

CHANGE AND PROGRESS IN JAPAN.

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 as interests, 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's breadth, 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 Taikoo Sama 250 years before, as the unalterable rule of Japan, had remained until that fatal morning undisturbed and unquestioned. This was what Taikoo 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 intercourse: "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 ancient 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 a world of arms and a fleet of ships—before a respectful hearing, with instructions "to show a resolution not to take 'no' for an answer"—and the result was the reluctant and oft-repeated reversal of the traditional 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 masters of the palace, with their 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 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 student like myself, on their way abroad, will hereafter become better acquainted with your country and people. We shall constantly 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 diplomat 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 already friendly relations and interests existing between our respective peoples."

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 fainean 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 snoring 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. Straggler still, Japanese scrip is quoted on the stock exchanges in Europe—and at 28 to 100—a rate which many of the oldest European States may envy. A mint from London has been set to work, and the notes for a paper currency are now preparing in Frankfurt with all modern improvements. A penny postage stamp and 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. Ironclad steamers ride at anchor under their own flag, which are 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 arsenals for casting cannon are in operation. Such are a few of the changes which place Japan in the foremost rank of Eastern na-

tions, distinguished before all others by its capacity for progress and power of assimilating the ideas and the best fruits of Western civilization.

In one direction they appear disposed to adhere resolutely to the policy so loudly proclaimed by Taikoo 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 prohibit Buddhism, 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 now bent on restoring, to the exclusion of every other. And it may be remembered that in none of their treaties with foreign powers could they be induced to admit the toleration 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 revolutionize 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 foreign 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 respect, 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 Taikoo 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 merely 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 trading 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 RAILROAD COMPANY, Office No. 22 S. FOURTH STREET. PHILADELPHIA, April 15, 1871. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 8th day of May, 1871, at 12 o'clock 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 Penna. Township Railroad Company for the consolidation of the said companies and the merger of the Northern Liberties and Penna. 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, Secretary. PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 22 S. FOURTH STREET. PHILADELPHIA, April 15, 1871. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 8th day of May, 1871, at 12 o'clock 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 Penna. Township Railroad Company for the consolidation of the said companies and the merger of the Northern Liberties and Penna. 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, Secretary. OFFICE OF THE LEBANON AND TREMONT RAILROAD COMPANY, No. 27 S. FOURTH STREET, Philadelphia, April 15, 1871.—A special meeting of the Stockholders of the Lebanon and Tremont Railroad Company will be held at the office of said Company in the city of Philadelphia, on the 8th day of May, 1871, at 12 o'clock 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 Lebanon and Tremont Railroad Company for the consolidation of the said companies, and the merger of the Lebanon 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.

A. LEIGHT FOSTER, Secretary. CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY. TRENTON, April 10, 1871. NOTICE.—The Annual Meeting of the Stockholders of the Camden and Amboy Railroad and Transportation Company will be held at TRENTON, May 10, at 12 o'clock, M., at the Company's office, for the election of seven Directors to serve for the ensuing year.

SAMUEL J. BAYARD, Secretary C. and A. R. R. and T. C. OFFICE OF THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY. PHILADELPHIA, April 24, 1871. The Annual Meeting of the Stockholders of this company will take place at the Rooms of the Board of Trade, No. 305 CHESTNUT STREET, on WEDNESDAY, May 3, 1871, at 12 o'clock, at which time an election will be held for seven Directors to serve for the ensuing year.

SPECIAL NOTICES. FILES.—DR. GUNNELL DEVOTES HIS time to the treatment of Piles, blind, bleeding, or itching. Hundreds of cases deemed incurable without an operation have been permanently cured. Best city reference given. Office, No. 31 N. ELEVENTH Street. 415 sm.

DR. F. R. THOMAS, No. 311 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 1/2.

DISPENSARY FOR SKIN DISEASES, No. 216 S. ELEVENTH Street. Patients treated gratuitously at this Institution daily at 11 o'clock. 114

FINANCIAL. FIRST MORTGAGE 7 PER 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 Road has given to these Bonds an established character equal to any mortgage issue dealt in 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 temporary or permanent investments, with Governments or any other security.

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. 422 swm15

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. 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 Company. The road is now finished and doing a large and profitable business.

WM. PAINTER & CO., BANKERS, And Dealers in Government Securities, No. 36 South THIRD Street, PHILADELPHIA.

JAY COOKE & CO., PHILADELPHIA, NEW YORK AND WASHINGTON. JAY COOKE, McCULLOCH & CO., LONDON, BANKERS AND 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 PORTS, GOLD AND SILVER BOUGHT AND SOLD.

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 travelers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.

FINANCIAL. A RELIABLE Safe Home Investment.

Sunbury and Lewistown Railroad Company 7 PER CENT. GOLD First Mortgage Bonds. Interest Payable April and October, Free of State and United States Taxes. We are now offering the balance of the loan of \$1,000,000, which is secured by a first and only lien on the entire property and franchises of the Company.

WM. PAINTER & CO., BANKERS, Dealers in Government Securities, No. 36 South THIRD Street, PHILADELPHIA.

NEW Loan of the United States. SUBSCRIPTIONS TO THE New 5 Per Cent. United States Loan. Received at our Office, where all information will be given as to terms, etc.

WM. PAINTER & CO., No. 36 S. THIRD Street, PHILADELPHIA. COUPON FOR REGISTERED LOAN OF THE City of Williamsport, Pennsylvania, With both principal and interest made absolutely secure by State and municipal legislation, for sale at 85, AND ACCRUED INTEREST, BY 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, 425 st 1m

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 CHESTNUT Sts. Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. 126

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

KANSAS CITY, MISSOURI, 10a. DOUGLAS COUNTY, NEBRASKA (including Omaha), 10a, 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, 82 sm No. 147 South FOURTH Street.

DELAWARE AND CHEESAPEAKE FOW-BOAT COMPANY. Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. CAPTAIN JOHN LAUGHLIN, Superintendent, OFFICE, No. 13 South WHARVES, PHILADELPHIA.

FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. SWIFT SERVICE TRANSPORTATION COMPANY. DESPATCH AND SWIFTEST LINES. The steam propellers of this company leave daily at 12 M. and 5 P. M. Through in two-and-four hours. Goods forwarded to any point free of commission. Freight taken on accommodating terms.

EDWARD D. RANDOLPH, Bankers, 3 Nassau St. N. York. Dealers in U.S. Bonds, Members of Stock and Gold Exchange of New York, and London, Paris, and Hamburg, and Letters of Credit, available throughout Europe.

FINANCIAL. BONDS OF THE Camden and Amboy Railroad, New Jersey Railroad and Transportation Company, and Delaware and Raritan Canal Company, Consisting of the United Companies of New Jersey.

We offer these most desirable bonds, in registered certificates, due in 1891, bearing 6 PER CENT. INTEREST, free of all taxation, payable April 1 and October 1. For full particulars, apply to DREXEL & CO. C. & H. BORIE, W. H. NEWBOLD, SON & AERTSEN.

JOHN S. RUSHTON & CO., BANKERS AND BROKERS. GOLD AND COUPONS WANTED. City Warrants. BOUGHT AND SOLD. No. 50 South THIRD Street. 6 301 PHILADELPHIA.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows: City of Brussels, Saturday, April 29, at 2 P. M. City of London, Saturday, April 29, at 1 P. M. City of Dublin, via Halifax, Tuesday, May 2, at 1 P. M. City of Antwerp, Wednesday, May 3, at 2 P. M.

RATES OF PASSAGE. By Mail Steamer Sailing every Saturday, Payable in gold. First Cabin.....\$75 Steerage.....\$30 To London.....\$80 To Liverpool.....\$85 To Halifax.....\$90 To Antwerp.....\$100 To London.....\$105 To Liverpool.....\$110 To Halifax.....\$115

NATIONAL STEAMSHIP COMPANY. STEAM DIRECT TO AND FROM NEW YORK. 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, CURRENT. \$75 and \$60. First class Excursion Tickets, good for twelve months, Early departure, and the most made in order to secure a choice of state-rooms.

C. W. OWENS, Agent C. & G. R. R., No. 123 Broadway. THE ANCHOR LINE STEAMERS. Sail every Saturday and alternate Wednesdays to and from Glasgow and Derry. Passengers booked and forwarded to and from every port of Great Britain, Ireland, Norway, Sweden, or Denmark, and also, as safely, speedily, comfortably, and cheaply any other route or line.

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PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. THURSDAY LINE FOR CHARLESTON. The first-class Steamship VIRGINIA, Captain Hunter, will sail on Thursday, May 4, at 12 o'clock, noon, from Pier 5, North Wharves, above Arch Street.

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NEW EXPRESS LINE TO ALEXANDRIA, ANDRIA, GEORGETOWN, AND WASHINGTON, D. C. Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroads. Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street.

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ICE. PRICE OF ICE LOW ENOUGH TO SATISFY THE DEMAND. "BE SURE KICKERBUCKER IS ON WAGON." KNICKERBUCKER ICE COMPANY. THOS. E. CHASE, President. E. F. BENSLOW, Vice-President. A. MUNT, Treasurer. E. H. CORNELL, Secretary. T. A. BENTLEY, Superintendent. Principal Office, No. 435 WALNUT Street, Philadelphia. Branches: Orange and Delaware Rivers, and all the principal cities of the United States.

SHIPPING. THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue tickets of lading to interior ports South and West in connection with the Central Railroad of Georgia, and the SOUTH AND NORTH WESTERN.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LEANS. The YAZOO will sail from New Orleans, via Vicksburg, on Tuesday, May 9, at 8 A. M. The YAZOO will sail from New Orleans, via Vicksburg, on Tuesday, May 9, at 8 A. M.

WEEKLY LINE TO SAVANNAH, GA. The YONAWANDA will sail for Savannah on Monday, May 8. The WYOMING will sail for Savannah on Monday, May 8. THROUGH BILLS OF LADING given to all principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamer as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PONDER will sail for Wilmington, N. C. on Tuesday, May 2, at 8 A. M. Returning, will leave Wilmington on Wednesday, May 17. Connects with the Cape Fear River Steamship Company, the Wilmington and Weldon Railroad, and the Chesapeake and Delaware Canal, and Chester Railroad to all interior points.

THE STEAMSHIPS SAN SALVADOR, Captain Nickerson, from No. 8 North River, at 5 o'clock, P. M. WM. B. GARRISON, Agent, No. 5 Bowling Green. MONTGOMERY, Captain Faircloth, from Pier 13 North River. R. LOWDEN, Agent, No. 38 West Street. LEO, Captain Dearborn, from Pier No. 16 North River. MURRAY, FERRIS & CO., Agents, Nos. 61 and 63 South Street.

GENERAL BARNES, Captain Mallory, from No. 36 North River. LIVINGSTON, FOX & CO., Agents, No. 58 Liberty Street. Insurance by this line ONE-HALF PER CENT Super-extra accommodation or superior service. Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. Through rates and bills of lading in connection with the Chesapeake and Delaware Canal, C. D. OWENS, Agent C. & G. R. R., No. 123 Broadway.

ANGLO-AMERICAN STEAMSHIP COMPANY. AUSTRALIA, BRITANNIA, INDIA, COLUMBIA, EUROPE, PACIFIC. From Pier 20 North River, New York, at noon. Rates of Passage, Payable in Currency, \$100 to Liverpool, Glasgow, or Derry; \$125 to London, and \$150 to other ports. First cabin extra, according to local conditions. Cabin excursions tickets (good for twelve months) securing best accommodations, \$150. Other rates as low as any first-class line.

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