LITERARY NOTES.

Toru Dutt, the Hindu lady whose poems E. W. Gosse has just edited, died at twenty-one years old, but nevertheless left behind her a novel written in French, a remarkable collection of translations from French into English poetry, and the lately published volume of English ballads founded on Indian heroic legends. She spoke and read four languages—her native speech, Sanscrit, French and English.

Five editions of Froude's "Life of Carlyle" are to be obtained in this city. The Scribners' edition has been followed by two cheap editions, those of the Harpers in the Franklin Square Library, and of J. S. Ogilvie & Co. in their "People's Library." The first last named are now about to bring out the work in the shape of a 12mo bound in cloth, while the Harpers have just published a similar edition at $1. This last volume contains several illustrations—among them one of Mrs. Carlyle, taken in youth, and proving her to have been possessed of much personal grace and prettiness.

M. Octave Uzanne, in his delightful work, "Caprices d'un Bibliophile," makes some charming suggestions as to the binding of books. He advises that books should be clad in rich Oriental fabrics, and adds: "In modern times, binding, which has advanced as a trade, has declined as an art. It knows no precepts, and cannot escape from the sterile and monotonous. Artist-bibliophiles may draw it from the slough, in ordering for their books bindings or half-bindings of fantasy, on which is the stamp of personality and originality. They may employ to this end the delicious remains of past times, and the lovely products of modern industry—the silken fabrics, the fine kid-skins, the exotic leathers, the tissues with arabesque designs, all the chromatic gamut of pale and fine colors that men have not dreamt of putting to such use. A book should be dressed with all the maturity of thought which one employs in serious matters. One ought to be penetrated with this intellectual physiognomy, and dream over its toilet with all the proud vanity, all the science of harmony, that one brings to the toilet of the woman one loves."

Augustus Hare, who penned some time since "Memorials of a Quiet Life," in fact a biography, possibly with the stormy passages suppressed, of his own family, has had the quietness of his own life disturbed by a threatened lawsuit with his his publisher. These gentlemen failed in their dealings with him to give satisfaction, and Mr. Hare sought to relieve his exceerbated feelings by an onslaught in *The Times* against publishers in general. This fulmination brought out no less a personage than John Murray, of Albemarle-st., in vindication of his profession, and then Mr. Hare's publishers intimated that they should prosecute him for libel. Mr. Hare is son of Mr. Francis Hare, Lord Palmerston's particular friend at Harrow [who was the lineal descendant of Bishop Hare, Marlborough's chaplain, and about the only person who ever had any spiritual influence over his termagant Duchess], by a daughter of the fraudulent antipodes-transported banker, Sir John Dean Paul, who half ruined his sister, Mrs. Hare, whilst a fraudulent attorney swallowed what was left. But Mr. Augustus Hare was adopted when a child by the well-to-do widow of one of his father's brothers, who left him a comfortable fortune. He is a bachelor about forty-six, was educated at Harrow and Oxford, and, while of a religious family, has lived a life of "lettered ease," without any suspicion of asceticism. He is a very amusing *raconteur*, coloring highly and effectively.

The thirty-second volume of the American Decisions has appeared, and indicates that the publishers (Bancroft & Co.) are thus far faithfully redeeming their promise; which was to bring out rapidly a comprehensive selection of all cases of general value and authority decided in the courts of the States from earliest times to 1869, from which date the same thing is done by an Albany publication. The series has now reached 1838—a midway date—and is apparently about half completed. It has received, thus far, strong commendation from the profession. An index to the first thirty volumes is soon to appear. The notes are of course an important feature; a majority of the decisions are accompanied by editorial annotations indicating what has been the course of decision in later cases. Some of these are extended, and will be found useful monographs on questions of difficulty in the law. Subjects thus treated in the thirty-second volume are: History of admiralty jurisdiction in this country; Right to turn surplus water upon one's neighbor's land; When may a contract originally invalid be enforced on the ground that the parties have partly performed it? Does a judgment against an executor or administrator bind his sureties? Can one will property to support his children (or other legatees) so that it cannot be taken for their debts? When does a deed or lease imply a covenant for title? Difference between "inhabitancy," "residence" and "citizenship"; When is a carrier of passengers liable for lost baggage, or a carrier of merchandise responsible for its loss? May a judgment be enforced against one defendant when it is invalid against another? Is malicious mischief—such as killing a domestic animal or wantonly destroying property—a crime, where there is no statute to punish it?

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SCYTHIA.....Wednesday, May 24, 10:30 a. m.
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REPUBLIC, Capt. Irving.....Thursday, May 25, 11 a. m.
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FARE ONLY $3 TO BOSTON
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Without exception the most elegant boat on the Sound, and the favorite CITY OF BOSTON,
leave Pier No. 40, North River, foot of Watts-st., next pier above Deshrosses-st. Ferry, daily, except Sundays, at 5 p.m.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing April 23, 1882, through trains will leave Grand Central Depot:
8 a. m., Western and Northern Express to Rochester and Montreal with drawing-room cars.
8:40 a. m., Special Express for Chicago, daily, stopping only at Albany, Syracuse, Rochester, Buffalo, Erie, Cleveland and Toledo.
10:30 a. m., Chicago Express, drawing-room cars to Canandaigua, Rochester and Buffalo.
11 a. m., to Albany and Troy, with connection to Utica, Saratoga, Glens Falls and Rutland.
4 p. m., Accommodation to Albany and Troy.
6 p. m., St. Louis Express, with sleeping cars for St. Louis, running through every day in the week, also Niagara Falls, Buffalo, and Toledo.
6:30 p. m., Express, with sleeping cars to Syracuse and to Auburn Road, also to Montreal, excepting Sunday.
9 p. m., Pacific Express, daily, with sleeping cars for Rochester, Buffalo, Cleveland, Toledo, Detroit and Chicago.
11 p. m., Night Express, with sleeping cars to Albany and Troy.
Tickets on sale at No. 5 Bowling Green, 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. J. M. TOUCEY, Gen. Supt. C. B. MEEKER, Gen. Passenger Agent.

PROVIDENCE LINE.
FOR PROVIDENCE DIRECT.
Connecting with Providence & Worcester RR.
for all POINTS NORTH and EAST, via WORCESTER.
The entirely new and palatial steamer RHODE ISLAND on Mondays, Wednesdays and Fridays, and the favorite steamer MASSACHUSETTS on Tuesdays, Thursdays and Saturdays, will leave
5 p. m. from Pier 29 N. R., foot of Warren-st.
Connections will be made at Providence, via P. & W. RR., for Worcester and all Northern, Eastern and White-Mountain points. Tickets for sale at all principal ticket offices. State-rooms secured at offices of Westcott Express Co., Nos. 207, 381, 397 and 421 Broadway, and at Fifth Avenue and Windsor Hotel ticket offices.
L. W. FILKINS, General Pass. Agent

STONINGTON LINE FOR BOSTON.
CONNECTING WITH ALL POINTS EAST.
FARE $3 to Boston for first-class limited tickets, good only as specified on their face.
Steamers NARRAGANSETT and STONINGTON leave daily (except Sundays) at 5 p. m. from Pier 35, N. R., foot of Jay-st., arriving in Boston at 6 a. m.
Tickets for sale at all principal ticket offices. Staterooms secured at offices of Westcott Express Co., 207, 381, 397 and 421 Broadway and at Fifth Avenue and Windsor Hotel ticket offices. Freights always taken at the lowest rates.
L. W. FILKINS, General Passenger Agent.

STARIN'S
CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
Office, Pier 18, N. R., foot Cortlandt-st.
Consignments of freight forwarded as directed to any part of the world.
UNEQUALLED FACILITIES FOR DISPATCH.
Orders received for delivery of all kinds of freight and merchandise to any part of the city.
SEA AND HARBOR TOWING AND RIVER AND HARBOR LIGHTERAGE.
Freight of every description promptly lightered to any point in the harbor at reasonable rates.
STEAMBOATS, BARGES AND GROVES TO CHARTER FOR EXCURSIONS.
Steamers John H. Starin and Erastus Corning for NEW HAVEN, leave Pier 18 N. R. at 3 p. m. daily. (Saturdays excepted.)
METROPOLIS EXPRESS CO., between New-York and New-Haven. Care and dispatch guaranteed.
Freight for points on D. L. & W. R. R. received at Pier 19.
For New-Haven and points East at Pier 18.
NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamer from Pier 1 N. R., foot Whitehall-st.
CENTRAL SHIPYARD, Communipaw, N.J.—Dry Docks, Machine and Boiler Shops, everything appertaining to the construction and repair of vessels.

Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE.—DREW and ST. JOHN leave pier 41 North River, foot of Canal-st., every WEEK DAY at 6 p. m., connecting at Albany (Sunday morning excepted) with trains north, west and east. Staterooms warmed.
Excursion tickets to Albany and return, good 30 days, $2 50
W. W. EVERETT, President.

BALTIMORE AND OHIO RAILROAD.
MODEL FAST LINE TO THE WEST,
Via Philadelphia, Baltimore and Washington.
On and after Jan. 23, the magnificent Passenger Trains leave from Pennsylvania Railroad Depot, foot of Cortlandt-st. and Desbrosses-st. as follows:
8:30 a. m., except Sundays, Parlor car attached, arrives Washington 5:10 p. m. Night express leaves Washington at 9:47 p. m. daily. Sleepers and day coaches through to Cincinnati and Chicago.
7 p. m. daily. Fast Line arrives Washington 2:25 a. m., Cincinnati 8:30 p. m., Chicago 8:35 a. m., and St. Louis 8:30 a. m. B. & O. palace sleepers and day coaches through to Cincinnati, St. Louis and Chicago.
12 o'clock night daily, arrives at Washington 8:15 a. m. Day Express leaves Washington at 10:40 a. m. daily. Sleepers and day coaches through to Cincinnati.
☞ No other line makes faster time to the West. Trains arrive from the West at 6:50 a. m., 3:50 p. m., and 10:50 p. m. Tickets and sleeping berths secured and baggage called for and checked to destination at company's office, No. 315 Broadway, and at all the offices of the Pennsylvania Railroad Company.

CENTRAL RAILROAD OF NEW-JERSEY.—Station in New-York, foot of Liberty-st. Station in Brooklyn, foot of Fulton-st., Jewell's Wharf.
Commencing Nov. 7, 1881. Leave New-York
6:30 a. m.—For Flemington, High Bridge Branch, Easton, Wind Gap, Mauch Chunk, Tamanend, Tamaqua, Hazleton, Drifton, Scranton, &c.
8:45 a. m.—For Flemington, High Bridge Branch, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Williamsport, Tamaqua, Nanticoke, Scranton, &c.
1 p. m.—For Flemington, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Hazleton, Wilkesbarre &c.
3:45 p. m.—For Easton, Wind Gap, Mauch Chunk, Tamaqua, Drifton, Wilkesbarre, Scranton, &c.
4 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, Mauch Chunk, Wilkesbarre, &c.
Sunday trains leave at 8:45 a. m., 12 p. m., for Round Brook and intermediate stations, at 5:30 p. m. for Easton, Allentown, Harrisburg and the West.
For Newark at 5, 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.
PERTH AMBOY BRANCH.
For Sewaren at 5, 8:15 a. m., 12 m., 4, 6 p. m.
For Perth Amboy at 5, 8:15 a. m., 12 m., 2, 4, 6 p. m.
For Freehold at 8:15 a. m., 12 m., 2, 4, 6 p. m.
For Keyport at 5, 8:15 a. m., 12 m., 2, 4, 6 p. m.

NEW-YORK AND PHILADELPHIA.
BOUND BROOK ROUTE.
For TRENTON and PHILADELPHIA.
Leave New-York from station C. R. R. of N. J.
For Philadelphia, Ninth and Green-sts., at 7:45, 9:30, 11:15 a. m., 1:30, 4, 4:30, 5:30, 7, 11:45 p. m. On Sunday at 8:45 a. m., 5:30, 12 p. m. For Harrisburg and Berks-sts. at 7:45, 11:15 a. m., 1:30, 4:30, 5:30, 7 p. m. On Sunday at 8:45 a. m.
For Trenton, 7:45, 9:30, 11:15 a. m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. On Sunday, 8:15 a. m., 5:30, 12 p. m.
Return trains leave Philadelphia for New-York:
From Trenton and Philadelphia, Reading R. R., Ninth and Green-sts., at 7:30, 8:30, 9:30, 11 a. m., 1:15, 3:45, 5:40, 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. Sunday at 8:15 a. m., 4:30 p. m.
From Trenton—7:25, 6:20, 8:03, 9:04, 10:08, 11:34 a. m., 1:58, 4:25, 6:24, 7:28 p. m. Sunday, 1:25, 9:19 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. 239, 261, 401, 944, 957, 1,323 Broadway, and at the principal hotels. Nos. 2 and 4 Court