PROFESSOR BOYESEN ON REALISM.

ITS RELATIONS TO AMERICAN WRITERS—STEVENSON'S SUBLIMATED DIME NOVEL.

Chautauqua, N. Y., July 27.—Professor H. H. Boyesen, the Norwegian novelist and critic, in his lectures here has shown himself a zealous advocate of realism in fiction, and makes no secret of his ambition to illustrate it in his own works. His theory of realism, however, while avowedly that of the leaders of his school, varies materially from theirs in several important respects. "My association with Tourgenieff had a good deal to do with forming my inclination," he said, in an interview, "and my subsequent friendship with Mr. Howells has tended to make it permanent. You know I dedicated my first book to Tourgenieff. He wrote me a charming letter accepting the dedication, but said hardly a word about the value of the book. All my other stories were sent to him as they appeared, and at last he told me that, as I was of a romantic temperament, I had far greater chances of popularity than he had. That was rather cold comfort, wasn't it? So I wrote a short story called 'A Dangerous Virtue,' which was intended to be real rather than romantic, and sure enough it won his praise."

"Do you think your work profited by the change?"

"I should be very sorry if I didn't think so. I have no sympathy whatever with the idea that the object of the novel should be merely to amuse. Stevenson's later works, for instance, seem to be a kind of sublimated dime novel, and when I read them I feel ashamed of myself for wasting so much time. Stevenson is a finer kind of Haggard, a man with a most desirable style and a most villanous theory, and Haggard is nothing but the possessor of a colossal imagination run wild. It is true that just now we are experiencing a temporary reaction from realism. At the same time there is a perceptible increase in the number of those enlightened people who seek something more in the novel than idle amusement."

"Does your idea of realism involve an insistence on the commonplace?"

"Not at all. I don't believe that realism means a mere photographic record of all the trivial things of life. I think the realist, as well as the romanticist, must select typical characters and typical incidents, and if he understands his art he will study the relation of values and arrange them to the best advantage on his canvas. I think, moreover, that it is a mistake to exclude the great passions of life from the realistic novel, since no novel can be truly realistic which is not a faithful transcript of reality. A realistic writer, in short, needs imagination as much as anybody. Mere perception alone, or acuteness of observation, will never make a novelist. We have not evolved our complete realistic novel yet; but Mr. Howells's 'Silas Lapham' seems to me to come nearest to it. In that book he takes a perfectly typical character, and makes that character undergo typical experiences in a series of typical conditions."

"Isn't all this directly opposed to Mr. Howells's own idea of what is proper?"

"It doesn't seem so to me. Yet, I can't speak about that, for my affection for the man is so great as to impair the value of my opinion of the author. I think his criticisms are of the greatest importance to American fiction, since he rescued our novelists from the bad habit of simply imitating the old romantic stories of Europe, which could have no possible bearing on our life and civilization. As to our other novelists, I think that Edgar Fawcett's 'Ambitious Woman' is really great art, and that it has been immensely underrated. Miss Murfree overdoes her sunsets, perhaps, but her work as a whole is capital. So is Cable's and Eggleston's, and I think it is a fortunate thing that one phase after another of American life is continually coming forward and chronicling itself in literature. James seems to me to be tedious sometimes in his over-elaboration, and I think that in 'Princess Cassamassima' and 'The Bostonians' he has deliberately caricatured his own manner. At the same time, he is a consummate artist at best."

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Pullman Drawing-room Seats and Sleeping-car Berths reserved at 307 Broadway. J. C. ANDERSON, Gen. Pass. Agt., 18 Exchange Place, N. Y.

BALTIMORE AND OHIO RAILROAD.
Fast Express Trains, via PHILADELPHIA, to BALTIMORE, WASHINGTON, CINCINNATI, ST. LOUIS AND CHICAGO. PULLMAN CAR SERVICE ON ALL TRAINS. Leave NEW-YORK, foot of Liberty-st., as follows: For CHICAGO, 3:15 p. m., 12:00 midnight. For CINCINNATI, ST. LOUIS, 8:30 a. m., 5:00 p. m. For WASHINGTON, BALTIMORE, 8:30 a. m., 11:00 a. m., 1:30 p. m., 2:30 p. m., 3:15 p. m., 5:00 p. m., 12:00 midnight. Sunday, 8:30 a. m., 1:30, 2:30, 3:15, 5:00 p. m., 12:00 midnight.
All trains stop at Chester and Wilmington except 3:15 p. m.
For Tickets and Pullman Car Space call at B. & O. Ticket Offices, 21, 261, 415, 1,140 Broadway, or at Station foot of Liberty-st.
New-York Transfer Company will call for and check baggage from hotel or residence.
J. T. ODELL, General Manager. CHAS. O. SCULL, Gen'l Pass. Agent.

NEW LINE TO
WASHINGTON AND BALTIMORE, VIA CENTRAL R. R. OF NEW-JERSEY, PHILA. AND READING R. R. R. and BALTIMORE AND OHIO R. R.
Solid Trains—No Transfers. No Extra Fare for Fast Time. PULLMAN CAR SERVICE ON ALL TRAINS.
SCHEDULE IN EFFECT MAY 12TH.
Trains leave station Central Railroad of New-Jersey, foot Liberty-st., North River.
For Washington and Baltimore, 8:30 a. m.; 11 a. m.; 1:30, 2:30, 3:15, 5 p. m.; 12 night. Sundays, 8:30 a. m.; 1:30, 2:30, 3:15, 5 p. m.; 12 night.
All trains stop at Chester and Wilmington, except 3:15 p. m.
For Philadelphia at 4, 7:45, 8:30, 9:30, 11 a. m.; 1:30, 2:30, 3:15, 4, 5, 5:30, 7:30 p. m.; 12 night. Sundays, 8:30, 9:30 a. m.; 1:30, 2:30, 3:15, 5, 6:30 p. m.; 12 night.
Tickets and parlor car seats can be procured at 21, 71, 261, 415, 944, 1,140, 1,323 Broadway, 737 6th-ave., 264 West 125th-st., 132 East 125th-st., New-York; 4 Court-st., 366 Fulton-st., 98 Broadway, Brooklyn.
New-York Transfer Company will call for and check baggage from hotel or residence.

NEW-YORK AND LONG BRANCH RAILROAD FOR RED BANK, LONG BRANCH, OCEAN GROVE AND ASBURY PARK, OCEAN BEACH, SPRING LAKE AND POINT PLEASANT.
Time table in effect July 1, 1889. Trains leave New-York, foot Cortlandt and Desbrosses sts., 3:30, 7:10, 9:10 a. m., 12 noon, 2:20, 3:10 (express), 3:40 (express, except Red Bank), 4:20 (express), 5:10, 7:00 p. m. Sundays, 8:00, 9:45 a. m., 5:00 p. m.
From foot of Liberty-st., 4:00, 8:15, 9:30, 11:15 a. m., 1:30, 2:30, 3:30 (express), 4:00, 4:30 (express), 5:30 (express), 6:10 p. m. Sundays, 9:00 a. m., 4:00 p. m.
Sunday trains do not stop at Ocean Grove and Asbury Park.
RUFUS BLODGETT, Superintendent. J. R. WOOD, Gen'l Pass. Agent, Penn. R. R.
H. P. BALDWIN, Gen'l Pass. Agent, C. R. R. of N. J.

PENNSYLVANIA RAILROAD.
THE STANDARD RAILWAY OF AMERICA. PROTECTED THROUGHOUT BY THE INTERLOCKING SWITCH AND BLOCK SIGNAL SYSTEM.
TRAINS FOR THE WEST.
Leave Stations, foot of Desbrosses and Cortlandt sts.:
On and after June 30th, 1889.
9 a. m. The Celebrated New-York and Chicago Limited, the pioneer of this class of the service, composed exclusively of Pullman Vestibule Sleeping, Dining and Smoking Cars, lighted by movable electric lights, daily for Pittsburg, Chicago and Cincinnati.
9 a. m. Fast Line, with Pullman Vestibule Parlor and Sleeping Cars, Dining Car from Philadelphia, daily for Pittsburg, Cincinnati, Cleveland and St. Louis, daily, except Saturday, for Chicago and Toledo.
6:30 p. m. Western Express, with Pullman Vestibule Sleeping Cars and Dining Car daily for Pittsburg, Chicago, Cincinnati and St. Louis, daily, except Saturday, for Cleveland and Toledo.
8 p. m. Pacific Express, with Pullman Vestibule Sleeping Cars, daily for Pittsburg, Chicago and Toledo, daily, except Saturday, for Cleveland.
For Williamsport, Lock Haven, 9:00 a. m., 8:00 p. m.; Corry and Erie at 8:00 a. m., connecting at Corry for Titusville and the Oil Regions.
For Lebanon, 9:00 a. m., 5:00 p. m., and 12:15 night.
For Norristown, Phoenixville, Pottstown and Reading, 8:00, 11:00 a. m., 1:00, 2:00 and 4:30 p. m. Sundays, 6:15 and 10:00 a. m., and 5:00 p. m.
Baltimore and Washington Express leaves Pennsylvania Station, 1,200 Broadway, "Washington Limited Express" of Pullman Parlor Cars daily, except Sunday, 10:00 a. m.; arrive Washington 4:00 p. m., and daily, with Dining Car, at 3:40 p. m.; arrive Washington 9:12 p. m.; regular express, 4:15, 6:20, 8:00 and 9:20 a. m., 1:00, 2:00, 3:30, 4:30 and 9:00 p. m., and 12:15 night. Sunday, 4:00, 6:15 and 9:00 a. m., 3:30, 4:30 and 9:00 p. m., and 12:15 night. For points on Chesapeake and Ohio Railway and Cincinnati, Sleepers, Dining Car, and Coaches through, 3:30 p. m. daily.
For Atlantic City, 1:00 (Through Car) and 2:00 p. m. week-days. For Cape May, 1:00 p. m. week-days.
For Long Branch, Point Pleasant, and intermediate stations, via Rahway and Amboy, 3:30, 7:10, 9:10 a. m., 12:00 noon, 2:20, 3:10, 3:40 special, carries no baggage), 4:20, 5:10 and 7:00 p. m. On Sunday, 8:00, 9:45 a. m. and 5:00 p. m. (do not stop at Asbury Park).
For Old Point and Norfolk, via New-York, Philadelphia and Norfolk Railroad, 8:00 p. m. daily; via Baltimore and Bay Line, 2:00 p. m. week-days.
Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.
FOR PHILADELPHIA, Express Trains leave New-York, via Desbrosses and Cortlandt Streets Ferries, as follows: 4:15, 6:20, 7:20, 8:00, 8:30, 9:0 Chicago Limited, with Dining-Car, and 10 Washington Limited), and 11:00 a. m., 12:20, 1:00, 2:00, 3:00, 3:30, 4:00, 4:30, 5:00, 6:00, 6:30, 8:00 and 9:00 p. m. and 12:15 night. Accommodation, 11:10 a. m., 4:40 and 7:00 p. m. Sundays, Express, 4:00, 6:15, 9:00 (9 Limited) and 10 a. m., 3:30, 4:00, 4:30, 5:00, 6:30, 8:00 and 9:00 p. m., and 12:15 night. Accommodation, 7:00 p. m.
Trains leaving New-York daily, except Sunday, at 8:00, 9 and 11:10 a. m., 1, 2, 4, 5, 8 p. m. and 10 a. m. and 7:00 p. m. on Sundays, connect at Trenton for Camden.
Ticket Offices, Nos. 1, 435, 849 and 944 Broadway, Astor House, and foot of Desbrosses and Cortlandt sts.; 4 Court-st., and Brooklyn Annex Station, foot of Fulton-st., Brooklyn; 72 Hudson-st., Hoboken; Station, Jersey City; Elmira Ticket Office, Castle Garden.
The New-York Transfer Company will call for and check baggage from hotels and residences.
CHAS. E. PUGH, General Manager. J. R. WOOD, General Pass'r Agent.

Financial.

HOCKING VALLEY BONDS

In consequence of recent statements that a default will be made in the interest on the consolidated 5 per cent and the general mortgage 6 per cent bonds of the Columbus, Hocking Valley and Toledo Railway, the undersigned have been requested by holders of about $3,000,000 of these bonds to act as a committee to take such steps as may seem necessary for the protection of the property.

Bondholders are invited to communicate as