A MORNING AMONG AUTOGRAPHS.

BY WILLIAM YOUNG.

From Putnam's Magazine.

Mr. Old's collection is particularly rich in mementoes of the great civil war of England, and of the events that led to it. There are in it specimens—not of the mere handwriting, but of the correspondence, of Charles I, Prince Rupert, Lord Falkland, Oliver Cromwell, Selden, Pym, Sir Harry Vane the younger, Sir Thomas Fairfax, and other leading men of that stirring and stormy period. From the king himself there are several, each set off by a rare portrait—in one instance, a curious equestrian one by Hollar, with a battle-field visible under the horse's legs; in another, also by Hollar, what seems to be a facsimile of the statue at Charing Cross; in another a Vandyke, engraved by Peter de Jode; in another, another Vandyke by W. Sharp; in still another a head by Mytens from the inimitable burin of Delph. Here is one that lacks not a circumstantial interest. It is a holograph despatch to Prince Rupert, dated from the field of Edgehill, and written at the top of a foolscap sheet which is much stained and frayed. The outside and the address are wanting. Thus it runs:—

Nephew,—I have givea order as you have desyred, so that I d'out not but all the foot and canon will bee at Eggehill betymes this morning, where you will also fynde

Your loving Uncle and faithful frend,
CHARLES R.

A different and far graver interest attaches to my next citation from the same source; nor is there probably extant any single letter from the king, which affords to the student of history and of human nature so deep an insight into his strangely complicated character. Often did the Puritans accuse him of a leaning towards Roman Catholicism, and of active sympathy with its professors. This confidential communication would seem to dispose of that charge; yet, at the same time, it is impossible not to recognize in it a suspicious readiness to temporize, and to adapt his policy to circumstances. At any rate, without further pause upon its merits or its meaning, it is reproduced as a document well worth attentive examination. Nor do I believe that this letter of Charles I. to the Marquis of Ormond, then administering the Government of Ireland, is known to one reader in a hundred since it has never been published heretofore, save in Carte's Memoirs of that nobleman, a work not in many hands. That it was written with deliberation is evident from the neatness and plainness of the text, all by the king's own hand. The envelope in which it was enclosed is very ragged and worn. Two small seals, with the royal arms thereupon, yet remain unbroken, though the silken fastening has disappeared. The contents are as follows; but, before giving them, I may add that, subsequently to the acquisition of this state-paper (as it may well be called) there fell into Mr. Old's possession a letter from Charles to Prince Rupert, dated July 26, 1645, in which he says:—I am sending a new despache into Ireland wherein I not only seeke to hasten the supplyes in generall, but lykewis in particular to incourage the Marquis of Ormond himselfe to come over." Five days later—another proof, perhaps, of the care with which the missive was concocted—the hard-driven sovereign thus expressed himself:—

CARDIF, 31 July, 1645,

Ormond, it hath pleased God, by many successive misfortunes, to reduce my affaires of late from a very prosperous condition to so low an ebb as to be a perfect tryel of all men's integrities to me, and you being a person whom I considered as most entyrly and generously resolved to stand and fall witn your King, I doe principally rely upon you for your uttermost assistance in my present hazards. I have commanded Digby to acquaitute you at large with all particulars of my condition, what I have to hope, to trust to, or feare, where you will fynde that if my expectation of relife out Irland be not in some good measure, and speedily answered, I am lykely to be reduced to great extremities. I hope some of those expresses I sent you, since my misfortune by the Battatle of Nazeby, ar come to you, and am therfor confident that you ar in good forwardness for the sending over to me of a considerable supply of Men, Artillery, and Amunition. All that I have to add is, that the necessety of your speedy performing them is made much more pressing by new disasters, so that I absolutely command you (what hazard soever that kingdome may run by it) personally to bring up all the Forces, of what sort soever you can draw from thence, and leave the Government there (during your absence) in the fittest hands that you shall judge to discharge it, for I may not want you heere to comand those forces which will be brought from thence, and such as, from hence, shall be joyned to them. But you must not understande this, as a permission for you to grant to the Irish (in case they will not otherwise have a Peace) anything more in matter of Religion, than what I have alowed you already, except only, in some convenient Parisnes, where the much greater number ar Papists, I give you power to permitt them to have some places, which they may use as Chapells for theire Devotions, if there be no other impediment for obtaining a Peace, but I will rather chuse to suffer all extremities, than ever to abandon my Religion, and particularly ether to English or Irish Rebels, to which effect I have comanded Digby to wryt to their Agents that were employed hither, giving you power to cause deliver, or suppresse the letter, as you shall judge best for my services. To conclude, if the Irish shall so unworthily take advantage of my weake condition, as to presse me to that which I cannot grant with a safe Conscience, and withoute it to reject a Peace, I comand you, if you can, to procure a further Cessation, if not, to make what divisions you can among them, and rather leave it to the chance of Warr betweene them, and those Forces which you have not the power to draw to my assistance, then to give my consent to any such allowance of Popery, as must evidently bring destruction to that Profession which, by the grace of God, I shall ever maintaine through all extremities. I know, Ormond, that I impose a very hard Taske upon you, but if God prosper me, you will be a happy and glorious subject; if otherwais, you will perisne, nobly and generously, with and for him who is

Your constant reall faithfull Frend,
CHARLES R.

In marked contrast with the foregoing composition, wherein the pathetic and the politic are so obviously mingled, is the blunt and unlabored epistle that follows. Whatever may be thought of Oliver Cromwell's sincerity at certain epochs of his career, there is no room to suspect this familiar but earnest communication. It breathes the spirit of the writer's time, and is essentially the outspeaking of his nature. Mr. Carlyle has found a place for it among his gathered Letters and Speeches of the Protector; but, in his pages, the spelling and the punctuation have been modernized by the penman who copied it, or by the printer who put it into print, and this juxtaposition of old phraseology, with the lettered mode of to-day, detracts somewhat from its effect. It is as though one should paint old Noll in a chimney-pot hat and in trowsers. I reproduce this letter, therefore, textually from the original, all the more that it is in itself remarkable. I made no note of the condition of the manuscript or in respect to the penmanship; but here are the words writ by Oliver's own hand, omitting only, for convenience sake, a reference in the margin of the original to "2 Peter, i. 4," apparently an afterthought, opposite the passage alluding to St. Paul.

Dick Cromwell.

I take your letteres kindlye. I like expressions when they come plainlye from the heart, and are not strayned nor affected. I am perswaded it's the Lord's mercye to place you where you are. I wish you may owne itt, and bee thankdfull, fullfillinge all relations to the Glory of God. Seeke the Lord and his face continually; let this bee the business of your life and strength, and let all thinges bee subservient and in order to this. You cannot finde God in
nor behold the face of God, but in Christ, wch ttfd
therefore labor to knowe A Christ,
Scripture makes to bee the sum of all, even life eternall. Because the true knowledge is nott litterall or speculative, but inward, transforminge the minde to itt, its unitinge to, and participating of the Divine nature. Tis such a knowledge as Paul speaks off, Philip. the 3d. 8, 9, 10. How little of this knowledge of Christ is there amongst vs. My weake prayers shalbe for you. Take heede of an inactive
vaine spirit, Recreate youre selfe wth Sr Walter
Raughleyes historie, it's a bodye of historie, and
will add much more to your vnderstandinge
of storie
than fragments A . Intend to vnderstand the estate I have setled, it's your concernment to knowe itt all, and how itt stands. I have heretofore suffered much by too much trustinge others. I know my Brother Major wilbe helpfull to you in all this. You will think (perhaps) I need not advise you to love your wife; the Lord teach you how to doe itt, or else itt wilbee done illavoredly. Though marriage bee noe instituted sacrament, yett where the vndefiled bedd is, and love, this union aptlye resembles Christ and his Church. If can
you A trulye love your Wife, what doth Christ beare to his Church, and every poore soule therein, whoe gave himselfe for itt, and to itt. Comend mee to your Wife, tell her I entyerly love her, and reloyce in the goodnesse of the Lord to her. I wish ner every way fruitfull. I thanke her for her lovinge letter. I have presented my love to my Sister and Cozen Ann in my letter to my Brother Major. I would not have him alter his affaires because of my debt. My purse is as his, my present thoughtes are but to lodge such a sum for my too little gyries; it's in his hand as well as any where. I shall not be wantinge to accommodate him to his minde. I would not have him solicitous. Dick, the Lord blesse you every way. I rest

April 2d, 1650. Your lovinge Father
Carricke. O. CROMWELL.

From and after the time when Napoleon Buonaparte became First Consul, infinite pains were taken, in all departments of the state and through many agencies, to destroy or obliterate every document that bore the great man's name, spelled as it is here printed. The u was obnoxious, because it testified to his Italian origin, of which it was considered desirable to leave no record. Mr. Old, however, showed me a letter from Napoleon to the citizen Berlier, dated "Antiber, Prairial, l'an 2," with the extremely rare signature *Buonaparte.*

Againe, the flatterers of the living Emperor of the French have taken paius to set aside an impression—possibly malicious—that his majesty's grandmother wooed and won the founder of his dynasty; that is to say, that the mother of Hortense made more marked advances to the rising General, than are usually considered becoming on the part of her sex. This, I say, may be all scandal; nevertheless, here is a little billet-doux from the fair Josephine, that has never been in print hithereto, and that may or may not elucidate that point. It is dated the 1st Ventose, and runs thus in tones reproachfully tender:—

Vous ne venez plus voir une amie qui vous aime. Vous l'avez tout a fait delaissee. Vous avez bien tort, car elle vous est tendrement attachee. Venez demain sept dejeuner avec moi, j'ai besoin de vous voir, et de causer avec vous sur vos interets.

Bon soir, mon ami, je vous embrasse.
VEUVE BEAUHARNAIS.

Au General Bonaparte.

All the world knows the story of Mozart and the mysterious stranger; how the unknown one engaged the composer to write him a requiem, paying in advance the whole or a large portion of the covenanted price; how he appeared suddenly at intervals, urging the completion of the work; how the engagement and the weird manner in which it was followed up preyed upon Mozart's fragile nerves and sensitive temperament; how he came to regard this requiem as his own funeral dirge; and how he died, under this impression, before the task was finished. The last letter that I borrow from one of Mr. Old's portfolios, furnishes convincing proof that there is no exaggeration in the tale. I do not know to whom it was addressed, as the superscription and envelope are wanting. It is in Italian, beautifully written in a fine clear hand. Several years ago, Mr. Old allowed a fac-simile of it to be made for the opening number of the "Autography Souvenir," a periodical started in London for the purpose of reproducing the most valuable and authentic autographs in private collections, but not carried on beyond a few numbers. Translated into English, these are the contents:—

Most Honored Sir:—I would follow your advice, but know not how. My head is troubled, and I can scarcely compose; yet I cannot rid my sight of the figure of this unknown person. I see him perpetually; he requests, solicits, importunes me for the work. I continue, because composing fatigue me less than repose. Besides, I have no longer anything to fear. I know by my own feelings that the hour approaches, and that I must shortly breathe my last. I have finished before I have enjoyed the fruits of my talent. Yet life has been so sweet, and my career opened before me under such fortunate auspices. But we cannot change our destiny. No one measures his own day; we must therefore be resigned. Whatever Providence ordains will be accomplished, and now I conclude; this is my funeral dirge, I ought not to leave it unfinished. MOZART.

Vienna 7bre 1791.

Not content with correspondence that throws light on individual character, or on mooted historical points, Mr. Old has in his possession three or four very valuable manuscripts, with the mention of which I conclude my reminiscences. They are, by their form and bulk, inadmissible into the portfolios of assorted letters, though curiously rivalling some of these in interest. Thus doubly strauge did it seem to me to hold in hand a document that once belonged to Titian; and that bears the sign-manual of Charles V; and well may Mr. Old pride himself on owning it. It is a deed engrossed in Latin, upon a sheet of parchment measuring eighteen inches by thirteen, which—after reciting that the Emperor had previously conferred upon the artist a pension of the same amount—grants to him an aduitional annual pension of a hundred scudi or crowns. It is dated at Augusta Vindelicorum—the modern Augsburg—10 June, 1548; is countersigned by some official personage, whose name is not legible; and has sundry endorsements. The seal is missing, though its place is marked. The signature "Carolus" is in keeping with the text, and his various titles are thus recorded in the body of the deed itself:—"Emperor, Imperator Augustus of the Roman Empire, and King of Germany, Jerusalem, Hungary, Dalmatia, and Croatia, Archduke of Austria, Duke of Burgundy and Brabant, Count of Hapsburg, Flanders, and the Tyrol." I confess that I could not but handle this precious relic with peculiar reverence—not awed by imaginary contact with the holder of so many dignities, but by ideal communion for the moment with him who painted "Peter Martyr."

Fitting companion to this is another parchment sheet, twenty-two inches by thirteen, and also writ in Latin, by which Philip, the son of Charles V, recites the above-mentioned grant, and continues it to Titian's son Horace. This deed is dated at Madrid, 4 July, 1571, and is signed "Yo El Rey." It is very much stained and worn, and the name countersigned on it is also illegible. It is sealed—not in wax, but by a stamp—with the royal arms of Spain.

Coming down a century later, here is something that brings back at a glance the palmy days of Marly and Versailles. Five sheets of foolscap paper, formally attached together, are covered by a notarial contract of marriage, and the names of attesting witnesses. The espousing parties are M. Emanuel de Crussol, Comte de Crussol, and July Marie de Saint Maure.

The great ones of their time and place, who approved and appended their respective signatures, are:—Louis XIV; Maria Therese, his wife; Anne of Austria, his mother; the Dauphin; Philip of Orleans, brother of the King and father of the future Regent; Henriette Anne, daughter of Charles I, and wife of Philip of Orleans; the Ducs de St. Simon, de Noailles, de Brissac, de Grammont, and de la Rochefoucauld; Colbert, Le Tellier, and others. They are about forty in all; and every name is associated with the contemporaneous history of the abounding court-gossip of that period. Cannot you fancy their tickled pride and swelling importance, as courtier after courtier was invited to become, for the nonce, identified with royalty?

Lastly, Mr. Old called my attention to still another old parchment manuscript, measuring twenty-seven by twenty-one inches, and very closely written, that was in stern contrast with the souvenir we had just examined. Not greater is the difference in the relative subject-matter, than in the characters of those who took part respectively—gay voluptuaries for the most part in the one, earnest combatants for religious freedom in the other. The document to which I allude is a "Confession of Faith," signed by leading Scottish Covenanters, when Charles I endeavored to impose upon them the Liturgy of the Church of England. Several of these protests and exhortations to resistance, so to say, were signed by prominent nobles and heads of clans, and were then laid out on tables in city and village streets for general signature. Hereupon have signed and pledged themselves—Rothes, Montrose, Cassilis, Eloho, Home, Montgomerie, Lothian, Wemyss, Flemyng, Sinclare, Boyd, Drumlangrig, Doudown, Forrester, Eglinton, Balmerino, Dalhousie, Conpar, Fraser, Balcarres, and many another, in handwriting legible and illegible.

Enough. From these few specimens, the reader will have perceived how wide is the range that lies open to the collector of autographs. He may, perhaps, not wonder that Mr. Old's collection is famous in the small circle of experienced amateurs.

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WILLIAM P. CLYDE & CO.,
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FOR NEW YORK—SWIFT-SURE Transportation Company Despatch and Swift-sure Lines, via Delaware and Raritan Canal, on and after the 18th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO.,
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STEAMBOAT LINES.

BRISTOL LINE

BETWEEN NEW YORK AND BOSTON,

VIA BRISTOL.

For PROVIDENCE, TAUNTON, NEW BEDFORD, CAPE COD, and all points of railway communication, East and North.

The new and splendid steamers BRISTOL and PROVIDENCE, leave Pier No. 40 NORTH RIVER, foot of Canal street, adjoining Debrosses street Ferry, New York, at 5 P. M., daily, Sundays excepted, connecting with steamboat train at Bristol at 4 30 A. M., arriving in Boston at 6 A. M., in time to connect with all the morning trains from that city. The most desirable and pleasant route to the White Mountains. Travellers for that point can make direct connections by way of Providence and Worcester, or Boston.

State-rooms and Tickets secured at office on Pier in New York.

6 15 m H. O. BRIGGS, General Manager.

FOR CAPE MAY.

On TUESDAYS, THURSDAYS, and SATURDAYS.

The splendid new steamer LADY OF THE LAKE, Captain INGRAM, leaving Pier 19, above Vine street, every Tuesday, Thursday, and Saturday at 9:15 A. M., and returning from Cape May on Monday, Wednesday, and Friday.

FARE.....$2·25, including Carriage Hire,
Servants...$1·50, " "
Children....$1·5, " "
Season Tickets, $10. Carriage Hire extra.

The Lady of the Lake is a fine sea-boat, has handsome state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers. G. H. HUDDELL,
CALVIN TAGGART.

Office—No. 38 N. DELAWARE Avenue. [6 30tf

PHILADELPHIA AND TRENton Steamboat Line.—The steamboat EDWIN FORREST leaves ARCH Street Wharf, for Trenton, stopping at Tacony, Torresdale, Beverly, Burlington, Bristol, Florence, Robbins' Wharf, and White Hill.

Leaves Arch Street Wharf		Leaves South Trenton.	
Saturday, Aug. 15,	9 A.M	Saturday, Aug. 15,	1 P.M
Sunday, August 16,	to Burlington, Bristol, and intermediate landings, leave Arch street wharf at 8 A.M.		
Monday, Aug. 17,	11 A.M	Monday, Aug 17,	3 P.M
Tuesday, "	18, 11 A.M	Tuesday, "	18, 3 P.M
Wed'day, "	19, 12 M	Wed'day, "	19, 4 P.M
Thursday, "	20, 1 P.M	Thursday, "	20, 5 P.M
Friday, "	21, 1¾ P.M	Friday, "	21, 5¾ P.M

Fare to Trenton, 40 cents each way; intermediate places, 25 cents. 4 11

FOR CHESTER, HOOK, AND WILMINGTON—At 8 30 and 9:50 A. M. and 3:30 P. M.

The steamer S. M. FELTON and ARIEL leave CHESNUT Street Wharf (Sundays excepted) at 8 30 and 9:50 A. M., and 3:30 P. M., returning leave Wilmington at 6:50 A. M., 12:50, and 3:50 P. M. Stopping at Chester and Hook each way.

Fare, 10 cents between all points.

Excursion tickets, 15 cents, good to return by either boat. 6 3 tf

OPPOSITION TO THE COMBINED RAILROAD AND RIVER MONOPOLY.

Steamer JOHN SYLVESTER will make daily excursions to Wilmington (Sundays excepted), touching at Chester and Marcus Hook, leaving ARCH Street wharf at 10 A. M. and 4 P. M., returning, leave Wilmington at 7 A. M. and 1 P. M.

Light freights taken.

L. W. BURNS,
4 28 tf Captain.

DAILY EXCURSIONS.—THE splendid steamboat JOHN A. WARNER, leaves CHESNUT Street Wharf, Philada., at 2 o'clock and 6 o'clock P. M., for Burlington and Bristol, touching at Riverton, Torresdale, Andalusia and Beverly. Returning, leaves Bristol at 7 o'clock A. M. and 4 P. M.

Fare, 25 cents each way; Excursion 40 cts. 4 11 tf

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FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

M. WALKER & SONS,
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For the Laundry.—Free from Oxalic Acid.—See Chemist's Certificate

A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. [7 27 mwfsm

For sale by all respectable Grocers and Druggists.

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FOR BOSTON—VIA NEWPORT AND FALL RIVER.

The BOSTON and NEWPORT LINE, by the splendid and superior steamers NEWPORT, METROPOLIS, OLD COLONY, and EMPIRE STATE, of great strength and speed, constructed expressly for the navigation of Long Island Sound, running in connection with the OLD COLONY AND NEWPORT RAILROAD.

Leave PIER 28, NORTH RIVER, foot of MURRAY Street.

The steamer NEWPORT, Captain Brown, leaves Monday, Wednesday, and Friday, at 4 P. M., landing at Newport.

The steamer OLD COLONY, Captain Simmons, leaves Tuesday, Thursday, and Saturday, at 4 P. M., landing at Newport.

These steamers are fitted up with commodious state-rooms, water-tight compartments, and every arrangement for the security and comfort of passengers, who are afforded by this route a night's rest on board, and on arrival at NEWPORT proceed per railroad again, reaching Boston early on the following morning.

A baggage master is attached to each steamer, who receives and tickets the baggage, and accompanies the same to its destination.

A steamer runs in connection with this line between NEWPORT and PROVIDENCE daily, Sundays excepted.

Freight to Boston is taken at the same rates as by any other regular line, and forwarded with the greatest expedition by an express train, which leaves NEWPORT every morning (Sundays excepted), at 7 o'clock, for Boston and New Bedford, arriving at its destination about 11 A. M.

For freight or passage, apply on board, or at the office, on PIER 28, NORTH RIVER. For state-rooms and berths apply on board, or if it is desirable to secure them in advance, apply to

E. LITTLEFIELD, Agent,
22 No. 72 BROADWAY, New York.

SAFETY, SPEED, AND COMFORT. FURTHER REDUCTION IN PASSAGE RATES.

Favorite passenger steamers of the ANCHOR LINE sail every SATURDAY with passengers for

LIVERPOOL, GLASGOW, AND DERRY,
From Pier No. 20 North River.

Rates of passage payable in currency.

To Liverpool, Glasgow, and Derry, cabins $80 and $75, according to location.

Excursion tickets, good for twelve months, $140.

Intermediate, $35; Steerage $28.

Prepaid certificates from these ports, $35.

Passengers booked to and from Hamburg, Rotterdam, Antwerp, Havre, etc., at very low rates.

For further information apply at the Company's Office, No. 6 BOWLING GREEN, New York.

HENDERSON BROTHERS.

To avoid imposition, passengers will please come direct to the office, as this Company does not employ runners. 2 26 f

LONDON AND NEW YORK STEAMSHIP LINE.

Passage to London direct, $110, $75, and $30 currency.

Excursion tickets at reduced rates available for 6 months.

ATALANTA,
BELLONA,
CELLA,
WM. PENN.

Freight will be taken and through bills of lading given to Havre, Antwerp, Rotterdam, Amsterdam and Dunkirk.

For passage apply to ROBERT N CLARK, No. 26 BROADWAY, New York.

For freight apply at No. 54 SOUTH street, N. Y.

2 26 f HOWLAND & ASPINWALL, Agents.

CUNARD LINE OF EXTRA STEAMERS, BETWEEN NEW YORK AND LIVERPOOL, CALLING AT QUEENSTOWN, FROM NEW YORK EVERY WEDNESDAY.

TRIPOLI. ALEPPO.

RATES OF PASSAGE:

Cabin.....$80 Gold.
Steerage.....$28 Currency.

Steerage tickets from Liverpool or Queenstown at lowest rates.

For Freight and Cabin Passage, apply at No. 4 Bowling Green.

For Steerage Passage, apply at No. 69 Broadway.

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ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 NORTH River:—

NAPOLEON.....Lemarie
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VILLE DE PARIS.....Surmont
ST. LAURENT.....Bocande

PRICE OF PASSAGE IN GOLD (including wine),

TO BREST OR HAVRE,

First Cabin, $100 or $140; Second Cabin, $85.

TO PARIS,

including Railway Tickets, furnished on board,

First Cabin, $165 or $145; Second Cabin, $55.

These steamers do not carry steerage passengers.

Medical attendance free of charge