LITERARY NOTES.

A work on "The Philosophy of Handwriting," by Don Felix di Salamanca, and which recently appeared in London, finds in Lord Beaconsfield's writing signs of "flashiness," in Carlyle's "originality and causticity," and in Mr. Bright's a "straightforward and decided temperament." Rosa Bonheur's hand is "bold and defiant," and Charles Reade's, at the start, "clear, vigorous and apparently legible," but full of difficulties and confusions as one reads further on.

Whitaker's Almanack for 1880, just received by Scribner & Welford, contains many minor changes and new additions. In the earlier portions of the work the alterations and corrections "are very numerous, not a page having been left untouched." An enlarged edition is also printed in which is given in an appendix much matter that is entirely new, a portion of it being articles which do not ordinarily find their way into works of this kind, but which the Editor believed would be found interesting. As usual, this publication is crowded with information of a most useful and convenient kind.

Dr. Moritz Busch in a Liepsic magazine has printed an article on the success of his book on Bismarck which was published last year; that is to say that an article of this kind has appeared in a magazine to which Herr Busch is a chief contributor, and the general belief is that its author is Busch himself. The article is entitled, "The Fate of a Book," and after quoting several pages of opinions from the press of Europe and America on the merits of the book, closes by stating that seven translations of it have already appeared—one in England, two in America, two in France, one in Holland and one in Russia—and that, all in all, about 48,000 copies are in circulation.

The Spectator would like to see Grimm's "glorious collection of nursery legends" with designs by Miss Greenaway's hand. Why, it asks, should there not be an *édition de luxe* of Grimm—"a grown-up people's Grimm, with a full and accurate translation, which we have never had yet, and a store of first-rate pictures!" This is asked by *The Spectator* by way of digression in a long notice of Miss Greenaway's "Under the Window." The gem of Miss Greenaway's collection it thinks is the old-fashioned garden, where the dear little maid Phillis is treating Belinda at tea with plum-cake and strawberries. It finds many points of beauty in the picture. The exaggerated bloom, for instance, upon the boughs of the apple tree—"frouting the window from which Miss Greenaway must have been peeping," is of itself a suggestion of a better land, "where strawberries are larger, cakes plumuder and sweeter, and children prettier and more engaging, if possible, than in this work-a-day world."

The Prince Metternich Memoirs just published in three European capitals, are also well in hand in this city at Charles Scribner's Sons'. Sheets began to arrive three weeks ago, and the two volumes will be out this month. The Napoleon matter in the work will be very remarkable, but there will be much else bearing upon the period from the French Revolution to Waterloo and after. Metternich had much to do with Napoleon and was of those who loved him not. His opinions of the Emperor promise to be of rare interest. Before he became Prime Minister he had had an opportunity to know and see a good deal of Napoleon in France. From 1806 to 1809 he was the Austrian Ambassador to Paris, and the historian Schlosser says that to him indisputably belongs the glory, if it be a glory, of being in some measure a match for Talleyrand. When first introduced at the Tuileries it is related that the Emperor remarked that he was "very young to represent so powerful a monarchy," to which the keen-sighted diplomatist answered, "Your Majesty was not older at Austerlitz."

Edmund W. Gosse writes of August Bournonville, the Danish ballet poet, who recently died at Copenhagen, that the only parallel to be found to him in literary history is partially given in Theophile Gautier, who was extremely anxious to adapt his poetical imagination to pieces for dancing. But there was this difference in their opportunities: Gautier found no access for his dramas to the stage, while Bournonville was able to use his official position for the full benefit of the public. "As a child Bournonville showed signs of inventive talent, and composed a romantic ballet at the age of fourteen. Before his time the ballet had flourished in Denmark, but it afterward fell into decay. Under his direction it achieved "a brilliance and poetical significance exceeding that in every other capital in Europe." He began "a long series of mute dramas, exquisite poems of motion and attitude, the secret of which may be said to have been his invention, and to have died with him. Oehlenschläger and Holberg are the only writers who have exercised an equally powerful and æsthetic influence over the Danish theatre.

New Publications.

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MRS. LOUISA B. CULVER Will receive pupils in painting (landscape, flowers, still life china and decoration), at her studio, "The Bella," No. 48 East 26th-st., corner 4th-ave., beginning October 1.
References: Mr. D. Huntington, Mr. William Hart, Mr. James M. Hart, Mr. A. F. Bellows.

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8:20 a. m. for Washington, Pittsburg, Columbus, Cincinnati, Indianapolis, Chicago and the West, Richmond, Charleston, and the South. Pullman cars from Baltimore to Newark, Ohio, Pittsburg and Chicago.
1 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 and St. Louis.
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.
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CENTRAL RAILROAD OF NEW-JERSEY. Ferry Station in New-York, foot of Liberty-st. Ferry Station in Brooklyn, foot of Fulton-st., Jewell's Wharf. Commencing Oct. 6, 1879.—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.
8:45 a. m.—For High Bridge Branch, Easton, Harrisburg, Manch Chunk, Tamaqua, 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.
4:00 p. m.—For High Bridge Branch, Easton, Belvidere and Manch Chunk.
5:30 p. m., daily.—For Easton, Allentown and Harrisburg.
7:45 p. m.—For Easton.
For trains to local points see time-tables at stations.
SUNDAY TRAINS—Leave at 8:15 a. m., 12 p. m. for Bound Brook and intermediate stations and at 5:30 p. m. for Easton, Allentown, 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. Leave New-York, foot of Liberty-st.; for Perth Amboy, South Amboy, Red Bank, Long Branch, Ocean Grove, &c., 8:15, 11:45 a. m., 1:15, 4, 5:15 p. m.
Stage connection to and from KEYPORT at Matawan Station.
1:15 p. m.—For Toms River, Vineland, all stations to Bay Side AND FOR ATLANTIC CITY.
4:00 p. m.—For Farmingdale, Toms River, Barnegat, Tuckerton R. R. and Philadelphia.

NEW-YORK and PHILADELPHIA NEW LINE. BOUND BROOK ROUTE. FOR TRENTON AND PHILADELPHIA. Leave New-York from station C. R. R. of N. J., foot of Liberty-st.; for Philadelphia.
For station corner Ninth and Green-sts. at 7:45, 9:00, 11:15 a. m., 1:30, 4:00*, 5:30, 7:15, 12 p. m. On Sundays at 8:45 a. m.; 5:30, 12 p. m.
For station corner Third and Berks-sts. at 6:30, 9:00, 11:15 a. m.; 1:30, 3:30, 4:00, 5:30, 7:15, 12 p. m. On Sunday at 8:45 a. m.; 5:30 p. m.
For Trenton, Warren and Tucker-sts., 6:30, 7:45, 9:00, 11:15 a. m.; 1:30, 3:40, 4:00, 5:30, 7:15, 12 p. m. On Sunday 8:45 a. m.; 5:30 p. m.
Returning trains will leave Philadelphia for New-York
From station Broad and Reading Railroad, corner Ninth and Green-sts. at 7:30*, 9:30 a. m.; 12:10, 1:40*, 3:30, 5:40, 7:15, 12 p. m. On Sundays at 8:30 a. m.; 3:30, 12 p. m.
From Third and Berks-sts. at 7:45, 9:30, 11 a. m.; 1:30, 3:25, 5:00, 6:45, 11:15 p. m. On Sundays at 8:25 a. m.; 4:30 p. m.
*Denote Pullman cars attached.
From Trenton, Warren and Tucker-sts.—1:20 (except Monday), 6:40, 8:24, 10:15 a. m.; 1:55, 2:24, 4:15, 4:10, 6:31, 8:05 p. m. On Sunday—1:20, 9:17 a. m., 6:15 p. m.
Connection is made at Jersey City Station by ferry to and from Brooklyn and "Erie Depot" at Jersey City.
Tickets for sale at foot of Liberty-st., Nos. 239, 491, 944, 957 Broadway, at the principal hotels, Nos. 2 and 4 Court-st. and Annex Office, Jewell's Wharf, Brooklyn.
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LEHIGH VALLEY RAILROAD. ARRANGEMENT OF PASSENGER TRAINS, March 30, 1879. Leave depots foot of Cortlandt and Desbrosses-sts.:
1:00 p. m. for Easton, Bethlehem, Allentown, Reading, Manch Chunk, Hazleton, Mahanoy City, Ashland, Wilkesbarre, Scranton and Tunkhannock.
6:30 p. m.—Night Express, daily for Easton, Bethlehem Allenton, Manch Chunk, Wilkesbarre, Elmira, Ithaca, Geneva, Auburn, Rochester, Buffalo, Niagara Falls and the West. Pullman sleeping coaches attached.
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NEW-YORK CENTRAL and HUDSON RIVER RAILROAD.—Commencing Dec. 8, 1879, through trains will leave Grand Central Depot:
6:30 a. m., Western and Northern Express, to Rochester, St. Albans and Montreal, via Saratoga, with drawing room cars.
10:30 a. m., Chicago and Western Express. Drawing-room cars to Canandaigua, Rochester and Buffalo.
11:30 a. m., Express to Albany and Troy, with connections to Utica, Saratoga, Glens Falls and Rutland.
4:00 p. m., Albany and Troy Express.
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, Toledo and Detroit, and for Montreal, excepting Sunday night, via Saratoga.
7:00 p. m., Fast Express for Montreal, Rochester, and Corning, via Geneva. Sleeping cars to Geneva, Rochester, and Montreal, via St. Albans.
8:30 p. m., Pacific Express, daily, with sleeping cars to Syracuse, Rochester, Niagara Falls, Buffalo, Cleveland, Toledo, Detroit and Chicago.
11:00 p. m., Night Express, with sleeping cars to Albany and Troy.
Tickets on sale at Nos. 252 and 413 Broadway, and at Westcott's Express Offices, 3 Park-place, and 785 and 942 Broadway, New-York, and 333 Washington-st., Brooklyn.
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PENNSYLVANIA RAILROAD. GREAT TRUNK LINE AND UNITED STATES MAIL ROUTE. Trains leave New-York, via Desbrosses and Cortlandt Streets Ferries, as follows:
Harrisburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 9 a. m., 8 and 8:30 p.m. daily.
Williamsport, Lock Haven, 9:0 a. m., 8:30 p. m.; Corry and Erie at 8:30 p. m., connecting at Corry for Titusville, Petroleum Centre and the Oil Regions.
Baltimore, Washington and the South. "Limited Washington Express" of Pullman Parlor Cars daily, except Sunday, 10 a. m.; arrive Washington 4:12 p. m. Regular at 4:30 and 8:20 a. m., 1, 4 and 10 p. m. Sunday, 10 p. m.
Express for West Philadelphia, 4:30, 7:30, 8:20, 9:10 (Limited), 11 a. m., 1, 3:30, 4, 4:40, 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 p. m.
Express for Philadelphia via Camden, 7:30 a. m. and 4 p. m., except Sundays.
Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.
Trains arrive: From Pittsburg, 6:05, 10:40 a. m., 10:10 p. m. daily; 9:40 a. m., 6:30 p. m. daily, except Monday. From Williamsport and Baltimore, 6:50 a. m., 2, 3:50, 4:36, 10:10 p. m. Sunday, 6:50 a. m. From Philadelphia, 3:50, 6:05, 6:50, 9:40, 10:40, 11:30 a. m., 2, 3:50, 4:30, 4:50, 6:30, 8:30 and 10:10 p. m. Sunday, 3:50, 6:05, 6:50, 10:40, 11:30 a.m., 6:30, 10:10 p. m.

TO PHILADELPHIA VIA PENNSYLVANIA RAILROAD. THE OLD ESTABLISHED ROUTE AND SHORT LINE BETWEEN NEW-YORK AND PHILADELPHIA. 16 THROUGH TRAINS EACH WAY DAILY; 3 DEPOTS IN PHILADELPHIA, 2 IN NEW-YORK. DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE FASTEST TIME CONSISTENT WITH ABSOLUTE SAFETY.
ON AND AFTER NOVEMBER 10, 1879, Express Trains leave New-York via Desbrosses and Cortlandt Streets Ferries, as follows:
4:30, 7:30, 8:20, 9 (10 Limited), 11 a. m., 1, 3:30, 4, 4:40, 5, 6, 7:30, 8:30, and 10 p. m. Sundays, 4:30 and 9 a. m., 5, 6, 7:30, 8:30 and 10 p. m.
Express Trains leave New-York daily, except Sunday, at 7:20 a. m. and 4 p.m., running through via Trenton and Camden. Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.
Returning trains leave West Philadelphia 12:01, 3:20, 3:45, 7, 7:35, 8, 8:30, and 11 a. m. (Limited Express, 1:30 p. m.) 1:45, 2, 4, 5:30, 7, and 7:35 p. m. On Sunday, 12:01, 3:20, 3:45, 8, 8:30, a. m., 4, 7:35 p. m. Leave Philadelphia via Camden 9 a. m. and 3:50 p. m. daily, except Sunday.
Ticket Offices, 526 and 944 Broadway, Astor House, and foot of Desbrosses and Cortlandt sts., 4 Court-st. and Brooklyn Annex Depot, foot of Fulton-st., Brooklyn; Nos. 116, 116 and 118 Hudson-st., Hoboken; Depot, Jersey City. Emigrant Ticket Office, 8 Battery Place.
The New-York Transfer Company will call for and check baggage from hotels and residences.
FRANK THOMSON, General Manager. L. P. FARMER, General Passenger Agent.

THE ERIE RAILWAY, now known as the NEW-YORK, LAKE ERIE and WESTERN RAILROAD. Arrangement of trains, taking effect D., 1, 1879.
9 a. m. Cincinnati and Chicago Day Express. Drawing-room Coaches to Buffalo and suspension Bridge.
6 p. m. (Daily) Fast St. Louis Express, arriving at Buffalo 8 a. m., connecting with fast trains to the West and Southwest. Pullman's best Drawing-room Sleeping Coaches to Buffalo.
7. p. m. (Daily) Pacific Express for the West. Sleeping Coaches through to 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, 6:45, 8:40, 11:30 a. m.; 3:10, 4:20, 5:20, 6:10, 7:20 p. m., and 12 midnight Saturday nights only. Sundays, 9:15 a. m., 6:30 p. m.
Rutherford and Passaic, 6, 7:50, 10, 10:20 a. m. (the 10:20 a. m. train stops at Rutherford Park only on Sundays), 12 noon, 1:45, 3, 3:40, 4:40, 5, 6, 7:30, 8:30 and 10 p. m. 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30 p. m., and 12 midnight.
Paterson, 6, 6:45, 7:50, 8:40, 10, 10:20, 11:30 a. m., 12 noon, 1:45, 3, 3:10, 3:50, 4:20, 4:40, 5, 5:10, 5:20, 5:30, 6:10, 6:30, 7, 7:30, 8, 10 p. m., and 12 midnight. Sundays, 6, 8:30, 9:15, 10:20 a. m., 1:45, 6:30, 7, p. m., and 12 midnight.
Suffern, 6, 7:50, 10:20 a. m., 1:40, 3:50, 5, 6:10, 7 p. m., 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, 7 p. m., and 12 midnight.
Nyack, 7:20 a. m., 4:30 p. m.
Newburgh and Cornwall, 7:50, 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, 7:50, 9, 10:20 a. m., 3:30, 3:50, 4:30, 7 p. m. Sundays, 6, 8:30, 10:20 a. m., 6:30, 7 p. m.
Middletown, 7:50, 9, 10:20 a. m., 3:50, 4:30, 7 p. m. Sundays, 8:30, 10:20 a. m., 6:30, 7 p. m. The 9 a. m. and 4:30 p. m. train connect with New-York and Oswego Midland Railroad at Maybrook.
Port Jervis, 7:50, 9, 10:20, a. m., 4:30, 6, 7 p. m. Sundays, 8:30, 10:20 a. m., 6, 6:30 and 7 p. m.
NOTE—Boats leave 23d-st. quarter of and quarter after each hour from 5:45 a. m. to 9:45 p. m., and at 10:45 and 11:45 p. m.
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, 401 of 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'r Agt., New-York.

NORTHERN RAILROAD OF NEW-JERSEY. Trains leave for Englewood, Closter, Piermont and Nyack, 7, 8:30, 9:50, a. m., 1, 3, 4, 4:50, 5:30, 6:40, 8:30, 11:30 p. m. Sundays, 9a. m. and 6:30 p. m. The 11:30 p. m. train will leave 30 minutes later Saturday nights.
Nanuet, Spring Valley and Mousey, 7, 9:50 a. m., 4:50 p. m.
JNO. N. ABBOTT, Gen'l Pass'r Agt., New-York.

THE MONEY MARKET.

SALES—GOVERNMENT STOCK DEPARTMENT.

FIRST CALL—10½ O'CLOCK A. M.

U S 6s, Registered 1880
5,000.....102⅜

U S 4½ Reg 91
35,000.....106⅜

THIRD CALL—1½ O'CLOCK P. M.

U S 5s Coupon 1881
203,000.....103⅜

U S 6s Registered 1880
25,000.....bc 102⅜

FOURTH CALL—2½ O'CLOCK P. M.

U S 5s Coupon 1881....10,000.....103⅜

SALES—RAILROAD AND OTHER SECURITIES.

10 A. M.—SALES BEFORE THE CALL.

Erie new 2d Con
5M..87⅛ 10M..87⅛
16M..87¾
Erie new 2d 5's fund
1M..82¼ 1M..82¼
10M..82¼
Den & Rio G 6d 1st
4M..97
Kansas Pacific 6s
Denver div ass
with coup cert
5M..102
Can South'n 1st
14M..89¾
Mo Kan & Tex C A
5M..93½ 5M..93¾
Mo Kan & 1 2d
53..50½ 10M..50¾
110M..50¼ 5M..50⅜
34M..50⅜ 15M..50¼
20M..50½ 5M..50⅜
11M..50⅝ 5M..50
St L & I M 1st Pref
Income
323..82¾
St L I M 2d pref In
20M..70⅜ 5M..70¼
Boston H & E 1st
10M..55⅝ 4M..55½
5M..55¼ 1M..56
Ches & Ohio Cur
15M..3⅛
Ches & Ohio
1st series B
7M..64
Mobile & Ohio 1st
6M..97 153..97
58..98
Mob & Ohio 1st
Deben
8M..65
Chic Western 2d
10M..100
N J Central Adjm't
85M..105⅝

Den & Rio G 1st
500..98
D & Hud Reg 491
33M..106
Caribou Mining Co
600..5
Little Pitts. Min
100..29¾
Boston Water P
100..11⅛
Del & Hudson
100..75⅛ 100..75¼
Western Union
1M..100⅜ 35..100⅞
200..100⅝ 200..100¾
Pacific M-H
100..36⅛ 100..37⅛
200..37 100..37¼
N Y L E & West'n
700..42¼ 1500..42⅜
600..42⅛ 800..42⅛
500..42¼ 300..42⅜
N Y L E & W'n pf
100..68 100..68
Michigan Central
200..89¾ 100..89¼
Lake Shore
100..98⅝ 200..99⅛
100..98⅝ 100..99¼
200..99 100..99⅛
Ches & Ohio Cur
100..90⅛ 100..90½
50..90⅛ 100..90⅝
Cent'l of New-Jer.
200..80⅞ 100..80¾
100..80⅞ 100..81
St. Paul
500..75⅞ 300..76
1M..75⅞
St Paul Pref
200..101¼
Wab St L and Pac
100..43