 p. m. for Washington and the West. Pullman cars from New-York to Baltimore and Washington, making close connections for Pittsburg, Cincinnati, Indianapolis, Louisville and St. Louis. Through Pullman cars, Baltimore to Cincinnati, St. Louis and Pittsburg.
10:00 p. m. daily, for Washington, the South and West. Pullman sleepers from New-York to Baltimore and Washington, making close connections for Chicago, Cincinnati, Indianapolis, Louisville, St. Louis, Columbus, Pittsburg, the South and Southwest. Through Pullman cars from Baltimore to Cincinnati, connects at Washington with trains for Lynchburg, Florida, New-Orleans and the South.
For the night tickets please call at Company's Office, 315 Broadway, New-York, and at other offices, foot of Courtlandt and Destrosses-sts., and Depot, Jersey City.
ROUND TRIP TICKETS TO KANSAS, NEBRASKA AND FLORIDA.

LEHIGH VALLEY RAILROAD.
ARRANGEMENT OF PASSENGER TRAINS, March 30, 1879. Leave depots foot of Cortlandt and Destrosses-sts.:
1:00 p. m. for Easton, Bethlehem, Allentown, Reading, Mauch Chunk, Hazelton, Mahanoy City, Ashland, Wilkesbarre, Scranton and Tunkhannock.
6:30 p. m., Night Express, daily for Easton, Bethlehem, Allenton, Mauch Chunk, Wilkesbarre, Elmira, Ithaca, Geneva, Auburn, Rochester, Buffalo, Niagara Falls and the West. Pullman sleeping coaches attached.
ROBT SAYRE, Sup't. and Engr.
General Eastern Office, corner Church and Cortlandt-sts.
CHAS H. CUMMINGS, Agent.

Steamboats and Railroads.

ALBANY BOATS—PEOPLE'S LINE, DREW and DEAN RICHMOND leave Pier No. 41 North River, foot of Canal-st., every week day, 6 p. m., connecting at Albany (Sunday morning excepted) with trains North, West and East. Staterooms warmed by steam.
Excursion to Albany and return, good 30 days, $2.
W. W. EVERETT, President.

CENTRAL RAILROAD OF NEW-JERSEY.
Ferry station in New-York, foot of Liberty-st.
Ferry Station in Brooklyn, foot of Fulton-st.
Commencing Nov. 25, 1878—Trains leave New-York, foot of Liberty-st., as follows:
6:30 a. m.—For Flemington, Easton, Belvidere, Manch Chunk, Tamaqua, Wilkesbarre, Elmira, &c. Connects at Junction with D. L. and W. R. R.
8:40 a. m.—For Rich Bridge Branch, Schooley's Mountain, Budd's Lake, and Lake Hopatcong, Easton, Harrisburg, Manch Chunk, Tamaqua, Hazelton, Wilkesbarre, Scranton, Williamsport, &c.
10:30 a. m. and 4:30 p. m.—For Somerville and Flemington.
1 p. m.—For Flemington, Easton, Manch Chunk, Tamaqua, Wilkesbarre, Scranton, Tunkhannock, Tamaqua, Hazelton, Reading, Pottsville, Harrisburg, &c.
4 p. m.—For High Bridge Branch, Schooley's Mountain, Budd's Lake and Lake Hopatcong, Easton, Belvidere and Manch Chunk. Connects at Junction with D. L. and W. R. R.
5:30 p. m. daily.—For Easton, Allentown and Harrisburg.
7:45 p. m.—For Easton, Belvidere and Delaware.
For trains to local points see time tables at stations.
SUNDAY TRAINS—Leave at 9 a. m., 12 p. m. for Round Brook and intermediate points, and at 5:30 p. m. for Easton, Reading and Harrisburg.
Boats of the "Brooklyn and Erie Annex" make connection at Jersey City station, to and from Brooklyn and Erie Depot, Jersey City.

NEW-YORK and LONG BRANCH DIVISION.
Trains leave for Red Bank, Long Branch, Ocean Grove, &c., at 8:15, 11:45 a. m., 4, 5:15 p. m.
Stages connect at Matawan Station to and from KEYPORT.

FREEHOLD and NEW-YORK RAILWAY connections. Leave foot of Liberty-st., for Freehold at 8:15, 11:45 a. m., 4, 5:15 p. m.

NEW-YORK and PHILADELPHIA NEW LINE.
BOUND BROOK ROUTE
FOR TRENTON AND PHILADELPHIA.
EXPRESS TRAIN TIME TWO HOURS.
Leave New-York, foot of Liberty-st., for Trenton and Philadelphia at 6:30, 8, 9, 11:00 a. m., 1:30, 4, 5:30, 12 p. m.
Leave Philadelphia from station North Pennsylvania Railroad, Third and Berks-st., at 6:45, way, 7:45, 9:30, 11:30 a. m., 1:45, 3:30, 5:30, 12 p. m.
Leave Trenton for New-York at 1:20, except Monday, 6:45, 8:15, 10:20 a. m., 12:15, 2:25, 4:12, 6:15 p. m.
Pullman Drawing-room cars are attached to the 9:00 a. m., 4 p. m., trains from New-York; to the 7:45 a. m., 1:45 p. m., trains from Philadelphia.
SUNDAY TRAINS—Leave New-York and Philadelphia at 9 a. m., 5:30, 12 p. m. Leave New-York for Trenton at 9 a. m., 6:10 p. m. Leave Trenton at 1:20, 6:50 a. m., 6:10 p. m.
Connection is made at Jersey City Station by ferry to and from Brooklyn and "Erie" Depot, Jersey City.
Tickets for sale at foot of Liberty-st., Nos. 526 and 944 Broadway, at the principal hotels, all offices of the Erie Railway in New-York and Brooklyn, and at No. 4 Court-st., Brooklyn. Baggage checked from residence to destination.
H. P. BALDWIN, Gen. Pass. Agent.

FOR NEW-HAVEN, its surroundings and all stations on the New-York, Boston and Air Line, Derby and North Hampton Railroads direct—Steamers JOHN H. STARIN and KRASTUS CORNING leave Pier 18, N. R., foot of Courtlandt-st., at 9 p. m. every night in the week except Saturday, arrive in New-Haven in time for all morning trains on all railroads; best facilities for passengers and freight; fare, $1; excursion, $1 50. Starin's New-Haven Transportation Line
JOHN H. STARIN, Proprietor.

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

NEW-JERSEY SOUTHERN RAILROAD LINE.
Commencing March 17, 1879. Leave New-York, foot of Liberty-st. (N. R.) R. R. of N. J.) for
Highlands and Toms River, 8:15, 11:15 a. m.; 4:00 p. m.
Vineland, Bridgeton and Atlantic City, 11:15 a. m.
Waretown, 8:15 a. m.; 4:00 p. m.
Barnegat and Tuckerton, 4:00 p. m.
Philadelphia and Mt. Holly, 11:15 a. m.; 4:00 p. m.
From Pier 8, R. R. of N. J.
4:00 p. m. for Highlands, Long Branch and Eatontown.
WM. S. SNEDEN, General Manager.

NEW-YORK CENTRAL and HUDSON RIVER RAILROAD.—Commencing December 30, 1878, through trains will leave Grand Central Depot:
8:30 a. m., Western and Northern Express, with drawing-room cars to Albany to Rochester, and from Albany to Montreal, via Saratoga.
10:00 a. m., Chicago and Western Express, with drawing-room cars to Canandaigua, Rochester and Buffalo.
11:00 a. m., Express to Albany and Troy, with connections to Utica and Rutland.
4:00 p. m., Montreal Express, with through sleeping-car, via St. Albans.
6:00 p. m., St. Louis Express, daily, with sleeping cars for St. Louis, running through every day in the week; also sleeping cars for Buffalo, Niagara Falls, Toledo and Detroit, and for Montreal, excepting Sunday night, via Saratoga.
7:30 p. m., Fast Express for Rochester and Corning, via Geneva. Sleeping cars to Geneva and Rochester.
8:30 p. m., Pacific Express, daily, with sleeping cars for Rochester, Niagara Falls, Buffalo, Cleveland, Toledo, Detroit and Chicago; and, excepting Saturday night, to Watertown.
Tickets for sale at Nos. 252 and 413 Broadway, and at Westcott Express Company's offices, Nos. 3 Park-place, 785 and 942 Broadway, New-York, and 333 Washington-st., Brooklyn. G. B. MEEKER, General Passenger Agent.

PENNSYLVANIA RAILROAD—Great Trunk Line and United States Mail Route.—On and after April 7, 1879, trains leave New-York, via Desbrosses and Cortlandt