NOTES ON BOOKS.

WITH SOME REFERENCE TO ENGLISH PUBLISHERS' PECULIARITIES.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]
LONDON, February 5.

The British reader, though a patient soul, does at times venture on a remonstrance with the Olympian beings who from their inaccessible heights declare to him what he shall and shall not read. The Olympian beings, whom you will readily recognize as British publishers, have declared that he shall, among other things, read advertisements. To make sure of their ordinance being obeyed, they interpolate these advertisements between the pages of other reading matter of which the current magazines are composed. A page of Mr. Herbert Spencer is followed by a page of eulogy upon a particular soap, and when the virtues of the soap have been sufficiently dwelt on Mr. Herbert Spencer is allowed to resume his discourse. This would not seem to conduce to clearness of ideas or serenity of mind in the reader, but on the publishing Olympus that is not thought important. One or two of these much enduring readers have lately published in the daily press their protests against this custom; which is an increasing custom. Something is said, also, against the practice of printing the table of contents of the magazine on the back of an advertising sheet.

The way in which these complaints are met by the publishers is instructive to the non-publishing mind. An answer which may be taken as official appears in an organ of the trade. These advertisements "pay," and the more odious they are, the more intrusive and impudently out of place they are, the better they pay. The advertisement contractor, remarks the organ, would probably explain that a page on the back of the "contents" fetches an extra price, "so that in effect the *whole* question is reduced to *purely* commercial considerations." The frankness is refreshing—no hypocritical homage from vice to virtue, in this case. The complaint is that literature is degraded, and the reader insulted. The publisher's response is that he makes a profit by degrading literature and insulting the reader, and no complaint can be listened to. The "whole" question is "purely commercial." He might make a higher profit by printing the advertisement, not between two pages, but between two paragraphs on the same page. If the question is purely a commercial one, why should he not? He might advertise a brothel? Why, again, should he not, since the pay would be high and the whole question purely commercial? When the publisher has once put decency and morality on one side, and announced the principle that he will do anything for money, where will he stop? The only way to make him stop is to make him see that he would lose more than he would gain. This is perhaps a point at which even such minor considerations as morality and decency might begin to have a commercial value.

The publishing mind offers, in the same periodical, other interesting and illustrative remarks apropos of that "Company of Authors" which has lately been set going in England. The object of this company is to improve the relations between authors and publishers; and this it proposes to do by advising authors of their rights, and warning them against signing one-sided contracts. The publisher responds that there is absolutely no necessity for such intervention. From his own point of view there certainly is not. "A good understanding," he cries, "does already exist between the two classes in the great majority of cases and does not therefore need to be created." This is what the slaveholders used to say when the moral argument against slavery was urged. Slaves kindly treated, cruelty the exception, and so on. I must beg the publisher to pardon me if my comparison seem to him offensive. It is not meant to be offensive, but the cases are analogous.

The publisher, it cannot be too often repeated, is a man of business; the author, as a rule, is not. The publisher has set up certain customs in his business which are not to the author's advantage, and of which he does not always think it necessary to apprise the author. Let us suppose, for example, that it is his custom to render accounts to the author half-yearly, and to pay the account, should there by chance be a balance to the author's credit, the next half-year. The author is kept out of his money six months at least, often longer. Books sold in January are accounted for in July, and the author's royalty paid in the January following. Contracts are drawn, as a rule, by the publisher, or by his solicitor; not by the author. We saw in the case of Mr. Clark Russell that Messrs. Sampson Low, Marston & Co. thought it right to obtain his signature to an instrument by which he supposed himself to be selling one thing and they understood themselves to be buying another and more valuable thing. What publisher again, or how many publishers, render to the author accounts in such a form that the facts about his book can be ascertained from it? How many authors look at the stock ledgers of the publishers? How many have any real knowledge whether the number returned as sold is the real number? This last is a strong question. I neither say nor suggest that publishers as a rule render false accounts of the actual sales. But in an arrangement for publishing on what is called the half profits system, does the publisher or does he not tell the whole truth, and give his author the benefit, for example, of discounts? Does he pay one price for printing and paper, and charge another price to the author? Does he pay one price for advertisements, and charge the author a higher price? Does he exact, whether openly or secretly, an undue proportion of the profits? Is the young inexperienced author able to deal on even terms with the experienced publisher?

If any of these questions can be answered in a sense unfavorable to the author's interests, is there not good reason why authors should form a company to protect their interests? The majority of publishers may be honorable men, but the existence of even a few black sheep is enough to justify intervention in the author's behalf.

One of the three current English editions of Emerson's works (Macmillan's, 6 vols., crown 8vo), is now completed by the publication of the first volume containing the "Miscellanies," and the promised preface by Mr. John Morley. The loyalty of Boston—perhaps the more fervent because it came late—which revolted from the critical estimate of Emerson by Mr. Matthew Arnold, will not accept Mr. Morley's as an adequate account of Emerson's position and influence. Yet he concludes by declaring that "when all deductions have been made and amply allowed for, Emerson remains among the most persuasive and inspiring of those who by word and example rebuke our despondency purify our sight, awaken us from the deadening slumbers of convention and conformity, exorcise the pestering imps of vanity, and lift men up from low thoughts and sullen words of helplessness and impiety."

"The Works of Alfred Tennyson, Poet Laureate London, Macmillan & Co., 1884"—such is the title of the first edition of Tennyson's poems which sees the light after his elevation to the peerage. The volume is a crown octavo of 640 pages, printed from new and clear type, in rather pale ink, on flexible paper, sufficiently opaque, of a substance which, used in large quantities, would enhance the price of the staple industry of some of the Southern States of America. There is a portrait in steel by Stodart, from a photograph by Margall, in which the rugged face of the original is missed. On the whole, a cheap and good edition, and the completest extant. It does not include "The Cup" or "The Falcon." These two pieces will be published by Messrs. Macmillan for the first time in a separate volume, three weeks hence, and the author of them will be announced as Lord Tennyson.

The abuse of issuing books in parts and by subscription has often been commented on in England, but it survives. Messrs. Cassell tempt the public with a new English dictionary in shilling numbers. A shilling is not a large sum, but how many shillings must be paid for the completed work? That is what Messrs. Cassell omit to state to the confiding purchaser. But it appears from an advertisement addressed to the bookselling trade that the first six divisional volumes will cost three guineas, or $15. How many more sets of six divisional volumes at three guineas the set are to follow, I have no means of knowing.

It may interest the Boston booksellers who are supporting the American market in the matter of English *editions de luxe* to learn that the latest published quotation in England for one of these treasures is a little under $30. If they wish to enlarge their stock, they may have a copy of the Staunton Shakspeare, with upward of 800 illustrations, by Sir John Gilbert, R. A., all printed on real china paper and mounted in the text, complete in fifteen volumes, imperial 8vo, for the sum of exactly £6. This copy is advertised at this price in *The Bookseller* for February 2, 1884. Three times that price was once asked.

A monument is to be erected at Cambridge to Thomas Gray, "the poet of the Elegy in a Country Churchyard," as he is rather superfluously described. This memorial will take the form of a marble bust to be placed in the Hall of Pembroke College, opposite Chantry's bust of Pitt, and close to the corner where Gray was sitting when his fatal illness seized him. The sculptor will be Mr. Hamo Thornycroft, A. R. A. In addition to this, it is hoped to enlarge the scheme by placing a bronze replica of the bust in the Fitzwilliam Museum. Gray belongs not to Pembroke College only but to the University. Among the subscribers to the fund which is being raised for these purposes are, in addition to many high dignitaries of the University, the Duke of Devonshire, the president of the Royal Academy of Arts, the Bishop of Ely, Mr. Alma Tadema, Mr. Herkomer, Lord Houghton, and other persons of distinction. The sum required is not large, about $1,500, and the sums given by each person are moderate, but I think Mr. Edmund Gosse, who is interesting himself in the matter, would be glad to receive subscriptions from any Americans who care for Gray; as who does not? Letters may be addressed to Mr. Gosse at 29 Delamere Terrace, London, W.

Three English artists have been invited to contribute to the coming International Exhibition in Paris. One of them is Mr. Orchardson, R. A., who has accepted the invitation. The picture which this English artist chooses as likely to be most acceptable to the French public is his "Napoleon on the Bellerophon." The Bellerophon is the ship on which Napoleon surrendered as prisoner-of-war to Captain Maitland. If some American artist will send to an English exhibition a picture of "Cornwallis's Surrender at Yorktown," the era of good taste and international harmony will be well begun.

G. W. S.

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For SCRANTON at 6:45, 9:00 a. m., 3:45 p. m.
For WILKESBARRE and HAZLETON at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sundays at 5:30 p. m.
For DRIFTON at 6:45 a. m., 3:45 p. m.
For TAMAQUA at 6:45, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 12:00 p. m.
For BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 5:30 p. m.
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For FLEMINGTON at 6:45, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays, 1:30 p. m.
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For PLAINFIELD at 6:45, 7:45, 9:00, 9:30, 10:30, 11:15 a. m., 1:00, 1:30, 3:30, 3:45, 4:00, 4:30, 5:00, 5:15, 5:30, 6:00, 6:30, 7:00, 8:00, 9:30, 10:30, 12:00 p. m. SUNDAYS at 8:00, 8:45 a. m., 1:30, 4:00, 5:30, 10:30, 12:00 p. m.
For ELIZABETH at 6:15, 6:45, 7:15, 7:45, 8:00, 8:30, 9:00, 9:30, 10:00, 10:30, 11:15, 11:30 a. m. 12:45, 1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:30, 8:00, 9:45, 9:30, 10:30, 11:30, 12:00 p. m. SUNDAYS at 8:00, 8:45 a. m., 1:30, 4:00, 5:30, 9:00, 12:00 p. m.
For NEWARK at 5:00, 5:45, 6:15, 6:45, 7:15, 7:30, 8:00, 8:15, 8:30, 9:00, 9:15, 9:45, 10:15, 10:45, 11:15 a. m. 12:00 m. 12:45, 1:15, 2:00, 2:30, 3:00, 3:30, 4:00 4:30, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 7:00, 7:30, 8:15, 9:00, 9:45, 10:30, 11:15, 12:00 p m. SUNDAYS at 8:00, 9:15, 10:15 a m, 12:00 m, 1:15, 3:00, 4:00, 5:00, 6:15, 8:00, 9:00, 10:30 p m.
For LONG BRANCH, OCEAN GROVE, &c. (All rail) at 5:00, 8:15 a m, 1:30, 4:00, 6:00 p m. SUNDAYS (except Ocean Grove) at 4:00, 10:45 a m.
For FREEHOLD—At 5, 9:15 a. m., 1:30, 4, 5 p. m.
For LAKEWOOD, TOMS RIVER and BARNEGAT at 8:15 a. m., 1:30, 4:30 p. m. with through parlor cars on 4:30 p. m. train.
For VINELAND and BRIDGETON at 1:30 p. m.
NEW-JERSEY SOUTHERN DIVISION.
From Pier No. 8, North River, via Sandy Hook.
For LONG BRANCH, EATONTOWN, etc., at 4 p. m.
Tickets can be procured at foot Liberty-st., Pier No. 8 North River 21, 102, 207, 257-261, 271, 419, 721, 944, 1,217, and 1,328 Broadway; 737 and 949 6th-ave.; 1 Rivington-st.; 10 Greenwich-st.; 208 East 125th-st., and principal Hotels in New-York City. In Brooklyn at Nos. 4 Court-st.; 118 Broadway; 730 and 838 Fulton-st.; 210 Manhattan-ave.; 7 De Kalb-ave.; 189½ Atlantic-ave. In Hoboken, 254 Washington-st., N. Y. Transfer Company will call for and check baggage from hotels or residence to destination.
C. G. HANCOCK, General Passenger and Ticket Agent, Philadelphia.
I. E. WOOTEN, General Manager.
H. P. BALDWIN, General Eastern Passenger Agent, 119 Liberty-st., N. Y.

Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD.
MODEL FAST LINE TO THE WEST.
Via Philadelphia, Baltimore and Washington.
Trains leave from Pennsylvania R. R. Depot:
3 p. m., except Sunday, for Washington and all points West.
7 p. m., DAILY FAST EXPRESS, through sleeping coaches to Chicago, Cincinnati, St. Louis. Connects for all points West.
12, MIDNIGHT, daily, for Washington and all points West.
For Time-Tables, Tickets, Sleeping Berths and Baggage apply at Company's office, 315, and 21 Broadway; 4 Court-st., Brooklyn; Pennsylvania Railroad.

FOR NEW-HAVEN.—Steamers leave Peck Slip at 3 p. m. and 11 p. m. (Sundays excepted.) 11 p. m. steamer arrives in time for early trains North and East.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing Nov. 18, 1883, through trains will leave Grand Central Depot.
8 a. m., Western New-York and Northern Express, with drawing-room cars.
*8:40 a. m., Fast Limited Chicago Express, with dining cars, stopping at Albany, Utica, Syracuse, Rochester, Buffalo, Erie, Cleveland and Toledo, arriving at Chicago 10:11 a. m. next day.
10:30 a. m., Chicago Express, drawing-room cars to Canandaigua, Rochester and Buffalo, connects for Oswego.
11 a. m., Western New-York and Northern Express, with drawing-room cars.
3:30 p.m., Albany, Troy and Utica Express, drawing-room cars
*4 p. m., Accommodation to Albany and Troy.
*4 p. m., St. Louis Express, with sleeping cars for Niagara Falls, Buffalo, Cincinnati (except Saturday), Toledo, Detroit, and St. Louis.
6:30 p. m., Express, with sleeping cars to Syracuse and to Auburn road; also to Montreal.
*9 p. m., Pacific Express, with sleeping cars for Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago, St. Louis, Oswego; also Lowville (except Saturday).
11 p. m., Night Express, with sleeping cars to Albany and Troy. Connects with the morning trains for the West and North (except Saturday night).
Tickets on sale at Grand Central Depot, No. 5 Bowling Green, 252 and 405 Broadway, and at Westcott's Express Offices, 3 Park-place, and 785 and 942 Broadway, New-York, and 333 Washington and 864 Fulton sts., Brooklyn, and 79 Fourth-st., Williamsburg.
Accommodations in drawing-room and sleeping cars can be procured at any of the ticket offices in New-York City.
Baggage called for and checked from residence.
*These trains run daily. All others daily except Sunday.
J. M. TOUCEY, General Superintendent. C. E. MEEKER, General Passenger Agent.

NEW-YORK AND LONG BRANCH RR.
Stations in New-York { Pennsylvania RR., foot Cortlandt-st. and Desbrosses-st. / Phila. & Read. R'y foot Liberty-st.
LEAVE NEW-YORK, commencing Nov. 18, 1883.
For South Amboy, via Phila. & Reading R.R., 5, 8:15, 11:00 a.m., 1:30, 4, 5, 6 p. m. Sundays, 4:00, 10:45 a. m. via Penn RR 9:00 a. m. 12 m. 3:10, 5 p. m. Sunday 9 a. m. 5 p. m.
For Matawan, &c., via Phila. & Reading RR., 5:00, 8:15, 11 a. m., 1:30, 4:00, 4:30, 5:00, 6 p. m. Sundays, 4:00, 10:45 a. m. via Penn RR. 9 a. m. 12 m. 3:10, 5 p. m. Sundays, 9 a. m. 5 p. m.
For Red Bank, Long Branch, Ocean Grove, Asbury Park, Sea Girt, Point Pleasant, &c., via Philadelphia and Reading RR., 5:00, 8:15 a. m., 1:30, 4:00, 6:00 p. m. Sundays (not stopping at Ocean Grove or Asbury Park), 4:00, 10:45 a. m. via Pennsylvania RR., 9 a. m. 12 m. 3:10, 5 p. m. Sundays (not stopping at Ocean Grove or Asbury Park), 9 a. m., 5 p. m.
For Freehold, via Philadelphia and Reading RR., 5, 8:15, 11 a. m., 1:30, 4:00, 5 p. m. For Keyport, via Philadelphia and Reading RR., 5:00, 8:15, 11 a. m., 1:30, 4:30, 5:30 6 p. m. For Lakewood, Toms River, and Barnegat at 8:15 a. m. 1:30, 4:30 p. m. For Vineland, Bridgeton, Atlantic City, &c., 1:30 p. m.
C. G. HANCOCK, J. R. WOOD, H. H. NIEMAN, G. P. & T. A., P. & R. RR. G. P. A. P. RR. Act'g Supt.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
Office Pier 18, N. R., foot of 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.
Steamer JOHN H. STARIN for NEW HAVEN, leaves Pier 18, N. R., foot of Cortlandt-st., at 2 p. m. daily. [SUNDAYS excepted.]
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 Steamers from Pier 1, E. R., foot of Whitehall-st.
CENTRAL SHIPYARD, Communipaw, N. J.—Dry Docks, Machine and Boiler Shops. Everything appertaining to the construction and repair of vessels.

THE ERIE RAILWAY, better known as the NEW-YORK, LAKE ERIE AND WESTERN RAILROAD.
Arrangements of trains from Chambers-st. Depot.
9 a m—Daily except Sundays. Day Express, drawing room coaches to Binghamton, Elmira and Buffalo. Sleeping coaches to Cleveland, Cincinnati and Chicago.
6 p m. daily, "St. Louis Limited" Express.—No extra charge for fast time—Pullman Sleeping Coaches to Buffalo, arriving 7:25 a m; Niagara Falls, 9 a m; Salamanca 7:05 a m; Cleveland 1:40 p m; Cincinnati, 8:20 p m; St. Louis 8:40 a m second day. Connecting trains arrive Detroit 3:10 p m; Toledo 5:20 p m and Indianapolis 11 a m.
8 p m (Daily)—Pacific Express for the West. A Solid Train of Pullman Day and Sleeping Coaches to Binghamton, Elmira, Buffalo, Niagara Falls, Cincinnati and Chicago. Hotel and Buffet Smoking Coaches to Chicago.
8:15 p m—Emigrant train for the West.
Rutherford and Passaic 6:20 7:20 7:50 9:30 10:20 a m 12 noon 1:15 3 3:50 4:40 5:10 5:30 6:10 6:30 7:30 10:30 p m 12 midnight. Sundays 6 8: