FEE JEWS IN ENGLAND.

From the London Athenaum. On a dark December day, three hundred and four years ago, a body of men assembled in the long gallery of Whitehall to discuss the darkest topic on which the wit of Roundhead trooper and Puritan divine had ever been

employed. Cromwell sat in the chair of state. him were the Lord Chief Baron, the Lord Chief Justice Glynn, Lord Mayor Draper, Sheriff Thompson, and a host of preachers-Dr. Owen, Dr. Goodwin, Mr. Cradock, and others, then known to City madams and Whitehall beauties as the most popular preachers of their time. Well-worn Bibles lay before them on the board of green cloth; old monkish chronicles, old Acts of Parliament, old Court records, were also heaped about. The tomes had been searched for evidence; the best lawyers had been employed to state the case, and the Talmudists had been consulted as to facts. The purpose of the meeting was to deduce from the prophetical Scriptures, from the ancient Jewish writings, and from the actual statutes of this realm, the duty of English statesmen, living in a righteous commonwealth, towards the people

The subject had been brought before Cromwell in a striking way. A learned Dutch Jew, ealled Manasseh ben Israel, had come over from Amsterdam to lay the cause of his people before the Council; and the Lord Protector, even in the stress of his great schemes, took up the tale, and summoned his big men of the law and divinity to debate the matter in his own presence.

In those days no Jew could openly live and trade in England. Now and then a Jew came over into the land; came over as a courtly physician, a princely traveller, or a wealthy goldsmith; but in order to evade the law, and deceive the mob, he had to put on a fereign air, and pass as either an Arab, an Italian. or a Portuguese. Spain herself had not whipped the holy race with sharper thongs than the island which once had been their happiest

No one knows when the Jews first came into England. They were here before the Norman Conquest. They were here when Hengist landed. It is probable that they were here before Cosar came. Some writers derive the name of Britain from a Hebrew word: from Barat-anach, tin island, which would be very ingenious if either Barat meant tin, or anach island. When the Romans land, we get on safer ground. One of the edicts of Augustus speaks of the Jews in Britain. One of the Roman bricks dug up in Mark Lane has the story of Samson and the Foxes stamped upon it. Bede mentions the Jews in connection with the great controversy on the tonsure. Eegbert forbade the Saxon Christians to attend Jewish feasts; a fact which implies not only that we had synagogues and ceremonials in England but that a friendly intercourse then existed between the native Christians and the native Jews. In the Crowland Abbey records there is an entry which proves—if the record itself be genuine—that Jews could hold land, and that they were in the habit of endowing monks and nuns with some part of their wealth. The first storm of persecution struck them when the Pagan Danes deflowered the island. Canute was not their friend. Some say he drove them from the country; and this is a legend which the Jews accept as true. It is hardly likely that all were sent away; but those who stayed behind were treated in a new and cruel spirit. The Jews were no longer free.
They lost their right to hold land. They could
no longer appeal to the courts of law. We hear
no more of Christians going into the synagogues, of Hebrews leaving money to the convents. All the springs of charity were sealed. Only under the name of "King's men," and very nearly in the position of slaves, were a few wealthy and useful families permitted to hold their ground. "The Jew, and all that he has, belong to the king," runs the law of Edward the Confessor—a law which was certainly not a dead letter in the succeeding times.

The Jews made very slight progress in England until the Norman baron, with his strong arm and greedy maw, invited the rich traders and tiremen of that race from France. Crowds of Jews now settled in Stamford and in York; afterwards they came to Oxford and In York; afterwards they came to Oxford and London, and during the first golden period of their return they occupied and enriched these cities by art and trade. In London they dwelt in two several places, both of which localities were determined by the fact of Jews being considered as "the King's men"—not as ordinary citizens—free of the ordinary law. One of their quarters lay in the City proper the of their quarters lay in the City proper, the quarter off Cheapside, in which stood the ancient London Palace. This quarter was ancient London Palace. This quarter was called from them the Jewry. They clustered about the old palace, because they were "the King's men," and found their only protection under the palace walls. The second quarter, which lay beyond the city towards the east, was also a royal quarter, being close to the King's Tower, a part of London over which the Mayor and Alderman had only a limited right of sway. Aldermen had only a limited right of sway. When the prince was weak the Jews fied into the Tower, which was sometimes crowded with Jews so closely that pestilence broke out, and scattered both the fugitives and their protectors to the four winds. When the prince was strong, his "men" multiplied in numberswarming backward from the Tower ditch into the district now known as the Minories, and the swamp called Hounds' Ditch. The great merchants of the sacred race dwelt in the City, the poor hucksters and chapmen near the

Tower. Hence the first quarter is called Old Jewry, the second quarter Poor Jewry.

Policy led the earlier Norman kings to befriend this gifted and useful race against the monks and against the mob. Rufus, indeed, was so far attached to them that some writers fancy he had thoughts of becoming a Jew himself. But this is an inference from facts which bear a totally different construction. Rufus resisted any attempt to convert the Jews; and on a notable occasion he called before him certain converts in Rouen, and bade them return to the faith of their fathers; whence it has been inferred that he was in favor of that faith. The truth was, Rufus was in favor of "King's men." Jews were profitable clients, and Rufus had no wish to see their number reduced by conversion, in the reality of which he was not likely to believe. The story told of him shows that the question was one of money. Stephen, a Norman Jew, came to Rufus complaining that his son had quitted the synagogue, and offering the king a purse of sixty silver marks to persuade him back. Rufus took the silver, and sent for the lad. "Sirrah," he oried, "thy father here complaineth that with-out his licence thou art become a Chrisout his licence thou art become a Christian; if this be true, I command thee to return to the religion of thy nation without more ado." "Your Grace," said the young convert, "doth but jest." On which Rufus flushed up in sudden wrath:—"What! thou dunghill knave, should I jest with thee? Get thee hence quickly, and fulfil my commandment, or by St. Luke's face I shall cause thine eyes to be plucked out." The young man would not turn from his new ways, even after such a threat; and when Stephen saw that the king had failed in his promise, he asked for his money back. But Rufus and silver marks were not to be parted. "Why, man," said the king, "I did what I could;"

and on the old fellow saying that he must have | either his son or his silver at the king's hands, Rufue gave him back thirty marks to stop his

mouth. Oxford was in that time almost a Jewish city. The best houses belonged to men of this race, who boarded the English students, and established schools for the study of Hebrew law. Lombard Hall, Moses Hall, and Jacob Hall were centres of learning. A great synagogue was built, and the Jews were popular with studen a andlearned men. Great rabbis lectured on their faith, and two quarters of Oxford were known as the Old Jewry and the New Jewry.

The Jews grew fat, and fat men are incautions. In the reign of Henry the First the monks began to show their teeth; and from this reign downward the Church led the mob to attack the Jews. In the reign of Stephen they were fined and imprisoned; in the reign of Richard the First they were massacred; in the reign of John they were cheated and robbed; and so far forward until the reign of Edward the First, when they were finally expelled the kingdom, under pain of death. Then came a time of silence and exclusion. For three hun-dred years the law of England had no mercy on the Jew. He was an infidel, a cagot, a leper, a thing that could not live upon the English soil. The offenses charged upon the Jews, and held to justify their expulsion from a country in which they had dwelt before the Norman baron and the Saxon yeoman came into the land, were such as to raise a smile in more considerate and more oritical times. They debased the coin, they forestalled the markets, they gibed at images, they poisoned the wells, they strove to convert the Chris-tians, they kidnapped young children, whom they sacrificed as burnt offerings.

One accusation roused the anger of the commons, a second justified suspicion in the nobles. But our sires were far more ignorant and superstitious than unjust. Nine out of every ten men in this kingdom believed that Robert, of St. Edmund's Bury, was killed by the Jews, and that his blood was sprinkled on their altar by the high priest. Our fathers were not singular in these beliefs. No page in the long story of popular delusions is more striking than that which tells of the widelyspread conviction that Jews put men -especially boys and young men-to death to get their blood. This belief was found in Paris and in Seville, in Alexandria and in Damascus, just as it was found in Oxford and in London. Nay, it is still to be found in the South and in the Rast. ■ Many persons in Rome, and yet more in Jerusalem, assure you that the Passover cannot be properly kept unless the cakes are mixed with Christian blood. No Easter ever passes by without quarrels in Zion provoked by this superstition. The Greek and the Armenian cling to their old traditions, and every little fray in the Hely City between Jew and Christian leads to charge and countercharge, which the grave and impartial Turks have to decide according to their written law. A few years ago these questions were raised so often in Palestine, that the Sultan issued a commission of inquiry into the facts alleged and denied, when both sides were heard, the Jewish books were overhauled by mutti, and an imperial decree was issued, of which all pashas and cadis must take note. declaring that the Greek and Armenian allegations were untrue. The higher English kuignts and had nobles other reasons for their hatred of the Jews. Some of these nobles may have really feared—as they cer-tainly said they feared—that the richer Jews would bribe the courtiers over to their faith. Such things were freely said in Italy and Spain. Still more, the Jews were much more "liberal," as it is called, than their sturdy neighbors. Many of the Jews were learned men, and learned men are apt to laugh at things which vulgar folks hold sacred. An Oxford Hebrew mocked St. Frideswide, saying he could cure as many sick persons as the saint herself. The legend runs that mocking Jew went mad and hung himself in his own kitchen-which is perhaps a polite way of telling the tumultuous story of lar ire and priestly vengeance. Some of these learned men were learned in the way to excite suspicion: they were alchemists, sorcerers, and astrologers, professors of Magian art, dealers in charms and amulets, agents of the Seraglio and the Court. But their true

offense was—they were rich.

They were rich, and the world could not forgive them. The fact is, the Jew, who is by nature a shepherd and a wine-grower—a man who delights in the pasture and the garden, and whose national poetry breathes in the tent, the flock, and the watercourse—had been driven by abominable laws from the courses which he loved into the practice of acts which were originally foreign to his race. When a Hebrew could hold land of his own, he was neither a peddler nor a money-lender. He sheared his own sheep, he planted his own olives, he pressed his own grapes, he threshed his own corn. Under that Roman law, which the Church sent into Western Europe, a Jew was forbidden to own land; hence he was driven into trade, which his genius converted into a profitable calling. Most of all, he took to buying and selling money; to lending on interest and security—a vocation for which few men are naturally fit. The Jews are dealers in money, and nearly every man of inflaence in the Plantagenet Court was in their debt.

That was offense enough, and for that offense they were driven into foreign lands. They were driven away from this island with as much cruelty as their brethren afterwards underwent in Spain. The Church put them to the ban, cursed them, plundered them, and drove them forth. For four hundred years that stern decree was held. But a change was coming for the holy race. The Iron Age was almost past; and though the golden prime was yet far off, the wiser spirits were looking for a brighter day. Luther, Cranmer, Calvin, all the great spirts of the Reformation had been the unconscious friends of Israel; and when the sentiment of respect for private judgment in affairs of faith had entered deeply into men's minds, a habit of toleration followed in its wake, of which the Hebrew found his

The Puritans were warm admirers of the They talked Old Testament. They called their sons David and Abner; their daughters Miriam and Hephzebah. They regarded the Commonwealth as a new Israel, and Cromwell as a modern Joshua. Some of the foreign Jews partook of these fancies. They thought the Lord Protector might prove to be their Messias, and they sent a deputation to England to make strict inquiry into Cromwell's pedigree, expecting to find in his ancestry some trace of Hebrew blood. Under his Protectorate they hoped to

come back to their ancient English homes. Cromwell sat in his chair of state, with the open Bible before him, and with a petition from a learned Jew in his hand. It was a very adroit petition, and the writer was a very ingenious man. The petition began, in its queer English, referring to the words of Daniel-"Thou that removest kings and settest up kings"—facts which he hinted were allowed— "to the end the living might know that the Highest hath dominion in mau's kingdom, and giveth the same to whom He pleases." It went on to say that no man becomes a governor of men unless he be first called to that office by God. It then proceeded to show that no ruler of men had ever been stable to his seast of newer who was ever been stable in his seat of power who was

inimical to the holy race; and cited in proof of this strong assertion the case of Pharach, Nebuchadnessar, Autiochus, Epiphanius, and Pompey. The paper went on to say that no country which favored that race had ever failed to flourish, though it retrained from citing the examples of his second proposition. Lastly, it grayed the Lord Protector to repeal the laws passed under the Kings against the Jews, and to permit a synagogue to be built in London.

The author of this petition was Manasseh ben Israel, a Jew of Portuguese descent, then living in Amsterdam-a man of fine culture and unquestionable piety. Ruglish ambassa-dors had been received in the Dutch capital, not only by the Government, but by the churches. Not the least eager to hall the new Commonwealth were the Hebrew merchants, and a grand reception was acoorded to her ministers in the synagogues. Manasseh took advantage of this visit to urge upon Cromwell the recall of his people from their long exile.

Cromwell favored the petition. The Lord Chief Justice and the Lord Chief Baron reported against maintaining the old statute of exclusion. The Lord Mayor and Sheriff declared that the City was willing to receive the Jews as brethren. But the old enemies of the Jews were still strong. The clergy, even the Paritan clergy, could not see their way to such liberal concessions as the lawyers and citizens were prepared to make. divines, a Jew was a man of a stiffnecked race, who had rejected the true Messiah and put the Son of God to a shameful death. Owen, Cradock, and their brethren turned over the leaves of prophecy. Manasseh had very skilfully fallen in with Puritan ways of thought; hinting that the Judgment was at hand, and the day of final reconciliation nigh. Cromwell, struck by this suggestion, urged the divines to adopt a healing policy; but the preachers held to the doctrine that the Jews were a God-abandoned people, unfit for association with Christian men. Cromwell's eloquence was highly praised; and the sub-ject being one which he knew, he probably spoke beyond his usual style; but neither Glynn's law nor Cromwell's eloquence availed in presence of these hot divines. The clergy stood out; and even after Hugh Peters and two other advecates of Manasseh's scheme were added to the conference, the clergy were ob-stinate and powerful enough to defeat Cromwell's plan.

But the Lord Protector was a law unto himself. If a regular act could not be obtained, empowering the Jews to settle in England once sgain, not as "King's men," but as citizens and equals, men with legal rights, he could and would permit them to come in as "Protector's men." In that quality a few of them came back from Amsterdam and Leyden. Under Cromwell, they had no persecution to fear and no exactions to resist. They came back on sufferance only; but they soon established a character in London which made them many friends. In a few years, opinion underwent a change; the clergy lost their power; the old abominable laws were all repealed; and the Jew, who had ventured to come home as a "Protector's man," became a peaceable and prosperous citizen of the realm.

Among the Jews themselves, Cromwell is regarded as the man to whom, under God, they are chiefly indebted for their happy return to a country which had cast them out for 400 years. But Cromwell might never have called that conference in the Long Gallery of Whitehall had he not been urged by Manasseh ben Israel, the pious and able Portuguese Jew; a copy of whose rather scarce petition to his Highness the Lord Pretector has been reprinted at Melbourne in Australia-a city which is more populous than Jerusalem, and which is built on a continent of which Manasseh never heard the name.

North Carolina robbers dig up and transplant to their own use growing apple trees. -Napoleon has sent six splendid vases, from the Imperial manufactory at Sevres, as a present to Isabella.

-John B. Gough intends to rest for a year, and therefore declines to make lecture engage-

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 06, 10, 11, 12 A. M., 1, 2, 34, 35, 4, 5, 54, 6, 64, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 74, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 42, 5, 6, 64, 7, 8, 9, 10, 11 P. M.
ON SUNDAYS.
Leave Philadelphia at 9, 15

Leave Philadelphia at 9.15 A. M., 2, 7, and 1034 Leave Germantown at 8-15 A. M., 1, 6, and 93/4

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 534, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 P. M.
ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2, and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40,5-40, and

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6,714, 9, and 11.05 A. M.,
134, 3, 414, 514, 614, 8.05, and 11.2 P. M.
Leave Norristown at 5.40, 7, 7.50, 9, and 11 A. M.,
114, 3, 414, 514, and 814 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 214 and 714 P. M.
Leave Norristown at 7 A. M., 514 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5½, 6½, 8 05, and 11½ P. M.

Leave Manayunk at 6 10, 7½, 8 20, 9½, and 11½

A. M., 2, 3½, 5, 6½, and 9 P. M. A. M., 2, 31/2, 5, 61/4, and 9 P. M. ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½ and 7½ P. M. Leave Manayunk at 7½ A. M., 6 and 9½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND
SCRANTON.

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sun-MERRS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkbarnock. hannock. 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston,

And Scranton.

At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.

At 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 10-45 A. M. and 11-30

For Lansdale at 6-20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

From Bethlehem at 9:10 A. M., 2:10, 5:25, and 8:30 From Doylestown at 8-35 A. M., 4-55 and 7 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 10-45 A. M. and 3-10

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Maun's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

RAILROAD LINES.

1868. —FOR NEW YORK.—THE CAMDEN AND AND AND TRENTON RAILROAD COMPANIEST LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

At 630 A. M., via Camden and Amboy Accom. 32.26
At 8 A. M., via Camden and Amboy Accom. 32.26
At 2 P. M., via Camden and Amboy Express... 3.00
At 2 P. M., via Camden and Amboy Express... 3.00
At 6 P. M., for Amboy and intermediate stations.
At 6.30 and 8 A. M. and 2.00 P. M. for Freehold.
At 8 and 10 A. M., 2, 5.30, and 4.30 P. M. for Trenton.
At 6.30, 8, and 10 A. M., 1, 2, 3.30, 4.30, 6, and 11.30
P. M. for Bordentown, Burlington, Beverly, and
Delanco.
At 6.30 and 10 A. M. 1, 2, 3.30, 4.30, 6, and 11.30 P.

At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton. The 1 and 11 30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.
At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:15 A. M., and 2:30 and 5 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinomiag, Bridesburg, and Frankford, and 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, At 9:30 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3'25. At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:30, and 12 P. M., for

At 9:30 A. M., 3, 6:30, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankiord.
The 9:30 A. M., 6:30 and 12 P. M. Lines will run
daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD
LINES,

PROM RENSINGTON DEPOT.
At 7:30 A. M. for Niagara Ealls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations.

CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.

PROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1'30, 3'30, and 5'30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1'30 and 3'30 P. M., for Lewistown, Wrightform, Cookstown, Wrightform, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT APRIL

25, 1869.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot.

Sleeping-car Tickets can be had on application

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-

Philadelphia Express, 12 Night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 nighteek.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express 310 A. M.
Philadelphia Express 650 A. M.
Paoli Accommodat'n, 8-20 A. M., 3-40 and 7-20 P. M.
Erie Mail 9:35 A. M.
Fast Line 9:35 A. M.
Parkesburg Train 9:10 A. M.
Lancaster Train 12:30 P. M.
Lancaster Train 12:30 P. M.
Erie Express 42:0 P. M.
Day Express 42:0 P. M.
Southern Express 64:0 P. M.
Harrisburg Accommodation 9:40 P. M.
For further information apply to

Harrisburg Accommodation 940 P. M.
For further information apply to
JOHN F. VANLEER, Jr.. Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Deve

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner unless taken by special contract. owner, unless taken by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1869, Trains will Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-36 P. M., 7-15 and 11-30 P. M.

P. M.
Leave West Chester from Depot, on East Mar, ket street, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 10.10 A. M., 1.55 P. M., 4.50 P. M., and 6.45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12.30 P. M. and 5.45 P. M.
Leave B. C. Junction for Philadelphia at 5.30 A. M.
and 1.45 P. M.
Trainy leaving West Chester at 7.40 A. M. will

and 145 P. M.

Trains leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4-35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS.

Leave Philadelphia for West Chester at 8.00 A.
M. and 2.30 P. M.

Leave Philadelphia for B. C. Junction at 7.15 Leave West Chester for Philadelphia at 7.45 A. M. and 445 P. M. Leave B. C. Junction for Philadelphia at t HENRY WOOD, General Superintendent. 4 105

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Sept. 16, 1868.
TRAINS LEAVE AS FOLLOWS:—
For Cape May and stations below Millville, 3-15
P. M.

P. M.
For Millville, Vineland, and intermediate stations, 8:15 A. M., 3:15 P. M.
For Bridgeton, Salem, and way stations, 8:15 A.
M. and 3:30 P. M. For Woodbury at 8:15 A. M., 3:15, 3:36, and 6:00 P. M.

Freight train leaves Camden daily at 12 o'clock noon.
Freight received at second covered wharf below
Wainut street, daily.
Freight delivered No. 228 South Delaware
avenue.
WILLIAM J. SEWRILL,
Superintendent. RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAITIMORE RAILROAD.—TIME TABLE.—Commencing MONNAY, April 12, 1809.—Trains will
leave Depot corner Broad street and Washington
avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted),
for Baltimore, stepping at all regular stations.
Connecting with helaware Railroad at Wilmington for Crisheld and intermediatestations.

Express Train at 12 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-ds-Grace. Connects at
Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at
Chester, Thurlow, Linwood, Chaymont, Wilmington, Newport, Stanton, Newark, Eikton, NorthKast, Charlestown, Perryville, Havre-de-Grace,
Aberdeen, Perryman's, Edgewood, Magnolia,
Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark,
Elkton, North-East, Perryville, and Havre-deGrace.

Passengers for Fortress Monroe and Norfolk will

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-00 A. M., 2-30, 5-00, and 7-00 P. M. The 5-00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

Stations.
Leave Wilmington 6.45 and 8.10 A. M., 1.30, 4.15, and 7.00 P. M. The 8.10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M., Express; 2-26 P. M., Express; 7-26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:26 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. Company.

H. F. KENNEY, Superintendent. SHIPPING.

LORILLARD'S STEAMSHIP 420 LINE FOR NEW YORK.

Sailing Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES.

Spring rates, commencing March 15.
Sailing Tuesdays, Thursdays, and Saturdays. On and after 15th of March freight by this line will be taken at 12 cents per 100 pounds, 4 cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.

JOHN P. OHL. Pier 19 North Wharves. FOR LIVERPOOL AND QUEENSTOWN. Inman Line of Mail Steamers are appointed to sail as follows:—
City of Antwerp, Saturday, April 24, at 1 P. M. City of Paris, Saturday, May I, at 10 A. M. City of Paris, Saturday, May I, at 10 A. M. City of Cork, via Halifax, Tuesday, May 4, at 12 noon. And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold.
Payable in Currency.
FIRST CABIN.
Stopped STEERAGE.
STEERAGE.
FASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.
FIRST CABIN.
STEERAGE.
Payable in Currency.

47

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.
FIRST CABIN.
Stopped Steemer.
Stopped Steemer.
Stopped Stopped Steemer.
Sto N. B. Extra rates on small packages iron, metals, etc.

CHARLESTON, S. C.

THE SOUTH AND SOUTHWEST FAST FREIGHT LINE,

The Steamships PROMETHEUS, Captain Gray, J. W. EVERMAN, Captain Vance, WILL FORM A REGULAR WEEKLY LINE. The steamship PROMETHEUS will sail on THURS-DAY, April 29, at 4 P. M.

Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest.

Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to E. A. SOUDER & CO., 222 tf DOCH STREET WHARF.

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIO
COMPANY'S MAIL STEAMSHIPS
BREST.
The STATE OF THE STATE The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North river, as fol

PEREIRE Duchesne Saturday, May LAFAYETTE Rousseau Saturday, May 1 ST LAURENT Lemarie Saturday, May 2 VILLE DE PARIS Sarmount Saturday, June 1 PRICE OF PASSAGE

PHILADELPHIA, RICHMOND,
AND NORFOLK STRAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST,
EVERY SATURDAY.
At noon, from FIRST WHARF above MARKET

Street.
THROUGH RATES and THROUGH RECRIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The requisities, safety, and cheaupers of this route com-The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

No charge for commission, drayage, and transfer.

Steamships insured at the lowest rates.

Freight received daily.

No. 14 Northand South WHARVES.

W. P. PORTER, Agent at Riemann and City Point.

T. P. CROWELL & CO., Agents at Nortolk. 615

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the

Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown,
HYDE & TYLER, Agents, at Georgetown; M.
ELDRIDGE & CO., Agents at Alexandria.
615

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL,
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York,
Steamers leave daily from first wharf below Market
street, Philadelphia, and foot of Wall street, New York,
Goods forwarded by all the lines running out of New
York, North, East, and West, free or commission,
Freight received and forwarded on accommodating terms.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia,
JAMES HAND, Agent,
No. 119 WALL Street, New York

NOTICE.—FOR NEW TORK, via Delaware and Raritan Canal, SWIFT-SURE TRANSPORTATION COMPANY, DESPATCH AND SWIFTSURE LINE.

The business by these lines will be resumed on and after the 8th of March. For Freights, which will be taken on accommodating terms, apply to W. M. BAIRD & CO., 12th South Wharves. W. M. BAIRD & CO., No. 132 South Wharves.

THE ADAMS EXPRESS COMPANY, OFFICE No. 3:26 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

JOHN BINGHAM.

AUD FION SALES.

DUNTING, DURBURROW & CO., AUCTIONof Bank street. Successors to Join E. Myen & Co.
LARGE SALE OF CARPETINGS, OHLOLOTHS, CAN.
TON MATTINGS, PTO.

April 20, at 11 o'clock, on four months' credit, about 200
pieces of ingrain, Venetian, list, hemp, cottage, and rage
carpetings, floor oil cloths, mattings, co.

LARGE SALE OF FRENCH AND OTHER BURGPEAN DRY GOODS, RYD.

On Monday Morning.
May 3, at 10 o'clock, on four months' credit.

427 M.

SALE OF 2000 CASES BOOTS, SHORS, TRAVEL LING BAGS, ETC., On Tuesday Morning, May 4. at 10 o'clock, on four months' credit.

M. THOMAS & SONS, NOS. 189 AND 14

Sale No. 1302 N. Sixth street.

HANDSOME FURNITURE, FINE CARPETS, ETO.
On Friday Moraing.
20th instant, at 10 o'clock, at No. 1302 N. Sixth street,
above Thompson street, by catalogue, the entire furniture
of, a family leaving the city; comprains mit elegant walnut
drawing room furniture, covered with blue and gold brocatelle; handsome walnut sitting room furniture, green reps;
handsome walnut dining-room furniture, pedestal diningtable, superior oil walnut chamber suit, ebony finish;
walnut chamber furniture, wardrobes, fine mattresson, fine
china and glassware, floor carpets, and, also, the kitches
utensils.

The furniture has been in use but a short time, and
equal to new.

[438 51]

Sale at No. 309 N. Second street, Camden, N. J. HANDSOME FURNITURE, FINE CARPETS, ETC. On Saturday Morning.

May I, at 11 o'clock, at No. 309 N. Second street, Camden, N. J., by catalogue, the entire furniture, comprising handsome walnut parlor suit; hair cloth, resewood, and walnut chairs, covered with brocatelle and garnet plush; elegant bouquot tables; oak dining-room furniture; extension dining table; china and glassware; walnut hall furniture; superior walnut chamber furniture; wardrobes; feather beds; velvet, Brussels, and ingrain carpets; blinds, kitchen furniture, refrigerator, etc.

4 29 24

Sale Old York road and Chelten avenue.
HORSES, COWS, CARRIAGES, HARNESS, GARDEN
IMPLEMENTS, ETC.

IMPLEMENTS, ETC.

On Saturday.

May 1, at 2 o'clock, on the premises, southwest corner Chelten avenue and Old York road, residence of Henry C. Davis, Esq. (now in Europe); comprising pair superior Vermont mares, Watson carriage, nearly new; Junkert carriage; double and single harness by Lacoy & Phillips, cart and harness, Alderney helfer, red heifer, garden roller, quantity of garden implements, mowing machines, etc. etc.

Also, aleigh in good order.

Particulars in catalogues now ready.

The elegant country seat will be sold at 2 o'clock, previous to sale of stock.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom St.

CHESNUT Street; rear entrance No. 1107 Sansom St.

Sale No. 1110 Chesnut street.

ELEGANT HOUSEHOLD FURNTURE, FINE CAR.
PETS, EIGHT PIANO FORTES, MIRRORS, PLATED WARE, CHINA, CABINET ORGAN, ETC.

On Friday Morning,
At 9 o'clock, at the saction store, No. 1110 Chesnut street, will be soid, a large assortment of first class Household Furniture from families removing, comprising Elegant suits of antique parlor furniture in blue reps, with of curtains and cornices, blue reps; suits of ebony and gilt antique parlor furniture in green reps, made by Allens; elegant rosewood etagere, with French plate glass; antique parlor suits, in plush; library suits, 10 elegant suits of walnut chamber furniture; walnut, oak and painted cottage furniture; sideboards, walnut wardrobes, extension dining tables, centre and bouquet tables, secretaries and bookcases, walnut and oak dining-room and chamber chairs, lounges, spring and hair mattresses, feather bads, Venetian blinds, shades, plated ware, table cutlery, mantel furniture, etc.

CARPETS—Velvet, Brussels, ingrain, and Venetian CARPETS-Velvet, Brussels, ingrain, and Venetian

PIANO FORTES-Also, 8 rosewood and mahogany plane fortes.

Also, one cabinet organ.

Also, one cabinet organ.

BONNET STANDS—Also, about 100 bronze and gilt tands, with marble blocks, suitable for milliners. JAMES HUNT, AUCTIONEER, SOUTHwest corner of FIFTH and SOUTH Streets.
CARD.—Persons relinquishing housekeeping, storekeepers and others desirous of selling their goods at public sale, either at their own place or at the auction store,
will find it greatly to their advantage to call on us. Our
personal attention will be given to all business intrusted
to us. Our charges are the most reasonable; we refer by
permission to hundreds for whom we have sold as to capability and responsibility.

423.12

B SCOTT'S ART GALLERY, No. 1026 OHESNUT

SPECIAL SALE OF BEST QUALITY TRIPLE SILVER-PLATED WARE.

On Friday Morning,
April 30, at 10½ o'clock, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold, without reserve, a full and general assortment of best quality extra triple silver-plated ware, comprising chased and plain tea sets, urns, goblets, castors, salvers, ice pitchers, epergnee, cakebaskets, egg stands, napkin rings, spoons, forks, etc.

Open for examination early on the morning of sale. [16]

C D. McCLEES & CO., AUCTIONEERS, No. 306 MARKET Street.

SALE OF 1500 CASES BOOTS, SHOES, BROGANS.

ETC. ETC.
On Monday Morning,
May 3, at 10 o'clock, including a large line of city-made MARTIN BROTHERS, AUCTIONEERS.—
(Lately Salesmen for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Minor.

BY LIPPINCOTT, SON & CO., AUCTION-KET Street. 246 MAR-BY PANCOAST & LARGE, AUCTIONEERS,

CONSIGNMENTS of American and Imported Dry Goods, Notions, Millinery Goods, and Stocks of Goods olicited.

KEENAN, SON & CO., AUCTIONEERS, NO ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE ANI
BOILER WORKS.—NEAFIE & LEVY,
ENGINEERS, MACHINISTS, BOILER.

AAKERS, BLAUKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low-pressure, Iron Boilers, Water
Tanks, Propellers, etc. etc., respectfully offer their services
to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes are prepared to execute
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds.
Iron and Brass Castings of all descriptions. Roll Turning,
Screw Cutting, and all other work connected with the
above business. above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NKAFIR.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

J. VAUGHN MEERICK. WILLIAM H. MERRICK.

SOUTHWARK FOUNDRY, FIFTH AND

WASHINGTON Streets.

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines for
land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.

oad Stations, etc. Retorts and Gas Machinery of the latest and most im-Retorts and this Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Eugines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

CIRARD TUBE WORKS.

Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA. WORKS,

JOHN H. MURPHY & BROS.

TWENTY-THIRD and FILBERT Streets.
OFFICE, 44 No. 42 North FIFTH Street. STOVES, RANGES, ETO. NOTICE.-THE UNDERSIGNED

NOTICE.—THE UNDERSIGNED

would call the attention of the public to his
would call the attention of the public to his
NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed
as to once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its
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