NEW BOOKS AND NEW EDITIONS

A handsome reprint of the seventy-first volume of the International Scientific Series has been brought from the presses of D. Appleton & Co. This is the Rev. Thomas R. R. Stebbing's "History of Crustacea," a work in small compass, which is singularly valuable, entertaining and comprehensive. The author deals not only with the facts of his subject, the Malacostraca, but with its literature, the references serving to guide the student into widening and delightful paths of research. The book is full of curious details; we read of the Dromia crab, which strolls along the shore, holding on its back a mangrove leaf or dead valve of a shell to conceal itself from meddling persons; of the crab that, when tickled, becomes so enraged that it nips itself with its own claws, and so commits suicide; and of the hermit crab, which, though usually greedy and pugnacious, has been known to carry his wife about tenderly in her shell and to abstain from food until she had fed. One of the difficulties in the way of the investigating naturalist, Mr. Stebbing records, is the inability of the seafaring person to realize the value of specimens. Upon one occasion near Torquay, he says, a fishing boat drawn up on the beach was swarming with Cirolana cranchii. "As the boatman had often promised to preserve any small marine curiosities met with in his fishing, his attention was called to these creatures crawling in such numbers over his boat. When asked why he had never brought any of the kind to the naturalist, his reply was that they were so common that he could not imagine any one wanting them."

The ideal scholastic anthology of poetry, of prose, or of both, is that which develops the student for study's sake into the reader for reading's sake. Such an anthology is only producible out of the catholic taste of a sensitive editor, and such an editor Mr. A. de Rougemont does not show himself to be in his "Manuel de la Litterature Francaise" (W. R. Jenkins). Of course he has quoted Racine and Moliere, and of course every one of his exemplars bears a name of equal fame in his field, but a little less of "L'Avare" and "Athalie" and a little more of the "Essais" of Montaigne and other literature of that genial cynic's age would have made this text-book of greater value in the schoolrooms for which it is intended. There is no more admirable mode of induction into the "esprit Gaulois" than an acquaintance with Montaigne and Brantome. There is no more interesting phase of literary history in France than that due to the organizing efforts of the Pleiade. The Renaissance, in short, is of the same serious interest in France that it is in the South. Mr. de Rougemont, however, passes over the period with three or four pages, and begins his more extended citations with Descartes. This is justifiable if it is desirable to know the literature of France only after the language had fully entered upon its high estate as an instrument of extraordinary flexibility and precision. But in practically ignoring the sixteenth century it seems to us that the author of this manual has neglected a very essential feature of the scheme of instruction needed in schools. His book has other defects of omission. The group of nineteenth century writers quoted is small enough. It does not include such important stylists as Sainte-Beuve, Flaubert and Gautier. When these points have been disposed of the book remains one of serviceable selections. The notes are also useful, and the questions tabulated for the use of teachers are calculated to exercise profitably the intelligence of the pupil.

G. P. Putnam's Sons bring out a study of the four Gospels by an anonymous author, entitled "The King and the Kingdom." It is an attempt to get at the meaning of the Gospels from the Gospels themselves. The story told by the four Evangelists is related in their own words, except that it is arranged in chronological order, so far as it is possible to do so. Its chief value, indeed, lies in the fact that it constitutes an excellent harmony of the Gospels. The author's principle of interpretation compels him to disregard many of the orthodox views of Gospel teaching on the one hand, and many of the conclusions of the higher critics on the other. For instance, he discards the theory of inspiration, because he does not find that the Evangelists claimed to possess it. "It is the height of presumption," he says, "to assert that any writer possessed a supernatural power of arriving at truth and error, when the writer himself makes no such pretensions." Nevertheless, he accepts their narratives as literally true, even when they involve the miraculous, simply on the ground that they were honest men. This is a position that will strike most people as untenable. However honest the Evangelists may have been, if they told the story of Christ's miraculous birth, for instance, in their capacity as ordinary, fallible men, and of their own volition, it is competent for any one to doubt or disbelieve their story. Doubtless many of the narrators of mediaeval miracles were also honest, but that fact leads no one to believe their wonders. No amount of merely human testimony will prove such a miracle as the incarnation of Jesus. The testimony adduced for it must be divine. But while the author upholds the credibility of Christ's miracles, he does not believe that they prove His supreme divinity. "That idea," he says, "was never in the minds of the first beholders, but was the outcome of later scholastic thought." On the whole, while this study of the Gospels will be unsatisfactory to both the liberals and conservatives, and cannot take rank as a work of original research, it accomplishes the purpose its author had in view. It is a reverent, painstaking and instructive mosaic of the four Gospels, and will be a valuable handbook to students of the Bible who are only familiar with English.

The republication of the Rev. Washington Gladden's "Century" papers on "The Cosmopolis City Club" (The Century Company, New-York) serves a useful public purpose. Americans do not need Mr. Bryce's word for it that the government of cities is inefficient and corrupt, and the one conspicuous failure of the United States. They recognize the evils of municipal government, and have been disheartened by many failures on the part of citizens' movements and non-partisan bodies of amateur or professional reformers to remedy them. This little book is one that will set them to thinking about one of the most vexatious and troublesome problems of public life. It records the transactions of a circle of practical reformers, who began their operations by taking up one branch of municipal administration after another, investigating it in a scientific way and forcing the evils of misgovernment upon public attention. While the Cosmopolis Club is an ideal organization, with imaginary transactions and hypothetical circumstances, many passages of its experience are borrowed from the proceedings of various reform organizations. The core of the matter is the necessity of public enlightenment respecting the methods of municipal government. The club is organized in sections, like a scientific association, for specific branches of inquiry and investigation. It is a compact, working body, which aims to bring out the facts about misgovernment, and to appeal to public intelligence and morality to support radical reforms. The author does not profess to have discovered a panacea for the bad government of towns. This, indeed, would be a vain pretension, for the charter of Brooklyn is grounded upon the same fundamental principles which are embodied in his reform charter of Cosmopolis. He could write a sequel to his work recounting the relapse of the town into bad government under the reform charter, and it would be the actual experience of Brooklyn since the retirement of Mayor Low. He has not yet touched bottom in his study of municipal reform, but he has produced a useful series of essays calculated to open the eyes of lethargic citizens.

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THE ONLY FIREPROOF HOTEL NEAR THE FAIR,
and only three stories high. Madison-ave. and 60th-st. (Midway Plaisance), opposite Madison-ave. entrance to the World's Fair. European plan. Excellent cafe.
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Take Illinois Central World's Fair express train at Van Buren-st. to 60th-st., then two blocks west.

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FAIR REMAINS OPEN DURING NOVEMBER.
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Facing Midway Plaisance, 70 feet from Exposition entrance. One-half block from N. Y. Michigan Central 60th St. Station. Location unequalled. Permanent hotel, 400 rooms. European plan. One hundred suites with private bath. Moderate prices. Write or wire.
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VIA
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WORLD'S COLUMBIAN EXPOSITION.
Only $18 to Chicago and Return
SATURDAY, OCTOBER 21.

Assured Features of the Excursion.

First—The train will consist of the company's best standard Pullman finished passenger coaches.

Second—Special coaches will be set apart without extra charge for the use of ladies and families.

Third—An experienced tourist agent will accompany the party to see to their comfort en route, and that they are desirably located in Chicago.

Fourth—ONLY ONE NIGHT ON THE TRAIN.

Fifth—The train which leaves New-York at 9 a. m. and Brooklyn 8:40 a. m., reaching Chicago early the following afternoon, will pass through Susquehanna and Juniata valleys, and over the Allegheny Mountains, affording a view of Horseshoe Curve, Altoona Pass and the Pack Saddle by daylight, and through the coke and natural gas regions in the early evening.

Sixth—Return coupons will be accepted for passage in coaches only on all regular trains except the Pennsylvania Limited and Keystone Express. Tickets will also be good to return in coaches on the latter train on payment of $2 extra fare.

ADVERTISEMENTS AND SUBSCRIPTIONS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICE, No. 1,242 Broadway, 24 door north of Thirty-first-st.; and ADVERTISEMENTS at the following Branch Offices: 234 Eighth-ave., s. e. cor. Twenty-third-st.; 152 Sixth-ave., 157 Fourth-ave., corner Fourteenth-st.; 700 Third-ave., corner Forty-seventh-st.; 1,020 Third-ave., near Sixty-first-st.; 1,768 First-ave.; 106 West Forty-second-st.; 192 Columbus-ave.; 52 Avenue A; 1,323 Third-ave.; 26 West Fourteenth-st.; 257 West Forty-second-st.; 351 Third-ave., 1,338 Third-ave.; 2,051 Third-ave., bet. One-hundred-and-twelfth and One-hundred-and-thirteenth sts.

Excursions.

GRAND EXCURSION
BY
New York Central
TO THE
WORLD'S FAIR
Tuesday, October 24th.
ONLY $20 ROUND TRIP.

As this will probably be the last of the series of half rate excursions by the New-York Central, every effort will be exerted to make it a success, both in point of numbers and character of service.

Special trains, composed of the latest and best vestibuled New-York Central Day Coaches, will leave Grand Central Station at 9:20 A. M., 138th-st. 9:30 A. M., and run through without change, under a fast schedule, making no stops between Albany and Chicago, except for meals.

ONLY ONE NIGHT ON TRAIN.

An experienced Tourist Agent will accompany the party to see to their comfort en route, and that they secure suitable accommodations upon arrival in Chicago.

See the Hudson River and Mohawk Valley in Autumn Garb.

Tickets good returning within ten days by regular trains of the Lake Shore and Michigan Southern Railway, leaving Van Buren Street Station, Chicago, at 7:10 A. M., 3:10 P. M. and 7:45 P. M.

The New York Central has also on sale at all its Offices Excursion Tickets to Chicago and Return at Rate of $32 for the Round Trip, available on Regular Fast Express Trains with Sleeping Cars.

Manhattan Day at The Fair.

Under our Special Arrangements with all Trunk Lines, tickets over every route can be obtained at lowest rates at our offices

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Pullman accommodation at regular rates, on all Trains, by all routes, can also be obtained. Also reliable information regarding HOTELS at Chicago.

Three special parties will leave New-York on October 23, October 30, and November 20, respectively, for the principal resorts of California, the first party spending ONE WEEK AT THE WORLD'S FAIR. Illustrated programmes free on application.

THOS. COOK & SON,
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Railroads.

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RAILROAD.

STATIONS, foot of Desbrosses and Cortlandt Streets.

In Effect October 15th, 1893.

9.00 A. M. COLUMBIAN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago, Cincinnati, and Indianapolis. Arrives Cincinnati 6:35 a. m., Indianapolis 7:55 a. m., Chicago 10 a. m. next day.

9.00 A. M. FAST LINE.—For Pittsburg and Chicago, Parlor and Sleeping Cars.

12.00 NOON. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Sleeping, Dining, Smoking and Observation Cars. Arrives Chicago 12:00 noon.

2.00 P. M. ST. LOUIS AND INDIANAPOLIS AND CHICAGO EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louisville and Ch