NEW PUBLICATIONS.

The process of permanent photography has been applied to the illustration of several works suitable for holiday presents, offered in this market by Scribner & Welford. A selection of "Royal Characters from the Works of Sir Walter Scott," prepared by William T. Dobson, is made on an excellent plan, the passages extracted preserving the novelist's own language, and the editor adding in the form of notes whatever may be necessary to render them intelligible without the context. But there is after all little need of such aid. Scott's novels abound in brilliant pages quite fit to stand alone, and Mr. Dobson has made a good choice of them. The photographic copies from the works of standard illustrators of Scott are twelve in number.—A neat and attractive edition of "Robinson Crusoe" is furnished with twelve photographic illustrations from the familiar and favorite pictures by Thomas Stothard.—The designs of the same artist are used in a handsome edition of "Pilgrim's Progress," well printed in large type, with a becoming adherence to the old style in capitals and italics.

A reprint of the late Dr. John Hill Burton's curious and entertaining work, "The Book Hunter," has just been issued by Robert A. Tripple, Philadelphia, in what is called a fac-simile of the original edition, enlarged, however, by an index and a brief memoir of the author. Dr. Burton's book has long been out of print, and scarce, and even the New-York edition, annotated by Richard Grant White, is not to be obtained without some trouble. It is remarkable that a work so interesting should so soon have become hard to get; but perhaps that is the most appropriate fate for a treatise on the troubles and delights of book-hunting. The present edition is set in beautiful type, and printed on ugly pink paper.

The "Life and Times of Frederick Douglass" (Hartford: Park Publishing Company) is a new and enlarged edition of an autobiographical narrative which has had a deserved celebrity for many years, and will doubtless long continue to be read. Mr. Douglass has now brought the story of his life down to the present time, and Mr. George L. Ruffin has prefixed to it an introduction.

Mr. Thomas Hardy's latest novel, "A Laodicean," which has been read and admired in a periodical, is now issued by Henry Holt & Co. in the Leisure Hour Series, and by Harper & Brothers in the Franklin Square Library. Holt's edition has the Du Maurier illustrations, two of which are given also in Harper's cheaper copies.

A biographical sketch of the distinguished actress, "Genevieve Ward," has been written by Mrs. Zadel Barnes Gustafson, and published by James R. Osgood & Co., in a pretty volume. Miss Ward has had not only a brilliant but a romantic career, and her life is a good subject for a lively book. Mrs. Gustafson writes in a strain of loving admiration which is not unpleasant; but we cannot say that she has made the most skilful use of the ample materials placed in her hands, nor, certainly, has she shown a correct judgment as to what ought not to be printed.

"Thomas Corwin: a Sketch," by A. P. Russell (Cincinnati: Robert Clarke & Co.), does not purport to be a biography. It is a brief and unpretending essay, dealing pleasantly with the personal character and habits of its distinguished subject, and describing with some care the peculiarities and effect of his oratory. Anecdotes are interspersed with the sketch; and the little book, if not of permanent value, is at any rate readable.

A "Sketch of Edward Coles, Second Governor of Illinois," by the Hon. E. B. Washburne (Chicago: Jansen, McClurg & Co.), grew out of a request from the Chicago Historical Society for the preparation of a paper on the life and public services of a man who played an important part in the struggle of 1823-'4 to prevent the extension of slavery into Illinois. Mr. Washburne found the subject grow upon his hands, and the paper expanded into a volume, enriched with fac similes of many interesting letters. Governor Coles was a Virginian by birth, and the inheritor of a large number of slaves. He wished to set them free, but as there were difficulties in the way of doing that in Virginia he resolved to emigrate with them to the Territory of Illinois in 1819. The journey was made in wagons across the mountains and in flatboats on the Ohio River, and it was not until they had nearly reached their destination that the negroes were informed that they were free. Many years afterward, in the excitement of the contest to save Illinois for freedom, the pro-slavery party set the law in motion to punish Governor Coles for a technical and unintentional violation of a certain statute respecting manumission, and he was persecuted by a long series of vexatious suits. Mr. Washburne enters into the political history of the period with a minuteness of detail which will be best appreciated in Illinois; but his account of the Governor's career is a valuable contribution to the records of the irrepressible conflict.

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NOTICE

TO

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PROPOSALS will be received at the Contract Office of the Department until 3 p. m. of January 7, 1882, for carrying the Mails of the United States upon the routes, and according to the schedule of arrival and departure specified by the Department, in the State of New-York, from July 1, 1882, to June 30, 1883.

Lists of routes, with schedules of arrivals and departures, instructions to bidders, with forms for contracts and bonds, and all other necessary information will be furnished upon application to the Second Assistant Postmaster-General.

THOMAS L. JAMES,
Postmaster-General.

PROPOSALS FOR SUPPLIES.

TREASURY DEPARTMENT,
BUREAU OF ENGRAVING AND PRINTING, Nov. 4, 1881.
SEALED PROPOSALS will be received at this office until twelve o'clock m., Wednesday, December 7, 1881, for supplies needed by this Bureau during the six months from January 1 to June 30, 1882, of articles in the following classes: Dry Colors, Oils, Chemicals, Typographical Inks, Textiles, Paper, Binders' Materials, Dentine, Grocers' Sundries, Glue and Twine, Hardware, Blank Steel Plates and Rolls, Gas and Steam Fittings, Iron and Brass Castings, Lumber, Horse feed, Ice, Coal and Wood. Blank forms for proposals on articles of any class with information as to qualities, quantities and conditions will be furnished on application to the undersigned.
Proposals on each item will be considered separately and preference given to articles of domestic production or manufacture, conditions of price and quality being equal.
As it is not convenient to store a large supply of goods in the Bureau, orders on the accepted bidders will be made from time to time as the actual needs may be determined and, as a rule, for not less than the quantities specified on the schedules.
Payment will be made in the ordinary course of business within ten days from receipt and approval of the goods.
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7 p. m.—Daily fast line for Washington arrive Cincinnati 8:30 p. m., Chicago 7:50 a. m., and St. Louis 8:30 a. m. B. & O. palace sleepers through to Cincinnati and Chicago. Entire train runs through to St. Louis.
12:00—Midnight daily. Sleepers attached, open for passengers after 10:30 p. m. Arrive at Camden Station, Baltimore, 6:35 a. m., Washington 7:35 a. m. Day Express leaves Baltimore 9:30 a. m. Washington, 10 40 a. m. Sleepers for Cincinnati.
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PASSENGER TRAINS, on and after May 2, 1881, will leave depots, foot of Cortlandt and Desbrosses-sts., at 7:10 a. m., 3:40 p. m. and 12:30 p. m. for Easton, Bethlehem, Allentown, Reading, Mauch Chunk, Wilkesbarre, Towanda, Waverly, Ithaca, Geneva, Lyons, Buffalo and the West. Train at 1 p. m. for Easton, Bethlehem, Allentown, Reading, Mauch Chunk, Wilkesbarre and Pittston. Pullman sleeping coaches attached to 6:30 p. m. train. Trains leaving 7:40 a. m., 1 p. m. and 3:40 p. m. connect for all points in Mahanoy and Hazleton coal regions. F. B. BYINGTON, G. P. A. General Eastern Office, corner Church and Cortlandt-sts.
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Commencing Nov. 7, 1881. Leave New-York:
6:30 a. m.—For Flemington, High Bridge Branch, Easton, Manch Chunk, Tamaqua, Drifton, Scranton, &c.
8:45 a. m.—For Flemington, High Bridge Branch, Easton, Allentown, Reading, Harrisburg, Manch Chunk, Williamsport, Tamaqua, Hazleton, Scranton, &c.
1 p. m.—For Flemington, Easton, Allentown, Reading, Harrisburg, Manch Chunk, Hazleton, Wilkesbarre, &c.
3:45 p. m.—For Easton, Manch Chunk, Tamaqua, Drifton, Hazleton, Wilkesbarre, Scranton, &c.
4:30 p. m.—For High Bridge Branch, Easton, &c.
4:30 p. m.—For Somerville, Flemington, &c.
5:30 p. m.—For Easton, Allentown, Reading, Harrisburg, Manch Chunk, Wilkesbarre, &c.
Sunday trains leave at 8:45 a. m., 12 p. m. for Bound Brook and intermediate stations, at 5:30 p. m. for Easton, Allentown, Harrisburg and the West.
From Newark at 5:45, 6:15 6:45, 7:15, 7:30, 8, 8:15, 8:30, 9, 9:15, 9:45, 10:15, 10:45, 11:15 a. m., 12 m., 12:45, 1:15, 2, 2:30, 3, 3:30, 4, 4:30, 5, 5:15, 5:30, 5:45, 6, 6:15, 6:30, 7, 7:30, 8:15, 9, 9:45, 10:30, 11:15, 12 p. m.
For trains to local points see Time Tables at stations.

N. Y. and LONG BRANCH DIVISION.
Leave at 5, 8:15 a. m. 12 m., 2, 3:30, 4, 5, 6 p. m.
FOR ATLANTIC CITY, through car, 2 p. m.
FOR FREEHOLD at 8:15 a. m., 12 m., 4, 5, 6, p. m. For Keyport at 8:15 a. m., 12 m., 2, 4, 5, 6 p. m.

NEW-JERSEY SOUTHERN RAILWAY.
Via Branchport—For Sandy Hook, 8:15 a. m., 4 p. m. For Highlands, 8:15 a. m., 12 m., 4 p. m. For Monmouth Beach and Seabright, 8:15 a. m., 12 m., 3:30, 4, 5, 6 p. m.
Via Red Bank—8:15 a. m. for Lakewood, Toms River, Barnegat, &c. 2 p. m. for Lakewood, Manchester, Toms River, ATLANTIC CITY and all stations to Bay Side. 4 p. m. for Lakewood, Toms River, Barnegat, &c.

NEW-YORK AND PHILADELPHIA.
BOUND BROOK ROUTE.
For TRENTON and PHILADELPHIA.
Leave New-York from station C. R. R. of N. J.
For Philadelphia, 5:15 and through express, at 7:45, 9:30, 11:15 a. m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. On Sunday at 8:45 a. m., 5:30, 12 p. m. For Third and Berks-sts., at 7:45, 11:15 a. m., 1:30, 4:30, 5:30, 7 p. m. On Sunday at 8:45 p. m.
For Trenton, 7:45, 9:30, 11:15 a. m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. On Sunday 8:45 a. m., 5:30, 12 p. m.
Return trains leave Philadelphia for New-York:
From Stations Phila. and Reading R. R., Ninth and Greenwich-sts., at 7:30, 8:30, 9:30, 11 a. m., 1:15, 3:45, 5:10, 6:45, 12 p. m. On Sunday, at 8:30 a. m., 5:30, 12 p. m.
From Third and Berks-sts., at 5:15, 8:20, 9:15 a. m., 1, 3:25, 6:30, 11:30 p. m. On Sunday at 5:15 a. m., 4:30 p. m.
From Trenton—1:25, 6:30, 8:05, 9:04, 10:09, 11:34 a. m., 1:58, 4:25, 6:24, 7:28 p. m. Sunday 1:25, 9:10 a. m., 6:14 p. m.
PULLMAN PARLOR CARS are attached to day trains, and SLEEPING COACHES to midnight trains from New-York and Philadelphia.
Connection is made at Jersey City Station to and from Brooklyn and Erie Depot, Jersey City.
Tickets for sale at foot of Liberty-st., Nos. 229, 261, 401, 944, 957, 1,323 Broadway, and at the principal hotels. Nos. 2 and 4 Court-sts., and Annex Office, Jewett's Wharf, Brooklyn.
N. Y. Transfer Company will call at hotels for and check baggage from hotel or residence to destination.
JOSEPH S. HARRIS, R. P. BALDWIN,
General Manager. Gen. Pass. Agent.

ERIE RAILWAY, now known as the NEW-YORK, LAKE ERIE AND WESTERN RAILROAD.
Arrangement of trains from Chambers Street Depot.
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 at 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.
7:15 a. m.—Tourist Express for Port Jervis, Monticello, Rutherford and Passaic 6, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45, 3:30, 5:40, 6:10, 6:30, 8, 10:30 p. m., 12 midnight. Sundays, 8, 8:30, 10:20 a. m., 1:45, 6:30, 12 noon, 6:10, 8 p. m.
Paterson, 6, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45, 3, 3:30, 4:30, 5, 5:10, 5:30, 6, 6:10, 6:30, 7, 8, 10:30 p. m., and 12 midnight. Sundays, 8, 8:30, 10:20 a. m., 1:45, 6:30, 12 midnight.
Newark and Paterson via Newark, 6:45, 8:40, 11:30 a. m., 3:10, 4:20, 5:20, 6:10, 7:30 p. m., and 12 midnight, Saturday nights only. Sundays, 9:15 a. m., 3:10, 5:30 p. m.
Suffern, 6, 7:50, 9:30, 10:20 a. m., 1:45, 3:30, 5, 6:10, 7:15, 10:20 p. m., and 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30 p. m., and 12 midnight.
Warwick, 7:30 a. m., 4:30 p. m.
Newburg and Cornwall, 7:30, 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, 7:30, 9, 10:20 a. m., 3:30, 3:50, 4:30, 7, 7:15 p. m. Sundays, 8, 8:30, 10:20 a. m., 6:30, 7 p. m. The 9 a. m. and 4:30 p. m. trains connect with Midland Railroad at Main-st.
Port Jervis, 7:30, 9, 10:20 a. m., 3:30, 4:30, 6, 7, 7:15 p. m. Sundays, 8:30, 10:20 a. m., 6, 6:30 and 7 p. m.
Rates lower 25c. at 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. 261, 401 or 957 Broadway, N. Y., No. 2 Court-st., Brooklyn, or at the Company's Depots.
Emigrant agency, No. 2 Greenwich-st.
Expresses trains from the West arrive in New-York at 7:25 and 11:25 a. m., and 10:10 p. m.
INO. N. ABBOTT, Gen'l Pass'r Agent, New-York.

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave for Englewood Closter, Piermont and Nyack 7, 8:50, 10:00 a. m., 1, 3, 4, 4:50, 5:30, 6:40, 8:30, 11:30 p. m. Sundays, 9 a. m. and 6:45 p. m. The 11:30 p. m. train will leave 30 minutes later Saturday nights.
Nanuet, Spring Valley and Monsey, 7, 8 a. m., 4:50 p. m.
JNO. N. ABBOTT, Gen'l Pass'r Agent, New-York.

FOR BOSTON.—THE LATEST TRAIN with Pullman sleepers via N. Y., N. H. and H. R. R., leaves Grand Central Depot at 11:35 p. m. week days, and 10:30 p. m. Sundays. Get tickets via New-York and New-England Railroad.

FOR BRIDGEPORT and all points on HOUSAT