

THE WEAKNESS OF ENGLAND.

An Exposure by Froude—Practical Conditions of Affairs—Privilege vs. Right. An earnest and searching review of the causes of the decay of England has appeared in late numbers of Fraser's Magazine.

The concluding part of this able paper appeared in the September number of the magazine, and was written while England remained safely outside the lines of conflict on the continent—before the Russian cloud had become visible.

Putting aside these questions, however, Mr. Froude proceeds to a discussion of another point, namely, whether or not the heart of England is sound enough to stimulate the nation to a successful resistance of foreign aggression.

No nation ever suffered a more tremendous humiliation than France in the second occupation of Paris, yet France rallied rapidly, and is now stronger than ever.

No nation ever suffered a more tremendous humiliation than France in the second occupation of Paris, yet France rallied rapidly, and is now stronger than ever.

The noble lords—I speak of some, not yet, happily, of all—are grown wise in their generation, and acknowledge the excellence of what they once despised.

The noble lords—I speak of some, not yet, happily, of all—are grown wise in their generation, and acknowledge the excellence of what they once despised.

To the manufacturers abundance of labor means cheap labor, and cheap labor is the secret of their wealth, the condition of their prosperity, the means by which they undersell other nations and command a monopoly of the world's markets.

To the manufacturers abundance of labor means cheap labor, and cheap labor is the secret of their wealth, the condition of their prosperity, the means by which they undersell other nations and command a monopoly of the world's markets.

To the manufacturers abundance of labor means cheap labor, and cheap labor is the secret of their wealth, the condition of their prosperity, the means by which they undersell other nations and command a monopoly of the world's markets.

assisting emigration interferes to rob him of his living. "Keep the people at home," said a noble Lord, "we shall want them when trade revives."

The infinite wretchedness produced by the present state of things ought not to pass for nothing. It has become not uncommon in these days to hear of miserable fathers and mothers unable alike to support their families or see them starve, destroying their children and themselves, and making an end of their troubles thus.

THE INFINITE WRETCHEDNESS. The infinite wretchedness produced by the present state of things ought not to pass for nothing.

THE ARTISANS IN THE GREAT CITIES. The agricultural laborers driven out of the old-fashioned hamlets and huddled into villages, are heaped together in masses where wholesome life is impossible.

THE ARTISANS IN THE GREAT CITIES. The agricultural laborers driven out of the old-fashioned hamlets and huddled into villages, are heaped together in masses where wholesome life is impossible.

THE ARTISANS IN THE GREAT CITIES. The agricultural laborers driven out of the old-fashioned hamlets and huddled into villages, are heaped together in masses where wholesome life is impossible.

THE ARTISANS IN THE GREAT CITIES. The agricultural laborers driven out of the old-fashioned hamlets and huddled into villages, are heaped together in masses where wholesome life is impossible.

THE ARTISANS IN THE GREAT CITIES. The agricultural laborers driven out of the old-fashioned hamlets and huddled into villages, are heaped together in masses where wholesome life is impossible.

THE ARTISANS IN THE GREAT CITIES. The agricultural laborers driven out of the old-fashioned hamlets and huddled into villages, are heaped together in masses where wholesome life is impossible.

THE ARTISANS IN THE GREAT CITIES. The agricultural laborers driven out of the old-fashioned hamlets and huddled into villages, are heaped together in masses where wholesome life is impossible.

WAR EPISODES.

The Deserted Villages of France. A piquant sketch of the deserted villages of France is given by a correspondent of the London Daily Telegraph.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

The deserted village is deserted because of siege operations. It is in the great belt of ruin round Paris, and its inhabitants have fled to escape the dangers of shot and shell.

Wilmington and Reading RAILROAD. Seven Per Cent. Bonds, FREE OF TAXES.

We are offering \$200,000 of the Second Mortgage Bonds of this Company AT 82 1/2 AND ACCRUED INTEREST

WM. PAINTER & CO., BANKERS. No. 36 South THIRD Street, PHILADELPHIA.

A LEGAL INVESTMENT FOR Trustees, Executors and Administrators.

WE OFFER FOR SALE \$2,000,000 OF THE Pennsylvania Railroad Co's GENERAL MORTGAGE

Six Per Cent. Bonds AT 95 And interest Added to the Date of Purchase.

All Free from State Tax, and Issued in Sums of \$1000. These bonds are coupon and registered.

JAY COOKE & CO., PHILADELPHIA, NEW YORK, AND WASHINGTON, BANKERS.

B. K. JAMISON & CO., SUCCESSORS TO P. F. KELLY & CO., BANKERS AND DEALERS IN

FOR SALE. Six Per Cent. Loan of the City of Williamsport, Pennsylvania, FREE OF ALL TAXES.

P. S. PETERSON & CO., No. 39 SOUTH THIRD STREET, PHILADELPHIA.

ELLIOTT & BURN, BANKERS, No. 109 SOUTH THIRD STREET, PHILADELPHIA.

SILVER FOR SALE. C. T. YERKES, Jr., & CO., BANKERS AND BROKERS, No. 20 South THIRD Street, PHILADELPHIA.

A RELIABLE Safe Home Investment THE Sunbury and Lewistown Railroad Company

7 PER CENT. GOLD First Mortgage Bonds, Interest Payable April and October, Free of State and United States Taxes.

WM. PAINTER & CO., BANKERS, No. 36 South THIRD Street, PHILADELPHIA.

UNITED STATES SECURITIES Bought, Sold and Exchanged on Most Liberal Terms.

DE HAVEN & BRO., No. 40 South THIRD Street, PHILADELPHIA.

D. C. WHARTON SMITH & CO., BANKERS AND BROKERS, No. 121 SOUTH THIRD STREET, PHILADELPHIA.

JOHN S. RUSHTON & CO., BANKERS AND BROKERS, No. 119 WALL Street, New York.

WILLIAM P. CLYDE & CO., AGENTS, No. 19 S. WATER ST., PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS, No. 19 S. WATER ST., PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS, No. 19 S. WATER ST., PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS, No. 19 S. WATER ST., PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS, No. 19 S. WATER ST., PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS, No. 19 S. WATER ST., PHILADELPHIA.

SHIPPING. LORILLARD STEAMSHIP COMPANY FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.