THE PRESS.
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CHOICE FARM LANDS FOR SALE.—THE ILLINOIS CENTRAL RAILROAD COMPANY is now prepared to sell about 1,500,000 acres of choice Farming lands, in tracts of 40 acres and upwards, on long credits, and at low rates of interest.

These lands were granted by the Government to aid in the construction of this Road, and are among the richest and most fertile in the world. They extend from North-East and North-West, through the middle of the State, to the extreme South, and include every variety of climate and productions found between those parallels of latitude. The Northern portion is chiefly prairie, interspersed with fine groves, and in the middle and Southern sections timber predominates, alternating with beautiful prairies and openings.

The climate is more healthy, mild and equable, than any other part of the country—the air is pure and bracing, while living streams and springs of excellent water abound.

Bituminous Coal is extensively mined, and supplies a cheap and desirable fuel, being furnished at many points at $2 to $4 per ton—and wood can be had at the same rate per cord.

Building Stone of excellent quality also abounds, which can be procured for little more than the expense of transportation.

The great fertility of these lands, which are a black rich mould, from two to five feet deep, and gently rolling, their contiguity to this road, by which every facility is furnished for travel and transportation to the principal markets North, South, East, West, and the economy with which they can be cultivated, render them the most valuable investment that can be found, and present the most favorable opportunity for persons of industrious habits and small means to acquire a comfortable independence in a few years.

Chicago is now the greatest grain market in the world, and the facility and economy with which the products of these lands can be transported to that market, make them much more profitable, at the prices asked, than those more remote at government rates, as the additional cost of transportation is a perpetual tax on the latter, which must be borne by the producer, in the reduced price he receives for his grain, &c.

The title is perfect—and when the last payments are made, deeds are executed by the Trustees appointed by the State, and to whom the title is vested, to the purchasers, which convey to them absolute titles in fee simple, free and clear of every incumbrance, lien or mortgage.

The prices are from $9 to $30; interest only 3 per ct. Twenty per ct. will be deducted from the price for cash.

Those who purchase on long credit, give notes payable in two, three, four, five and six years after date, and are required to improve one-tenth annually for four years, so as to have one-half the land under cultivation at the end of that time.

Competent surveyors will accompany those who wish to examine these lands, free of charge, and aid them in making selections.

The Lands remaining unsold are as rich and valuable as those which have been disposed of.

SECTIONAL MAPS

Will be sent to any one who will enclose fifty cents in postage stamps, and books or pamphlets containing numerous instances of successful farming, signed by respectable and well-known farmers living in the neighborhood of the Railroad Lands, throughout the State—also the cost of fencing, price of cattle, expense of harvesting, threshing, etc.—or any other information—will be cheerfully given on application, either personally or by letter, in English, French, or German, addressed to

JOHN WILSON,
Land Commissioner of the Illinois Central R. R. Co.
Office in Illinois Central Railroad Depot, Chicago, Illinois. mwf

Shipping.

SAVANNAH AND CHARLESTON
STEAMSHIPS.—FREIGHTS REDUCED.

The well known, first class side wheel Steamships KEYSTONE STATE and STATE OF GEORGIA, now form a Weekly Line for the South and Southwest, one of the ships sailing EVERY SATURDAY, at 10 o'clock, A. M.

FOR SAVANNAH, GA.
THE STEAMSHIP KEYSTONE STATE,
CHARLES P. MARSHMAN, Commander,
Will receive freight on THURSDAY, August 6th, and sail on SATURDAY, August 8th, at 10 o'clock, A. M.

FOR CHARLESTON, S. C.
THE STEAMSHIP STATE OF GEORGIA,
JOHN J. GARVIN, Commander,
Will sail THIS (Saturday), August 1st, at 10 o'clock, A. M.

Both Charleston and Savannah these ships connect with steamers for Florida and Havana, and with railroads, &c., for all places in the South and Southwest.

Cabin Passage in either ship..... $20
Steerage do do..... 8
No freight received on Saturday morning.
No bills of lading signed after the ship has sailed.
For freight or passage apply to
A. KERR, No. 2 N. Wharves.
Agents at Charleston, T. S. & T. G. Budd.
Agent at Savannah, O. A. Greiner.
FOR FLORIDA, from Savannah, steamer ST. MARYS and ST. JOHNS, every Tuesday and Saturday.
FOR FLORIDA, from Charleston, steamer CAROLINA every Tuesday.
FOR HAVANA, from Charleston, steamer ISABEL, on the 4th and 19th of every month.

THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The Ships composing this Line are:
The ATLANTIC, Capt. Oliver Matthews.
The BALTIC, Capt. Joseph Comstock.
The ADRIATIC, Capt. Cornelius Vanderbilt.
These ships have been built by contract, expressly for Government service; every care has been taken to their construction, as also in their engines, to ensure strength and speed, and the accommodations for passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool, in first cabin, $100; in second do., $70; from Liverpool to New York, 30 and 20 guineas. No berths secured unless paid for. The ships of this line have improved water-tight bulkheads.

PROPOSED DATES OF SAILING:

FROM NEW YORK.	FROM LIVERPOOL.
Saturday, June 20, 1857	Wednesday, June 24, 1857
Saturday, July 4, 1857	Wednesday, July 8, 1857
Saturday, July 18, 1857	Wednesday, July 22, 1857
Saturday, Aug. 1, 1857	Wednesday, Aug. 5, 1857
Saturday, Aug. 15, 1857	Wednesday, Aug. 19, 1857
Saturday, Sept. 12, 1857	Wednesday, Sept. 2, 1857
Saturday, Sept. 26, 1857	Wednesday, Sept. 30, 1857
Saturday, Oct. 10, 1857	Wednesday, Oct. 14, 1857
Saturday, Oct. 24, 1857	Wednesday, Oct. 28, 1857
Saturday, Nov. 7, 1857	Wednesday, Nov. 11, 1857
Saturday, Nov. 21, 1857	Wednesday, Nov. 25, 1857
Saturday, Dec. 5, 1857	Wednesday, Dec. 9, 1857
Saturday, Dec. 19, 1857	Wednesday, Dec. 23, 1857

For freight or passage apply to
EDWARD K. COLLINS, No. 56 Wall street, N. Y.
BROWN, SHIPLEY & CO., Liverpool.
STEPHEN KENNARD & CO., 27 Austin Friars, London.
R. L. AUL WRIGHT & CO., Paris.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, or colonial atoms or metals, unless bills of lading be signed therefor, and the value thereof expressed therein. mwf

NEW YORK AND HAVRE STEAMSHIP COMPANY.—The United States Mail Steamships ARAGO (2500 tons), D. Lames, Commander; FULTON, (2000 tons), J. A. Wetmore, Commander, will leave New York, Havre and Southampton, for the year 1857, on the following days:

LEAVE NEW YORK.		LEAVE HAVRE.	VIA SOUTHAMPTON.	LEAVE SOUTHAMPTON.	
Saturday,	June 20	Saturday,	June 27	Wednesday,	July 1
Fulton,	July 4	Saturday,	July 11	Fulton	July 15
Arago	July 18	Saturday,	July 25	Arago	Aug. 5
Fulton	Aug. 1	Saturday,	Aug. 8	Fulton	Aug. 19
Arago	Aug. 15	Saturday,	Aug. 22	Fulton	Sept. 2
Fulton	Sept. 12	Saturday,	Sept. 19	Arago	Sept. 30
Arago	Oct. 10	Saturday,	Oct. 17	Fulton	Oct. 28
Fulton	Nov. 7	Saturday,	Nov. 14	Arago	Nov. 25
Arago	Dec. 5	Saturday,	Dec. 12	Fulton	Dec. 17

These steamers, built expressly for government service, with double engines under deck, every care has been taken to the comfortable fitting up of machinery, to insure safety and speed. The ships have five water-tight compartments, enabling the engines, so that, in the event of collision or wrecking, the water could not reach them, and the pumps being free to work them, the safety of the vessel and passengers would be secured. Experience has demonstrated the absolute necessity of this mode of construction. The accommodations for passengers are believed to combine every comfort and convenience that can be desired.

RATES OF PASSAGE.
From New York to Southampton or Havre.
First Cabin..... $100 | Second Cabin..... $70
From Havre or Southampton to New York.
First Cabin..... $100 | Second Cabin..... $60

To passengers going to London these steamers offer the advantage of crossing both in time and expense. Specie delivered in London.

Baggage not wanted during the voyage to be sent on board the ship the day before sailing, packed, direct. No passage secured until paid for, nor an experienced surgeon on board. All letters and newspapers must pass through the post office.

For freight or passage, apply to
MORTIMER LIVINGSTON, Agent,
55 Broadway.

NORTH LONDON.—SATURDAY, August 1, 1857.—The new packet barque ACHILLES, 600 tons, Captain J. A. Spedden, will sail as above.
Cabin Passage..... $70
Second Cabin..... 40
Steerage..... 18
Passengers in Second Cabin and Steerage, found with provisions, according to the American Passenger Act.
For freight or passage, apply to
THOS. MORAHSON & Co.

FOR LIVERPOOL—SATURDAY, 15th August.—The ship PHILADELPHIA, Capt. Chas. H. Poole, will sail as above.
Cabin Passage..... $80
Second Cabin..... 30
Steerage..... 18
Second Cabin and Steerage Passengers furnished with provisions, according to the American Passenger Act.
THOS. RICHARDSON & DO.

BOOKS.

READY, READY—A NEW POLITICAL WORK—THE POLITICAL TEXT BOOK, OR ENCYCLOPEDIA, by M. W. Cluskey, of Washington City, D. C.

This work, a royal octavo, containing 640 pages of matter, substantially indexed and handsomely bound, is now out. No political speaker or editor should be without it. Alphabetically arranged in encyclopedia style, it is a book of most convenient reference. It contains, among other things, the Constitution Articles of Confederation, the various Party Platforms, the American Ritual, the full opinions on the Dred Scott Case, a history of the various Tariffs, a history of the Congressional Legislation on the United States Bank, a complete history, with all the votes sectionally classified, on the Missouri Compromise, a history of the admission of the several States, a detailed record of the legislation of Congress relative to Kansas and Nebraska, the Kansas Convention Act, Governors Shannon and Walker's Inaugural Addresses, in fact, everything appertaining to the present excitement in Kansas, including the Reports of Senators Douglas and Collamer on Kansas affairs during the last Congress, and the Special Message of President Pierce on the same subject; a history of Party Conventions in the United States; a history of Alien Suffrage; the letters signed by Madison in defence of the American Party, and that of Governor Wise against it; the Alien and Sedition Laws, and their history; the Compromises of 1850, with the several votes thereon; the Naturalization Laws; Extracts from speeches of noted Abolitionists and Republicans, illustrative of the position of their parties, as also from the speeches of Southern men, indicating Southern sentiment; a history of the subject of the Distribution of the Public Lands, with Mr. Clay's reports thereon; an extract of Mr. Pendleton's reports and Mr. Fulkerson's speech on the same subject; a history of the several Tariffs ever made by Congress; Mr. Rowan's speech on the Virginia and Kentucky resolutions of 1798 and '99; the Resolutions of 1784 and '87; the Ordinance of 1787; a history of Dorr's Rebellion; a history of the Bank riots; the Bank laws of the several States; and many other things too numerous to mention; in fact, it is a single volume with the matter of every political subject compressed into it that is now a subject of discussion, or likely to be.

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The Press.

VOL. I—NO. 3. PHILADELPHIA, WEDNESDAY, AUGUST 5, 1857. TWO CENTS.

THE EDITOR TO HIS READERS.

The first number of THE PRESS will to day be laid before the public. I need scarcely explain the object and design of this journal. The tree must be known by its fruits. My ambition is to make a thorough newspaper, complete in all its departments; to address myself to the reason and the patriotism of the people; in a word, to supply daily a cheap, trust-worthy and intelligent medium of popular information. To accomplish these results will demand patient industry, large expenditures of money, considerable experience, and the employment of varied ability. The belief that a newspaper conducted upon this plan has never yet failed, determined me upon the present undertaking. The hope that there were many, very many, kind remembrances, personal to myself, here in Pennsylvania, and elsewhere, inspired me with additional confidence in its success. The agreeable relations I had sustained to most of those engaged in journalism, during my long connection with that profession, reminded me that this, if not always the most lucrative avocation, was, at least to my own mind, the most acceptable, because it re-opened a field of independent action, and hard, but edifying toil. An enterprise founded upon such motives cannot fail to prosper. I have invested in it all that I have in the world, and every effort and energy of which I am capable, shall be enlisted to render it deserving of approbation and support.

THE PRESS will speak for itself on all the great questions of the day. I have already announced (what, indeed, was universally and justly anticipated,) that the political department of my paper should be conducted upon Democratic principles. It is equally well-known that the measures and the men of the present Administration at Washington have my heartiest approbation. I have known the great statesman now at the head of the Government, and acted in concert and confidence with him, ever since my youthful association in politics and editorial life. The most agreeable services which it has fallen to to my lot to perform, were those given to his cause. My attachment to him grew not more from admiration of his pure and upright character than from a profound regard for his intellect, experience and patriotism. If was my good fortune, with many good men, to assist, not obscurely nor inefficiently, in crowning a life of usefulness and distinction to his country and himself with the highest honors in the world. The fruits of that result are already ripening for the Future. The wisdom of the popular choice is being daily vindicated by the quiet and content which have followed the stormy scenes of last year, as the sweet sunshine follows the destructive tempest. Had Mr. BUCHANAN not been, as he was, my first choice for President, and yet approved himself worthy of the high trust confided to his hands, by regarding, respecting, and protecting the rights of the citizen and the rights of the States, I should have done every thing that one man could do to uphold and to strengthen him, and to gather around him a united public opinion. The performance of that duty becomes a proud satisfaction, however, when the consistency, dignity, and ability of his administration, are so many proofs that he well deserved the persevering and enthusiastic preference of those gallant men who have clung to his fortunes through good report and through evil report, during so many long years.

I am not writing as a partizan—I am not ambitious of printing a mere party paper; for, while with firm faith and unflinching footsteps I will follow constitutional principles to their logical and legitimate conclusions, I shall at the same time seek to convince those who may differ from me, by reason, not by recrimination, by argument rather than by declamation. And I am confident that no man, looking at Mr. BUCHANAN'S administration, up to this moment, with disinterested and elevated motives, will deny that that statesman has achieved the Presidency at an auspicious period for his own fame, and at a fortunate moment for the welfare of the Republic.

JNO. W. FORNEY.

August 1, 1857.

The Press.

WEDNESDAY, AUGUST 5, 1857.

After having been passed by the House of Commons, the Bill for relieving Jews from the necessity of swearing "on the true faith of a Christian," has been defeated by the House of Lords by 178 to 170. Sooner or later, the Jews must have an equality of civil rights with other religionists. It is creditable to the liberality of the Bishop of London (Dr. Tate) and Lord Shaftsbury, leading the Evangelical party, that they voted for the measure.

Popular feeling in England has never been in favor of the Jews. The readers of "Ivanhoe" will remember how tauntingly and cruelly Isaac of York, put forth in that splendid romance as a representative of the Jewish race, was treated in the time of Richard Cœur de Lion. Under his successors more just and humane practice was generally ignored. There is a tradition of a Jew having had his teeth drawn out, one by one, to compel him to surrender his treasure to some petty tyrant who had captured him, and that he held out until his first molar was extracted, after which he yielded, and gave up the money. Kings, princes, and nobles used the Jew, when they were in that condition poetically called "hard up," but they declined protecting his property or life. Not until the reign of OLIVER CROMWELL was there anything like fair play for the Jews in Britain. That great man, shrewd and practical, knew the political value of being on good terms with the men who had the money-bags, and gave the Jews as full protection as any other persons enjoyed, an example followed, a century and a half later, by NAPOLEON. Under the STUARTS, CHARLES and JAMES, actual persecution of the Jews was abandoned. Their wealth, information, and influence increased, and obtained respect. Not until 1753, however, were legislative steps taken for the recognition of their rights as citizens.

At that period, late in the reign of George II., an act of Parliament was passed to permit persons professing the Jewish religion to be naturalized. "The bill," says Lord MAHON, the historian, "did not pass without some sharp debates, nor without a general ferment in the country. It was urged that such facilities to the Jews would tend to dishonor the Christian faith—to promote the purchase of advowsons by unbelievers, thus leading at length to the downfall of the Church—to deluge the kingdom with usurers, brokers and beggars—to rob the lower classes of their birth-right by foreign and undue competition with their labor. Nay, more; several persons did not scruple to argue that such an act was directly to fly in the face of the prophecy which declares that the Jews shall be a scattered people, without country or fixed abode. These expounders of Scripture did not consider, that if such a prediction has really, in the sense in which they understood it, been made in Holy Writ, it is not in the power of any man or any body of men by any act of theirs to falsify it. Still less were they imbued with the sentiment which was nobly expressed by LITTLETON in one of these debates: 'He who hates another man for not being a Christian is himself not a Christian.'"

The popular feeling against this simple act of justice was so great, that the government, who introduced the measure, rapidly repealed it, in the following session. At present, though Jews are allowed to be naturalized, the privilege was slipped in, as it were, into another bill and thus was smuggled into the statute-books.

The movement in favor of the removal of Jewish Disabilities in England, originated in 1847, and John Russell, who passed then as a patriot and liberal of the first water, and had recently been a leading member of the Cabinet, with some prospect of returning to office, was elected to Parliament, in 1841, by the City of London.

In 1856, on the retirement of Sir ROBERT PEEL, his Lordship became Prime Minister. It was necessary to have a general election in 1847, by which time Lord JOHN had lost so much of his popularity, that he dreaded a threatened opposition at the London election. By this time, too, one Jew had served the office of Alderman and Sheriff of London, and another had been Sheriff of English county. Sir MOSES MONTEFIORE had been knighted in 1837, and made a Baronet in 1846, and Sir ANTHONY LIONEL ROTHSCHILD had also obtained a Baronetcy in the latter year, both being Jews. Evidently, then, the Hebrews were looking up. They had wealth, station, influence, and determined to use all to obtain a position of equality with their fellow-subjects. At the election of 1847, they put forward their parliamentary candidate, for the city of London, in the form of Baron LIONEL ROTHSCHILD.

A strong opposition, backed by great wealth, was got up by the Tories. Lord JOHN RUSSELL, comparatively a poor man, had not the pecuniary means to stand an expensive contest, and his prestige as Premier would greatly suffer if he were to retire from or be beaten in London. His friends made arrangements with Baron ROTHSCHILD's Committee, whereby the latter undertook to support RUSSELL, with influence and cash, provided that RUSSELL, in the new parliament, would carry as a Government measure, the admission of the Jews into Parliament. After a severe cost, in which ROTHSCHILD spent £80,000, RUSSELL and himself were elected.

The new Parliament met. It was expected, as a matter of course, that Lord JOHN RUSSELL would act on the precedent in 1833, when Mr. PEASE, a Quaker, being elected, and declining to take any oaths whatever, the House of Commons voted that he might take his seat on making an affirmation, as binding on his conscience as an oath is on other persons. Had Lord JOHN RUSSELL really desired to admit ROTHSCHILD into the Commons, he had only to move a resolution putting him on the same footing with Mr. PEASE. Nor could the Upper House have interfered—because each House has a right to make its own general rules and regulations of individual governance.

Lord John did nothing of the sort. Instead of moving that Jewish members might take their seats, on swearing, not "on the true faith of Christians," but on whatever was most binding on conscience, as they are allowed to do when elected to other offices and in Courts of Justice, he brought forward an act of Parliament enabling them to do this, thereby surrendering the privileges of the House of Commons, by asking the House of Lords to join in forming a plan for the admission of members to the Lower House. As a matter of course, and no one knew better than did JOHN what the result must be, the Commons passed the bill, and the Lords repealed it. The same farce was repeated in 1848, in 1849, in 1851, and in 1853. Meanwhile, Mr. DAVID SOLOMON, another Jew, (who was Lord MORGAN in London in 1855-56), was elected from Greenwich. He sate, spoke, and voted in the House—having refused to take the oaths, as a Christain—and was prosecuted, and was cast with pecuniary penalties for having done so. Baron ROTHSCHILD also presented himself in the House, and was refused his seat on any other terms than taking the obnoxious oaths. He resigned his seat, presented himself to his constituents, and was re-elected. He was again returned at the last general election, after which, Lord PALMERSTON himself took up the question, but on the same roundabout, clumsy, and absurd manner,—*i. e.*, by BILL—as Lord JOHN had used. The result was the rejection of the measure by the Lords, though seven bishops voted for it.

A new member, Mr. DILLWYN, who saw the humbug and hollowness of the whole proceeding, has hit the right nail on the head. He has announced his intention of moving, in the Commons, that Jews should be put on the same footing as Quakers in that assembly, and allowed to take their seats, when elected, simply on such oath, affirmation or declaration as will most religiously and solemnly bind them. If PALMERSTON and RUSSELL be sincere, which is much to be doubted, this resolution will be carried, because the Ministry have a majority in the House of Commons.

Here with us, Jews have precisely the same civil rights as Christians have. Universal toleration prevails among us. The Jews are as excellent citizens as energy, perseverance, industry, probity and intelligence can make them. These qualities have created wealth, and that wealth, liberally employed, relieves the distresses of the poor and the afflicted, not only of their creed, but belonging to other persuasion. In the legislation which gives equal rights to all citizens, England is two centuries behind this country.

Death of an Honored and Useful Citizen.

Oliver Eldredge, Esq., of this city, died suddenly at his residence in Otis place on Saturday afternoon. While seated at the dinner table, he had a paralytic stroke, which had a fatal termination in two hours. The *Daily Advertiser* has a truthful and disseminating sketch of the deceased, which we copy in full:

"Mr. Eldredge was born in the town of Brooklyn, in the State of Connecticut, on the 14th day of March, 1789, and was accordingly sixty-eight years of age. He came to Boston in 1808, and immediately entered upon a mercantile life. He early became interested in American manufactures, and pursued their development with a foresight and intelligence that insured success. During a period of nearly half a century, he has been well known as one of the foremost of our manufacturers and merchants. In his business transactions, and in his social relations, he was liberal, upright, and honorable. He was entrusted with several responsible posts, and discharged their duties with credit and fidelity. As a member of the State Legislature, he was faithful and diligent in attending to the public business. He was many years President of the North Bank, being continued in the office by successive re-elections, until the state of his health, a little more than a year ago, admonished him to retire, and to decline further service in that capacity. He was a valuable member of the Boston Board of Trade, and Vice President for Windham County of the Connecticut Association. In private life his character was unstained with the slightest blemish. Nor can we omit to mention that he brought up a large family of sons and daughters to occupy useful and honorable positions in the community. While we sympathise with these, and with his devoted wife, in the heavy affliction which has befallen them at an unexpected moment, in the loss of the affectionate father and husband, the public mourns the death of the upright, intelligent merchant and the public-spirited citizen.—*Boston Trans.*

Mr. ELDREDGE was highly connected, and favorably known in this city, and his loss is severely felt by his many friends here.

New Hall of the House of Representatives.

This hall will occupy the centre of the south wing of the Capitol, and will be one hundred and thirty-nine feet long from east to west, ninety-three feet wide, and about thirty-six feet high. It will be lighted by skylights in the ceiling and a glass roof, and at night by large chandeliers suspended between the ceiling and the roof. The Speaker's chair will be situated on the south side of the hall, and the members' seats, three hundred in number, arranged in a semi-circular form fronting it. There will be a continuous gallery on three sides of the hall—the north, east, and west—capable of seating twelve hundred persons, and a separate gallery for reporters, behind the Speaker's chair. The walls of the hall, under the galleries, will contain panels for paintings, and, above, niches for statuary. The hall itself will be nearly surrounded by a corridor, affording convenient communication with the post office, the retiring-rooms, and the committee rooms. The public galleries will be approached from a corridor surrounding them in the second story, which will be reached by a splendid stairway. Workmen are now employed in preparing the floor for the seats of members, in putting up the galleries, and in covering the walls with an ornamental finish of cast iron.

Dickens before an Audience.

A correspondent of the Boston *Courier*, writing from London, July 1st, says:

"Last night St. Martin's Hall was crowded to hear Dickens read his Christmas Carol, for the benefit of the family of the late Douglass Jerrold. At eight o'clock precisely, a well-dressed gentleman, with a geranium in his button-hole, and hair carefully brushed forward to conceal, as much as possible, his incipient baldness, appeared alone on the platform, and I knew, by the vehement applause, it could be none other than the immortal author of the Pickwick Papers. What Mrs. Kemble does in her admirable readings of Shakspeare, to reveal the latent meanings of the great dramatist, Dickens does for Dickens. It is not so much reading as acting. The thin voice of Tiny Tim, the chirrupy notes of Bob Crackett, the indignant voice of Crackett's wife, and, above all, the sullen, mumbling tones of Scrooge himself, were rendered inimitably. Although the reading occupied more than two hours, the reader showed no signs of weariness, but seemed to enjoy the entertainment as much as his most attentive audience; and when, after the close, he returned for a moment to bow his acknowledgment of the vociferous calls for him, his countenance wore the pleased expression of a boy's."

☞ BOY LOVE.—There never was a boy yet that before the age of manhood had not been in love, no matter with whom, some dozen times; it is the nature of his warm blood. If he can, he writes rhyme, and draws the object of his devotion in fancy sketches; if not, he quotes poetry for her edification. This sentimental love prepares the way for a more enduring love which enables him to select a partner for life, and to value a kind and sensible woman, as he gains greater insight into the character and mental qualities of her sex.

☞ Dr. Rutherford, of Harrisburg, has received a letter from the physician in attendance on TOMACH, the canal boatman, who had the parietal bone stricken from his head by coming into collision with a canal bridge, near Highspire, in Dauphin county. This case, from its singular nature, has excited a great interest among the medical fraternity. The fact that there is hopes of his ultimate recovery, says the *Telegraph*, is considered by some of our physicians here almost as remarkable as the character of the accident itself.

LEBANON VALLEY—ITS RESOURCES AND IMPROVEMENTS.

There is probably no district in Pennsylvania richer in agricultural and mineral resources than Lebanon Valley, and these are just beginning to be thoroughly developed and made known abroad by means of the Lebanon Valley Railroad, and the enlarged Union Canal; the former, when completed, will connect Reading with Harrisburg, and the latter unites the Schuylkill with the Susquehanna, forming a junction with the Schuylkill Canal at Reading, and with the Pennsylvania Canal at Portsmouth. The Union Canal, with its branch to Pinegrove, in the anthracite coal region, is now in excellent navigable condition, and prepared to do a heavy through and local business; it has been enlarged throughout, and provided with substantial stone-chambered locks, capable of passing boats as large as those employed on the State and Tide Water Canals. The Lebanon Valley Railroad is completed from Reading to Lebanon, and freight and passenger trains are daily passing over the road between those points. In a few months the road will be finished, and ready for travel through to Harrisburg, and, when completed, will be one of the most permanently built railroads in the country. The bridges are constructed in the most durable manner, as well as the bed and superstructure of the road; and an inspection of the work, particularly of the massive stone and brick bridges that support the road over the Schuylkill and the streets of Reading, will not fail to gratify and surprise the traveller, who may stop to examine these amongst the other curiosities of the capital of "Old Berks."

The location of the road from one terminus to the other, is through a valley of unsurpassed fertility and beauty. The broad teeming acres it traverses, studded with happy homes of plenty, and the thriving villages and towns at intervals of every few miles along the road, render the route not only attractive, but discloses sources of wealth, of which strangers who have passed over it, had no idea, previous to their trip. One of the most stirring places along the railroad and canal is the town of Lebanon and its vicinity. The Cornwall or North Lebanon Railroad connecting the Cornwall iron ore banks with the Union Canal and Lebanon Valley Railroad, passes near the town. This road, in connection with a number of *blast* furnaces, forms the main stay of the business of the place. At the terminus of the Cornwall Railroad at the Canal, there is an extensive business done *in the way of the landing of coal, shipment of* iron, and iron ore. The trade in ore alone to furnaces along the Schuylkill and Susquehanna, is about one hundred thousand tons annually, which, added to some sixty thousand tons of ore smelted by furnaces at and within a few miles of the mines, gives an idea of the rich yearly contribution in mineral only, of Lebanon county to the wealth of the country. The Cornwall Railroad was built by R. W. and W. Coleman; *for transporting coal to* their two large anthracite furnaces at Cornwall, and iron and ore to the Canal for shipment to different points. The road is seven miles long, and together with the extensive iron works owned by those gentlemen, form a monument of private enterprise rarely equalled.

About one mile north of the town, on the banks of the canal, are the Lebanon Furnaces. This is the pioneer establishment in the manufacture of anthracite iron in this region. The first *stack* in connection with this concern was erected eleven years ago, by R. and G. D. Coleman, when the business was yet in its infancy, and when the experiment of making iron with anthracite coal from rich primitive ores, was regarded with considerable misgiving. These gentlemen, however, with a spirit worthy of commendation, ventured on the enterprise, and it is not recording them any more credit than they are justly entitled to, by saying, that their leading investment, made as it was under doubtful auspices, was the inception and encouragement of the improvement and development of this neighborhood, which has ever since been progressing steadily in the way of the extension of the iron trade, railroad building, &c. &c.

The establishment is now owned entirely by G. Dawson Coleman, and comprises three furnaces, and a large foundry for the manufacture of water and gas pipe. The general arrangement of the works, together with several elegantly designed buildings, will not fail to interest any one who passes that way. The machinery consists of four large *blast* engines, three of which have thirty inch steam cylinders, and the other has one of twenty inch; the *blowing* cylinders attached to these engines are two of seven feet, two of six feet and one of five feet diameter, and were all built by J. P. Morris & Co., of Philadelphia. One of the most attractive features of these works, is the style of the buildings, among which are a superb office and engine house, and an experimental furnace, built in the most tasteful and substantial manner, and were designed by your talented townsman, Jos. D. Koecher, Esq., and are a credit to both architect and proprietor.

The Cornwall ore hills, situate about five miles South of the town of Lebanon, are the principal attraction of the valley, and is, perhaps, the richest deposit of iron ore within the same compass in the country. The Cornwall hills are truly a mineral and geological curiosity, well worth a ride from Philadelphia to behold. Some of the ore is magnetic, and the most of it very rich, requiring but a fraction over two tons of it, to make a ton of iron; and is *red short* in quality, which makes it in demand to mix with the *cold short* ores and iron of other localities.

The formation consists of three hills, embracing an area of about three hundred acres, over which the ore is spread in large masses, instead of in *lodes*, or veins, as it is usually found, and appears to have been heaved up, through the trap rock that surrounds it, in the form of a belt or basin, within which the ore is only found in *place*. The ore is quarried from solid massive *breasts*, of from twenty to forty feet in height; and as the observer casts his eye along the steep acclivities, on which some of the mining operations are conducted, and sees huge clumps of it laid bare on the different terraces, on which the miners are at work, and threads the openings and excavations about the base of the hills, made through the solid ore, he is forcibly impressed, not only with the incalculable wealth the deposit at this place, but with the stability of the foundations, in the shape of iron and coal, on which the prosperity of our State mainly depends.

Twelve years ago, these mines were only worked to the extent of the supply of some half dozen of charcoal furnaces, but now they furnish in addition the ore necessary to the operation of six anthracite furnaces in this neighborhood, and a number of the same kind of *stacks* in other districts. With mountains of iron ore on one boundary, and of coal on the other, and the canal and railroads already constructed, and other roads projected, it requires but little foresight to depict the magnitude of the manufactures and trade which will spring up in a few years along the lines of improvement in Lebanon Valley.

If the growth of the iron business continues in the same ratio for the next twenty years that has characterized it since the advent of the manufacture of iron with anthracite, what a scene of business animation this region will present at the end of that period. Its vast resources will not only make it the iron mart of the State, but the seat of a general trade of importance; and whilst the capitalists of New York are indefatigable in their efforts to divert the trade of the richest portion of our State from her emporium, to that of their own State; and with the link, the East Pennsylvania Railroad, between Reading and Allentown, now in course of construction, and which will form a direct connection between Lebanon Valley and New York city, what is Philadelphia doing, in the meantime, to counteract the sleepless assiduity of her rival? Comparatively nothing, and her leading capitalists, represented by the Central Railroad Company, seem to be intent on nothing but playing for the trade of the far West, though the chances in the game are daily increasing against them, while the more important trade of the State, that might be attracted to their road by branches, is neglected. Now that the Central Railroad Company have secured the Columbia and Philadelphia Railroad, there are interests and trade springing up in this valley, but twenty-five miles north of their road, which are worth looking after, and such a road extended to the centre of the middle coal region at or near Pinegrove, would build up a business along the line of it, and constitute a feeder to their main or trunk road, that could not fail to prove remunerative. Philadelphians, in short, are grasping at the shadow, and leaving the substance glide, by overlooking the immediate interests of their own State, and seeking a precarious trade in other quarters. They should wake up, and acquaint themselves with the resources of the interior of the State, and especially with the portion of it I have endeavored to describe.

PEDRO.

☞ SCIENTIFIC PIETY AND IMPIETY.—A large party had come from a distance to see Mr. Crosse's experiments and apparatus. He had been taking them to different parts of the house, as was his want, explaining his various philosophical arrangements: at length, on arriving at the organ gallery, he exhibited two enormous Leyden jars, which he could charge at pleasure by the conducting wires, when the state of the atmosphere was sufficiently electrical. An old gentleman of the party contemplated the arrangement with a look of grave disapprobation: at length, with much solemnity, he observed—"Mr. Crosse, don't you think it rather impious to bottle the lightning?" "Let me answer your question by asking another," replied Mr. Crosse, laughing—"Don't you think, sir, it might be considered rather impious to bottle the rain water.—*Andrew Crosse.*

CORRESPONDENCE.

LETTER FROM NEW-YORK.

[Correspondence of The Press.]

NEW YORK, Monday Afternoon, Aug. 3.

A TOUCH OF AUGUST QUALITY.—*July* gave us but few days that could be called hot, for summer weather; but I assure you that August bids fair to take, and keep, all the honors of the season. Yesterday was entitled to the adjective "hot," but to-day marks "very hot," and the coolest of us, in white linens and no cravats, pant like a turtle turned on his back on the Galliapogos Islands. Even our two glorious rivers cannot keep us cool, and we sigh incontinently for the Long Branch, Cape May, and Newport, from which we are debarred by that mingled curse and blessing of humanity—business. But *n'importe*, "a light heart" and a thin nether garment were said to be very good things for going "through the world, brave boys!" a feature, and let us trust that they will enable us to weather the summer of 1857.

HON. WM. L. DAYTON SICK.—*Apropos* of watering places, I learn by private advices from Long Branch, this morning, that Hon. Wm. L. Dayton, of New Jersey, late Republican candidate for the Vice Presidency—who is staying at the Metropolitan, there—is very ill. Mr. Dayton has exhibited signs of failing health for a considerable period; and I seriously fear that the bar, or at least its native life, may soon miss him, which Heaven forfend. If he *can* be revived, however, the air of Long Branch should produce the effect.

THE NEVERSINK TRAGEDY.—Donnelly has been sent to the county jail at Freehold, while Moses, who seems to have had no friends, was buried at Chapel Hill, in the same graveyard with Mrs. Maria Lewis, whose brutal murder on the Highlands, in 1853, made so strong a sensation, and the getting off of whose accused murderer was one of William L. Dayton's most brilliant efforts. Not a newspaper that has mentioned the sad affair, seems to have recognized the awful warning of the effects of gambling, exhibited in this case. Donnelly—more to be pitied even than his victim—was a man of good education—an M. D.; had travelled much, and had a high sense of honor, of a certain sort. He had staked money, not belonging to him, and lost it. What *could* he do, he said to himself, but get it back at any hazard? The result is this tragedy, and another hanging on the old Monmouth battle ground. Truly, it is quite as much to be guarded against the winning of money as the the losing of it! It is an unfortunate effect of this case, that it ruins the Sea View House, one of the finest situated on the coast, for the season. All its inmates are flocking back to the city, as if poor Moses' ghost could haunt them down the long corridors.

PANEL-HOUSES.—One of your city weeklies has been spending time and money during the week, in giving accurate drawings and descriptions of the panel-houses of New York, in which so many thousand robberies are constantly committed, in the hope that young men may take warning. Will they do it? It is doubful. Never moths flew more determinedly into the flame than our young men, apparently, to vice, ruin and death!

COMPTROLLER FLAGG.—Judge McCarthy, in the Marine Court, to-day, rendered one more decision against Comptroller Flagg, in his dog-in-the-manger contesting of every claim against the city, right or wrong. He contested the bill of Judge Welsh, of the *Leader*, in advertising the corporation proceedings, on the ground that the claim was over $250, and that for this there should have been proposals, under the charter; but the decision explodes the n