From the London Spectator. A revolution more strange than any recorded in history has recently been effected in Japan. Since the American Commodore in 1853 first threw open the doors previously closed to all, and gave entrance not to merchants and their goods only, but to ideas of progress, and new hopes and fears as well asinterests, another nation has sprung into existence, and is now preparing to run a race with European States. From a long sleep of isolation and feudalism, with stereotyped laws, and customs from which no one under penalty of death was at liberty to deviate by a hair'sbreadth, they were rudely awakened by the apparition of an American squadron, with a summons to enter the comity of nations, and the alternative of being treated as enemies of the human race. Both the message and the messengers must have come upon the Japanese Daimios with something of the effect of an earthquake strong enough to rouse the Seven Sleepers. To realize their position and feelings one must be able to picture their dream of security -the completeness of their previous isolation, and undisturbed conviction of their power to maintain it against the world. From this to pass in a single night to the knowledge that a squadron was anchored in the Bay of Yeddo menacing the capital, and with an expressed determination on the part of a great Western power to open intercourse with the country, was a transformation far transcending Rip Van Winkle's experience on his return to the waking world. The policy proclaimed by Taiko Sama 250 years before, as the unalterable rule of Japan, had remained until that fatal morning undisturbed and unquestioned. This is what Taiko Sama, the founder of the Tycoon's dynasty, now no more, announced, in a letter addressed in 1591 to the Portuguese Viceroy of Goa, who had dared to propose friendly relations and intersouzse: "Japan is the realm of the Kami, that is of Sin, the beginning of all things, and the good order of the Government depends upon the exact observance of the au-cient laws, of which the Kami are the authors. They cannot be departed from without overturning the subordination which ought to exist of subjects to their sovereign, wives to their husbands, children to their parents, vassals to their lords, and servants to their masters. These laws are necessary to maintain good order within and tranquillity without. The Fathers have come to these islands to teach another religion; but as that of the Kami is too deeply rooted to be eradicated, this new law can only serve to introduce into Japan a diversity of worship very prejudicial to the State. It is on that account that, by an Imperial edict, I have forbidden these strange doctors to continue to preach their doctrine. I have even ordered them to leave Japan, and I am determined not to allow anybody to come thither to retail new opinions. But the year 1853 brought an American

Commodore for a plenipotentiary-"backed by such a naval force as would secure him a respectful hearing," with instructions "to show a resolution not to take 'no' for an answer"-and the result was the reluctant and oft-repented reversal of the traditionary policy of isolation-soon to be followed by the opening of its ports to trade, under the pressure of English, French, and Russian negotiators, following in the track of the

United States.

Not twenty years have yet passed, and in that period, short as it is in the life of a nation, the Japanese have cleared at a bound the space of centuries which intervened in Europe between feudalism and modern institutions. The mayors of the palace, with . their dual government, spiritual and temporal, feudal and military, have all disappeared, and in their place there reigns a Kami-descended sovereign still, but with all the most approved constitutional forms and checks on despotic rule. The princely feudatories have merged into a deliberative House of Peers, renouncing all their feudal privileges; and, to complete the revolution of ideas, three of the princes of the Imperial blood are now in Europe for their education! If we would know with what object, we have but to listen to the address of the Prince on his presentation to the President at the White House at Washington:-"Our travellers and students, like myself, on their way abroad, will hereafter become better acquainted with your country and people. We shall constantly encourage intercourse, and aim to annually increase more intimate and important relations. The Government of Japan is well aware that education is the basis of all progress, and therefore sends her young men to receive a scientific education in America and Europe, hoping thereby to fitly prepare them to take a wise and discriminating part in the affairs of our Government. Our Government has commissioned a diplomatic representative to this country, to assure you that it is earnestly seeking for permanent progress in all that is great and good, as rapidly as it can acquire these cherished ends, and it desires particularly to cement more closely the alreadyfriendly relations and interests existing between our respective

Well might the President of the great republic hail the arrival of these students and travellers as heralds of a new era for their nation, in terms of congratulation and friendly courtesy! The world has never before seen so great a change in so brief a space as the advent of these Japanese princes demonstrates. It reads more like a description of the transformation-scene of a pantomime than sober history-yet history it is. Within the last ten years the whole social and political fabric of the State has been revolutionized. The present descendant of a race of faineant sovereigns, sleeping and dreaming away their weary existence among their wives and concubines, never stirring from the precincts of his palace-prison under vigilant guard of successive usurping Tycoons, has been roused from the lethargy of ages. He now not only reigns, but governs a nation of thirty millions of willing and devoted subjects. The Tycoon, his former jailer, is deposed and banished, and the nobles of the realm have gathered round the Mikado to guard the throne. Railroads and telegraphic lines in that short time have been introduced. Stranger still, Japanese scrip is quoted on the stock exchanges in Europe-and at 98 to 100-a rate which many of the eldest European States may envy. A mint from London has been set to work, and the notes for a paper currency are now preparing in Frankfort with all modern improvements. A penny postage stamp and a postal service are also preparing, to take the place of two naked runners and a paper bag. Medical schools have been established, and with anatomical classes—the greatest achievement of all, perhaps. Ironelad steamers ride at anchor under their own flag where not a score of years ago an American squadron took the nation by surprise. An army of European-drilled natives, armed with the best breech-loaders, has been organized, and arsenels for casting cannon are in operation. Such are a few of the changes which place Japan in the foremost rank of Eastern na-

CHANGE AND PROGRESS IN JAPAN. | tions, distinguished before all others by its capacity for progress and power of assimi-lating the ideas and the best fruits of West-

ern civilization. In one direction they appear disposed to adhere resolutely to the policy so loadly proclaimed by Taiko Sama, and to hark back to their oldest traditions. They still object to the conversion of their people-if they no longer prohibit "strange doctors continuing to preach." They have quite recently swept away whole villages and doomed their inhabitants to death or slavery for listening to missionaries. They seem, indeed, disposed to go further still, and to uproot Baddhiem, which came from China, according to Japanese chronologists, some five hundred years B. C., superseded in a great degree, but never entirely, the native religion, in which the Supreme Being is worshipped without any kind of idolatry. This ancient and purer faith, it is said, the Japanese ruler is new bent on restoring, to the ex-clusion of every other. And it may be remembered that in none of their treaties with foreign powers could they be induced to admit the teleration clause imposed by force majeure upon the Chinese. Looking to the sudden and sweeping character of the changes above enumerated, it might be imagined that the Japanese, like the inhabitants of Honolulu, had simply fallen under the sway of certain enterprising Americans, who had obtained sufficient influence to revelutionize the State and place themselves in office for the administration of a constitution on the European model. But nothing of the kind has taken place. The Japanese are their own regenerators, although a few foreigners have been taken into their service. And no better proof is needed than this tendency to revert to their ancient faith, and cast out that which has been so long naturalized among them as a fereign importation.

When will China acknowledge "education is the basis of all progress," and progress itself an essential condition of the permanent well-being and development of a nation? They are as far from it now as they were if the days of Kublai Khan, the Mongol conqueror of the thirteenth century. And they cling as obstinately to their Asiatic love on repose, the traditions of the past, and their detestation of all innovation and progress, as in the days of Confucius, who lived 500 years before the Christian era. All honor to the Japanese, then, who bid fair to be, at the opposite side of the globe, what the British islanders have been on this, the pioneers of progress, and with their courage and enterprise to realize Taiko Sama's dream-if not of annexing the inert colossus, China, only separated by a narrow belt of sea, of far outstripping it in the race of life and the acquirement of power to maintain their independence—not by hermetically closing their ports, but by freely

opening them to the commerce of all nations. Not, as the Chinese vainly strive, by refusing access, so far as they dare, and blindly treading round and round the same vicious circle of ignorance and prejudice; but by going forth with their eyes wide open into all lands, and profiting by the experience and accumulated results of ages of progress and scientific culture.

SPECIAL NOTICES.

PHILADELPHIA AND READING RAIL-ROAD COMPANY, Office No. 227 S. FOURTH Street.

PHILADELPHIA, April 15, 1871. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be eld at the Office of said Company, in the city of Philadelphia, on the 5th day of May, 1871, at 12% P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Northern Liberties and Penn Township Railroad Company for the consolidation of said companies and the merger of the Northern Liberties and Penn Township Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same. J. W. JONES,

PHILADELPHIA AND READING RAIL-FOURTH Street, Office No. 227 South

PHILADELPHIA, April 15, 1871. Aspecial meeting of the Stockholders of the Phila-delphia and Reading Railroad Company will be held att ne office of the said company, in the city of Phila-delphia, on the eighth day of May, 1871, at 12 o'clock M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lebanon and Tremont Railroad Company, for the consolidation of the said companies, and the merger of the Lebanen and Tremont Railroad Company into the Philadelphia and Reading Railroad Company, will be submitted to the said stockholders, and a vote, by ballot in person, or by proxy, taken for the adoption or rejection of the same. J. W. JONES, Secretary.

OFFICE OF THE LEBANON AND TRE-MONT RAILROAD COMPANY, No. 277 S. FOURTH Street, Philadelphia, April 15, 1871.—A spe-cial meeting of the Stockholders of the Lebanon and Tremont Railroad Company will be held at the office of the said company in the city of Philadelphia, on the eighth day of May, 1871, at 12 o'clock M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Hailroad Company and the Board of Directors of the Letters and Tremont Entrody Company for the Lebanon and Trement Railroad Company for the consolidation of the said companies, and the merger of the Lebanon and Trement Railroad Company into the Philadelphia and Reading Railroad Company, will be submitted to the said stockholders and a vote by ballot in person or by proxy taken for the adop-tion or rejection of the same.

ALBERT FOSTER, Secretary.

CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY, TRENTON, April 10, 1871. NOTICE.—The Annual Meeting of the Stock-olders of the CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY will be neld at TRENTON, May 10, at 12 o'clock, M., at the Com-

pany's office, for the election of seven Directors to serve for the ensuing year.

SAMUEL J. BAYARD,

419 Secretary C, and A. R. R. and T. Co. OFFICE OF THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY. PHILADELPHIA, April 24, 1871.
The Annual Meeting of the Steckholders of this company will take place at the Rooms of the Board of Trade, No. 205 CHESNUT Street, on WED-NESDAY, May 3, 1871, at 12 o'clock, at which time an election will be held for Seven Birectors to serve

for the ensuing year. CHAS. S. TEAL, Secretary. OFFICE OF THE LEHIGH ZING CO., NO

The Annual Meeting of the Stockholders of the Lehigh Zinc Company will be held at the Office of the Company on WEDNESDAY, May 3 prox., at 12 o'clock M., for the purpose of electing Seven Directors to serve during the ensuing year, and for the transaction of other luminess. the transaction of other business.
4 17 14t GORDON MONGES, Treasurer.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA Manufacture and sell the Improved Portable Fire Extinguisher. Always Reliable.

D. T. GAGE, No. 115 MARKET St., General Agent. THE CHEAPEST AND BEST HAIR DYE

Harper's Liquid Hair Dye Never Fades or Washes Out,
will change gray, red. or frosted hair, whiskers, or monstache to a beautiful black or brown as soon as applied. Warranted, or money returned. Only 50 cents a box. Sold by all Druggists. 3 28 tuths 5m THURSTON'S IVORY PRARL TOOTH POWDER is the best article for cleaning and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents ser bottle. Il 36 stutnly restores selled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 35 cents per bottle.

SPECIAL NOTICES.

PILES.—DR. GUNNELL DEVOTES HIS time to the treatment of Files, blind, bleeding, or itching. Hundreds of cases deemed incurable without an operation have been permanently cared. Best city reference given. Offico, No. 21 N. ELEVENTH Street.

DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 178

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock.

FINANCIAL.

FIRST WORTGAGE CENT. GOLD BONDS On a Completed Road,

Free of U. S. Tax,

At 90 and Accrued Interest in Currency.

Burlington, Cedar Rapids, and Minnesota Railway.

The completion of this Read has given to these Bonds an established character equal to any mort-gage issue dealt in at the Stock Exchange. We are prepared to buy and sell them at any time, at our Banking House, at market price—thus placing them on the same basis, for temperary or permanent in vesments, with Governments or any other security. These bonds are a first and only mortgage on railread that has cost double the amount of the ail the tradic of Northern lows and Southern Min nesots—shortening the distance from St. Paul to Chicago 45 miles, and to St. Louis more than 98

The net earnings are already largely in excess of interest on the bonds, and no denot exists that they will more than double within the ensuing year. A contract has been secured with the Chicago, Burlington, and Quincy Railroad Company ob igating the latter to invest 50 per cent. of gross earnings derived from trame with the Burlington, Cedar Rapids, and Minnesota Road in the bonds of this Company. This arrangement is a strong guarantee of the Bonds, and establishes a large sinking fund for their

The convertibility privilege in these bonds ena-bles them to be exchanged for stock, at par, at any time. This secures to the holder, at his option, a share in any excess of earnings ever the interest obligation.
An exchange of Government securities for these

bonds returns 9% per cent. interest, instead of 5 per cent., which is all that Government pays at present price, besides leaving an immediate gain of about 20 per cent, in price for reinvestment.

All marketable securities taken in exchange, free of commission and express charges.

HENRY CLEWS & CO., No. 32 WALL STREET, NEW YORK. FOR SALE IN PHILADELPHIA BY

DeHaven & Bros., Elliott, Collins & Co., Townsend Whelen & Co., Barker Bros. & Co. And by Bankers and Brokers generally. 4 22 swtm15

## Wilmington and Reading Railroad

7 PER CENT. BONDS.

Free of Taxes.

We are now offering a limited amount of the SECOND MORTGAGE BONDS of this Company

At 82% and Accrued Interest.

The Bonds are issued in

\$100s, \$500s, and \$1000s.

COUPONS PAYABLE JANUARY AND JULY.

We placed the FIRST MORTGAGE BONDS of this Company at 85 per cent. They are now bringing on the open market 95 per cent. This fact is strong evidence of the standing and credit of this Com-

The road is now finished and doing a large and profitable business,

WM. PAINTER & CO.,

And Dealers in Government Securities,

No. 36 South THIRD Street,

BANKERS,

PHILADELPHIA.

JAY COOKE & CO.,

PHILADELPHIA, NEW YORK and WASHINGTON.

JAY COOKE, MCCULLOCH & CO.,

BANKERS

LONDON,

Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS, COLLECTIONS MADE ON ALL POINTS. GOLD AND BILVER BOUGHT AND SOL In connection with our London House we are now

FOREIGN EXCHANGE BUSINESS,

prepared to transact a general

Including Purchase and Sale of Sterling Bills, and the lasue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT. and to allow four per cent, interest in currency

Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.

RELIABLE RAILROAD BONDS FOR INVEST-

Pamphiets and full information given at our office, No. 114 S. THIRD Street, Philada.

FINANCIAL.

A RELIABLE Home Investment.

THE Sunbury and Lewistown Railroad

Company 7 PER CENT. GOLD

First Mortgage Bonds. Interest Payable April and Octo-

her, Free of State and United

States Taxes. We are now offering the balance of the loan of \$1,200,000, which is secured by a first and only lien on the entire property and franchises of the Com-

At 90 and the Accrued Interest

Added. The Road is new rapidly approaching completion with a large trade in COAL, IRON, and LUMBER in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVEST-For pamphfets, with map, and full information,

WM. PAINTER & CO.,

BANKERS,

Dealers in Government Securities,

No. 36 South THIRD Street, PHILADELPHIA.

NEW

## Loan of the United States.

SUBSCRIPTIONS TO THE

Per Cent. United States Loan

Received at our Office, where all information win given as to terms, etc.

WM. PAINTER & CO. No. 36 S. THIRD Street,

COUPON OR REGISTERED LOAN

City of Williamsport, Pennsylvania, With both principal and interest made absolutely secure by State and municipal legislation.

> 85. AND ACCRURED INTEREST, BY

PHILADELPHIA.

P. S. PETERSON & CO., Bankers and Stock Brokers, No. 39 S. THIRD STREET,

PHILADELPHIA. NEW U. S. LOAN GOLD AND 5-20s Converted into New Loans of the

United States on best terms. DE HAVEN & BRO.

Financial Agents United States, No. 40 South THIRD Street.

B. K. JAMISON & CO. SUCCESSORS TO

P. F. KELLY & CO., BANKERS AND DEALERS IN Gold, Silver, and Government Bonds At Closest Market Rates, N. W. Cor. THIRD and CHESNUT Sts Special attention given to COMMISSION ORDERS

INVESTMENT BONDS

in New York and Philadelphia Stock Boards, etc.

PORTAGE LAKE AND LAKE SUPERIOR SHIP CANAL 10s. Secured by first mortgage on the canal (now completed), and on real estate worth five times the amount of the mortgage, KANSAS CITY, MISSOURI, 10s.

DOUGLAS COUNTY, NERRASKA (including Omana), 10s, and other choice Western county and city bonds, yielding good rates of interest. ALLENTOWN CITY (PA.) SEVEN PER CENT. SCHOOL BONDS, free from taxes under the laws of the State, at par and interest. For full particulars apply to

HOWARD DARLINGTON. No. 147 South FOURTH Street.

DUNN BROTHERS. BANKERS.

Nos. 51 and 53 S. THIRD St. Dealers in Mercantile Paper, Collateral Loans,

Government Securities, and Gold. Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe. Make Collections on all points.

Execute orders for Bonds and Stocks at Board of Allow interest on Deposits, subject to check at

Edmund D. Randolphile

word Smith Randolphoto was Bankers, & Nassau St. N. York Dealers in U.S. Bonds Members of Rock and Gold Exchanges issue Wills on London Puris of German and Letters of Credit, available throughouts Europes

BONDS

Camden and Amboy Railroad, New Jersey Railroad and Transportation Company, and Delaware and Raritan Canal Company,

Constituting the

United Companies of New Jersey. We offer these most desirable bonds, in registered certificates, due in 1894, bearing 6 PER CENT. INTEREST, free of all taxation, payable April 1 and

For full particulars, apply to [4 90 thstulm DREXEL & CO. C. & H. BORIE.

JOHN S. RUSHTON & CO.

W. H. NEWBOLD, SON & AERTSEN.

BANKERS AND BROKERS. GOLD AND COUPONS WANTED.

City Warrants

BOUGHT AND SOLD. No. 50 South THIRD Street.

PHILADELPHIA.

SHIPPING.

FOR LIVERPOOL AND QUEENS TOWN.—The Inman Line of Royal Mai Steamers are appointed to sail as follows:— City of Brussels, Saturday, April 22, at 2 P. M. City of London, Saturday, April 29. at i P. M. City of Dublin, via Halifax, Tuesday, May 2, at City of Antwerp, Wednesday, May 3, at 2 P. M.

and each succeeding Saturday and alternate Tues-day, from pier No. 45 North river. RATES OF PASSAGE 

rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia.

金融 NATIONAL 金融 STEAMSHIP COMPANY.

STEAM DIRECT TO AND FROM NEW YORK,
QUEENSTOWN, AND LIVERPOOE.
The magnificent Ocean Steamships of this line,
sailing regularly every SATURDAY, are among the
largest in the world, and famous for the degree of
safety, comfort, and speed attained.
CABIN RATES, CURRENOY,

CABIN RATES, CURRENCY,
\$75 and \$65. First class Excursion Tickets, good for
tweive months, \$130. Early application must be
made in order to secure a choice of state-rooms.
STEERAGE RATES, CURRENCY,
Outward, \$28. Prepaid, \$32. Tickets to and from
Londonderry and Glasgow at the same low rates,
Persons visiting the old country, or sending for their
friends should remember that these rates are positivals much channer than other first class lines. Hends should remember that these rates are positively much cheaper than other first-class lines.

Bank drafts issued for any amount, at lowest rates,
payable on demand in all parts of England, Lieland,
Scotland, Wales, and the Continent of Europe.

Apply to WALLER & CO., Agents,
No. 204 WALNUT St., just above Second.

CLYDE'S STEAM LINES.-PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR-LINE TO THE SOUTH AND WEST.

Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MAR-

DAY "at noo KET Street, No bills of lading signed after 12 o'clock on saliing day.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air-line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-line, and Richmond and Danville Railroads.
Freights HANDLED BUT ONCE and taken at
LOWER RATES than by any other line.
No charge for commissions, drayage, or any exbense of transfer. Steamships insure at lowest FREIGHTS RECEIVED DAILY.

State-room accommodations for passengers.
WM. P. PORTER, Agent, Richmond and City
Point, T. P. CROWELL & CO., Agents, Norfolk. PHILADELPHIA AND CHARLESTON.

STEAMSHIP LINE.
THURSDAY LINE FOR CHARLESTON. The Erst-class Steamship VIRGINIA, Captain Hanter, will sail on Taursday, May 4, at 12 O'clock, noon, from Pier 8, North Wharves, above Arch street.

Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc.
Rates of freight as low as by any other route.
For freight or passage apply on the Pier, as above, wm. A. COURTENAY, Agent in Charleston.

FOR NEW YORK DAILY-VIA 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.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines running out of
New York; North, East, and West, free of commis-Freight received daily and forwarded on accommodating terms.

JAMES HAND, Agent, No. 119 WALL Street, New York.

NEW EXPRESS LINE to ALEX-ANDRIA, GEORGETOWN, AND WASHINGTON, D. C., Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroad.
Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street.
Freights received daily.
HYDE & TYLER, Agents, Georgetown, D. C.
M. ELDRIDGE & CO., Agents, Alexandris, Va.

DELAWARE AND CHESAPEAKE Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate CAPTAIN JOHN LAUGHLIN, Superintendent, OFFICE, No. 12 South WHARVES, PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS For all the above lines, No. 12 SOUTH WHARVES, Philadelphia, where further information may be obtained.

FOR NEW YORK, VIA DELAWARE and Raritan Canal. SWIFTSURE TRANSPORTATION COMPANY, DESPATCH AND SWIFTSURE LINES.

The steam propellers of this company leave daily at 14 M. and 5 P. M. Through in twenty-four hours.

Goods forwarded to any point free of commission.

Freights taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 152 South DELAWARE Avenue.

LORILLARD STEAMSHIP COMPANY FOR NEW YORK, SAILING TUESDAYS, THURSDAYS, AND SAT-

URDAYS AT NOON.

INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than afty cents, and no insurance effected for less than one dollar premium. For further particulars and rates apply at Company's office, Pier 83 East river, New York, or to

JOHN F. OHI. PIER 19 NORTH WHARVES. N. D. -Hatra rates on small packages iron, metals #MIPPING.

THE REGULAR STRAMSHIPS ON THE PE LADELPHIA AND CHARLESTON STRAIGHT LINE are ALONE authorized to issue through of lading to interior points South and West connection with South Carolina Railroad CompandaLFRED L. TYLER. Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHE MAIL STEAMSHIP COMPANY'S I GULAR SEMI-MONTHLY LINE TO NEW O'LEANS, LA.

The JUNIATA will sail for New Orleans, via 1 yans, on Tuesday, May 2, at 8 A. M.

The YAZOO will sail from New Orleans, via 1 yans on May

vana, on —, May —
THROUGH BILLS OF LADING at as low re
as by any other route given to MOBILE, GALV
TON, INDIANOLA, ROCKPORT, LAVAOCA,
BRAZOS, and to all points on the Mississippi re
between New Orleans and St. Louis, Red re
freights reshipped at New Orleans without cha WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on urday, May 6.
The WYOMING, will sail from Savannah on urday, May 6, at 8 A. M.
THROUGH BILLS OF LADING given to all principal towns in Georgia, Alabama, Florida, sissippi, Louislana, Arkansas, and Teanessee in nection with the Central Railroad of Georgia, antic and Guif Railroad, and Florida steamers aslow rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N SEMI-MONTHLY LINE TO WILMINGTON, N The rIONEER will sail for Wilmington, N C., Tuesiay, May 2, at 6 A. M. Returning, will le Wilmington Wednesday, May 17. Connects with the Cape Fear River Steam Company, the Wilmington and Weldon and No Carolina Railroads, and the Wilmington and M chester Railroad to all interior points. Freights for Columbia, S. C., and Augusta, taken via Wilmington at as low rates as by taken via Wilmington at as low rates as by

other route.
Insurance effected when requested by ships
Bills of lading signed at Queen street wharf of
before day of sailing.
WILLIAM L. JAMES, General Agent
No. 130 S. THIRD Stre FOR SAVANNAH, GEORG.
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTHWEST. GREAT SOUTHERN FREIGHT AND PASS GER LINE. CENTRAL RAILROAD OF GEORGIA AND LANTIC AND GULF RAILROAD. FOUR STEAMERS A WEEK,

TUESDAYS, THURSDAYS, AND SATURD THE STEAMSHIPS
BAN SALVADOR, Captain Nickerson, from No. 8 North River. WM. R. GARRISON, Agent No. 5 Bowling Gre

MONTGOMERY, Captain Faircloth, from Pier R. LOWDEN, Agent No. 93 West stre

LEO, Captain Dearborn, from Pier No. 16

MURRAY, FERRIS & CO., Agents Nos. 61 and 62 South stre GENERAL BARNES, Captain Mallory, from No. 36 North River.
LIVINGSTON, FOX & CO., Agents
No. 88 Liberty stre

Insurance by this line ONE-HALF PER CEI Superior accommodations for passengers.
Through rates and bills of lading is conne Through rates and Gulf Freight line.

Through rates and bills of lading in conne
with Central Railroad of Georgia, to all points.

C. D. OWENS,

Agent A, & G. R. R.,

No. 229 Broadway.

Agent C. R.

No. 409 Broad

THE ANCHOR LINE STEAM?

Sall every Saturday and alternate Wedness to and from Glasgow and Derry.

Passengers booked and forwarded to and fro railway stations in Great Britain, Ireland, many, Norway, Sweden, or Denmark and Am as safely, speedily, comfortably, and cheaply any other route or line. "EXPRESS" STEAMERS. "EXTRA" STEAMS!

ANGLIA, AUSTRALIA, BRITANNIA, TYRIAN, BRITANNIA, COLUMBIA, TYRIAN, BRITANNIA. EUROPA.

EUROPA.

BRITANNIA.

From Pier 20 North river, New York, at noo
Rates of Passage, Payable in Currency,
to Liverpool, Glasgow, or Derry:—

First cabins, \$65 and \$75, according to locate
Cabin excursion tickets (good for tweive more
capting best accommodations, \$130, securing best accommodations, \$130, Intermediate, \$33; steerage, \$28, Certificates, at reduced rates, can be bought

by those wishing to send for their friends.

Drafts issued, payable on presentation.

Apply at the company's offices to

HENDERSON BROTHER

No. 7 BOWLING GRE WHITE STAR LI GCEANIC STEAM NAVIGATION COMPA LINE OF NEW STEAMERS BETWEEN YERK AND LIVERPOOL, CALLING AT C

YCRE AND LIVERPOOL, CALLING AT CIRELAND.

The company's fleet comprises the following nificent full-powered ocean ateamships, the largest in the world:—

OCEANIC, Captain Murray.

ATLANTIC, Captain Thompson.

BALTIC ADRIA'

These new vessels have been designed spe for the transatlantic trade, and combine is safety, and comfort. Passenger accommodations unrivalled.
Parties sending for their friends in the old try can now obtain prepaid tickets.

Steerage, \$32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMICO., No. 10 WATER Street, Liverpool, and EAST INDIA Avenue, LEADENHALL S. Lendon; or at the company's offices, N. BROADWAY, New York.

J. H. SPARKS, Ag. FOR ST. THOMAS AND BRAZIL ST.
SHIP COMPANY.
REGULAR MAIL STEAMERS salling of

28d of every month.

MERKIMACK, Captain Wier.

SOUTH AMMRICA, Captain E. L. Tinkiepan
NORTH AMERICA, Captain G. B. Slocum. These splendid steamers sail on schedule tim call at St. Themas, Para, Pernambuco, Bahia, Rio de Janeiro, going and returning. For end ments of freight or passage, apply to

WM. R. GARRISON, Agent No. 5 Bowling-green, New Y

CORDAGE, ETC.

CORDAGE.

Manilla, Sisal and Tarred Cord At Lowest New York Prices and Breights. EDWIN B. FITLER & CO. Spatory, THETH St. and GERMANTOWN Ave Store, No. 23 M. WATHE St. and 29 R. DHLAV Avenue,

PHILADEL JOHN S. LEE & CO., ROPE AND TY MANUFACTURERS, DEALERS IN NAVAL STORES, ANCHORS AND CHAINS, SHIP CHANDLERY GOODS, ETC., NOS. 46 and 48 NORTH WHARVES.

ORICE OF ICE LOW ENOUGH TO SAT "BE SURE KNICKERBOCEER IS ON WAGON," KNICKERBOCKER ICE COMPA THOS. E. CAHILL, President, E. P. KERSHOW, Vice-Presiden

E. P. KERSHOW, vice-Presiden
A. HUNT, Treasurer.
E. H. OORNELL, Secretary.
T. A. HENDRY, Superincendent.
Principal Office.
No. 435 WALNUT Street, Philadelphia
Branch Offices and Depots,
North Pennsylvania Railroad and Maste
Ridge Avenue and Willow street,
Willow Street Wharf, Delaware avenu
Twenty second and Hamilton streets
Ninth Street and Washington avenue.
Pine Street Wharf Schuyikid.
No. 4832 M. in Street, Germantown. No. 4882 M. in Street, Germantown. No. 21 North S. cond Street, Cathrick N. J.,

Cape May. New J. racy.

Frices for Families, Offices, etc.

8 pounds daily, 50 cents per week.

12 " 85 " " "

Malf bushel or forty pounds, 20 cents each