MISSIONARY WORK IN EGYPT.

English and American Efforts.

Under the title of "Christian Work in Egypt," a writer in the July number of the rinceton Review gives some interesting information concerning the labors of English and American missionaries. We copy a few Dassages;---

"Protestant effort in Alexandria emanates from three special centres. There is the Epis-copal Church for the English residents of that communion, the Scottish Presbyterian Church for dissenters, and the American Mission Establishment for all and sousity, but especially he Arabic-speaking population. Then there is an agency of a Swiss mission, and two or three schools for natives, presided over and

conducted by Protestants. "The work of the Scottish Presbyterian Church began in 1858, as a branch of the Church of Scotland's Mission to the Jews, but the missionary having been appointed consular chap-lain, his chief energies have since been given to the dissenting population, and very largely to that portion connected with the shipping From the migratory character of the people truits of such labor are very little seen, there has been, in many respects, considerable encouragement. The town congregation for the most part consists of English Independents and a few Scottish Presbyterians. although their numbers are not what they sught to be. The blight of the city appears o fall on all who enter it, and even the cotch, with all their home training, seem to are less that many others for religious ordidances.

"Of Protestant establishments, there was formerly in Cairo the headquarters of a mision established by the Church Missionary Society of England, but it ceased to exist several years ago, and the only institution now directly supported by English money is an educational seminary presided over by a lady-Miss Whately, daughter of the late Archbishop of Dublin. Here a boys' and girls' school for Moslems and Christians indisriminately is carried on with great energy: nearly one hundred and fifty of the former and over fifty of the latter being in daily attendance, while by the distribution of books and other humble labors of one or two lay agents a considerable amount of religious and moral light is disseminated.

"But the institution in Egypt which, is doing the work of the Gospel on the largest and most thorough-going scale is the Ameri-can Mission, as it is called. Commenced ome twelve years ago by the settlement in Cairo of a single missionary, who confined his instructions to those whom he could gather into his own house, it was gradually extended. till now it has to a greater or less extent overspread the whole land. In all the chief towns, such as Alexandria, Cairo, Mansoura, Osiout, missionaries have been stationed, schools have been organized, the Gospel preached. and the Scriptures circulated. And not to these towns alone have their labors been contined, but taking them as their bases of operations, the missionaries have extended their work to the whole district of country lying around, while periodically journeys have been undertaken to those outlying parts of the country otherwise innecessible, for the sake of preaching and circulating the Word. The progress of the mission has been gradual, but to all appearance it has been sound and sure. "The mission, as such, was established and has been wrought and supported by the United Presbyterian Church of North America, although in more instances than one the liberality of the churches in Scotland and Christians in England has been laid under contribution for its assistance. At the present time there is a force of eight ordained missionaries stationed at different parts of the country, and associated with them are three female missionaries. In and for the schools which have hitherto formed a prominent part in the mission work, teachers have been trained from the youth of the land, and now there are eighteen male and fifteen female preceptors, many of them accomplished and apt to teach; while proceeding in the same way with regard to the supply of the pulpits, the missionaries have been training young men in general and theological education and pastoral duties, so that now there are eight native probationers, or preaching assistants. One has even been called, ordained, and settled over a congregation which has been completely organized with its staff of elders and deacons. Another agency, and one which is likely to be abundantly instrumental, is the printing establishment which has been set up in Cairo. In Arabic there is or was only a few year ago absolutely no Christian literature. Pre-viously to this century there was no demand for it, since reading was an accomplishment little cultivated by the Christians. Now, however, that an educated youth are growing up, it is necessary that books both of an educational and religious character be provided for their perusal; and accordingly the Mission Presbytery has delegated one of its number to give his whole strength to the work of preparing and editing materials for and generally superintending the work of book printing. "As has been said, the schools have all along formed one of the most prominent departments of the mission work in Egypt. At each of the stations a school for boys, and one or more-as in Cairo-for girls, were opened at the outset; and while a good, thorough education in their own language was imparted, and where desired classes formed for Italian, French, or English, the resident missionary has always devoted a certain time every day to religious instruction, while exercising a general superintendence over the whole work of the school. In this way, within the last ten years, thousands of boys and girls have come into possession of a fair, and in many cases a very superior, education. the people is very much the same as that found in the cities of the north. If there is any difference, it is that they are more wedded to the ways and thoughts of the past. The old plea is constantly in their mouths-"This Protestantism,' they say, 'what is it but a thing of yesterday? whereas our church goes back to the beginning of time.' They are to mankind. also more under the power of the priests, as A LEXANDER G. CATTELL& CO., they are perhaps more at their mercy. For in the towns the consequences of priestly enmity are quite as dreadful in their eyes as those to which reference has just been made. Not only can the ecclesiastical sword-which perhaps is blunt enough, and in itself sufficiently innocent-be held over their heads, but the temporal arm, too, can be used to follow up the stroke, and though the connection between NOTICE.-THE UNDERSIGNED would call the stantion of the public to his NEW GOLDKN FAGLE. FURNAUE. This is an entirely new heater. It is so constructed as to once commend itself to general favor, being a combi-nation of wrought and cast iron. It is very simple in its construction, and is perfectly air-tight; self-cleaning, hav-ing no pipes of drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any fur-nace now in use. The hygromotric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly basilty atmosphere. Those in want of a complete Heating Apparatus would do well to call and examine the Golden fagle. Nos. 1132 and 1134 MARKET Street. Piladelphile. A large assortment of Cooking Ranges, Fire-Board the two is scarcely if ever acknowledged-for that would be much too open for Eastern taste-it is not the less close and causal. Indeed, the more the position of the parties is considered the greater will appear to be the power in the hands of the Church over its members. "The Copts are all subjects of the Government, and wholly at its disposal. And so, when one of them displeases his ecclesiastical chiefs in a manner sufficiently heinous, the atter have nothing more nor less to do than A large assoriment of Oooking Ranges, Fire-Boar Stoves, Low Down Grates, Ventilators, etc., always of hand. N. B.-Jobbing of all kinds promptly done. submit his name to the Government authorities, and the poor man is made to pay the

penalty of his transgression on the first op-portunity. If he is not actually in the service of the Government, his name is sure to be included in the first draft of men for the railway or canal works, or the army; and if a Government servant, he is either dismissed on some flimsy pretext, or selected for service so distant or dangerous that his election is tantamount to banishment, or even death. And in all this they have a ready answer to any complaint that may be made on behalf of the victim by the missionary or his consul: 'Why,' says the magistrate, 'these men are our servants and subjects, and who are you to interfere between us?'

"Or, the church may work the government power in yet another way. The scribes, who are certainly the worst class of Copts, trained as they are from their youth in all kinds of deceit and intrigue, overreaching and lying, invariably take the side of the church, and when any case in which a Protestant is concerned comes before the court in which they officiate, judgment is sure, sooner or later, to go against him. They have even been known to turn a mudeer (or sheriff) from being de-cidedly favorable to a Protestant plaintiff. right round to indignant denunciation, and y means of forged documents and prepared witnesses succeeded, if not in obtaining a judgment of acquittal for the Coptic defendints, at least in shelving the case altogether. "They got the magistrate to take the case

as a Scotchman would say) to avitandum, and took good care that it never got back ! "If, therefore, the provinces of the South

offer some advantages to the Christian worker, and in some respects hold out prospeets of success, they present also their own lifficulties and drawbacks. To be sure, there are in the towns men of sufficient position and wealth to command freedom of religious thought and action for themselves, but even they cannot do so without difficulty, and in many cases considerable sacrifice.'

Student Life at Heidelberg.

We find the following in the Worcester Spy. rom a correspondent of that paper, writing rom Germany.

At our hotel we had a lively young German andlord, who amused us all at dinner, a party of a dozen Americans, with his accounts of student life. "Oh, they don't study at all," said he: "how can they? They get up at ten or eleven in the morning. After breakfast they must have their fighting lesson. In the afternoon they come here tor a good dinner, and in the evening they must be at the beer garden, you know. After they have spent a year or two this way, they just pay the professor for some papers, and then say they have graduated at. Heidelberg University. This story, much the same as the Parker House waiter would give perhaps of Harvard men, we recognized as the account of the ten per cent, of fast men to be found in every college. And we happened to know of one at least, fitted at Mr. Metcall's Highland school, son of the Chinese Minister Burlingame, who, after an exemplary college career, had recently graduated with very high honor. But with enriosity exclude about the fighting lesson, after further inquiry, he assured as they do every week fight in desperate encounters and dead earnest. Next morning I chanced to learn with ocular

demonstration that the sword duel of the German students is no myth, or affair of the past, or rough play at blunt lencing, as I had ima-gined, but a horrible reality of to-day, a barbarism beside which the roughest hazing of our colleges is pleasant pastime. Of the eight or nine hundred students, some hundred or more form clubs, under the name of corps students, distinguished from each other and from all the rest by caps of special color and style. They lead a life of luxury and dissipation. As we drove by their club house, half-way up the hill across the river, among the woods, and quite away from the city, we were curious to go in. With the help of our student friend we were permitted, with some hesitation, to enter for a few moments; for to his own credit I should say that our friend had no personal acquaintance among them, and only, perhaps, by dress and manner was recognized as a member of the University and a fellow-student. Abundant vidence indicated the place as a club house of beer and wine and fast living. Around the door were a half dozen immense dogs, of buildog and bloodhound species, savage looking, but heavily muzzled, which we imagined to be the students' special pets and playfellows. As we ascended the stairs, a porter coming down, with two pans of water deeply dyed with blood, gave us un-pleasant suspicions of rough play going on. Ou entering a room much like Brinley Hall, divided in two, rudely ornamented, and with a few rough benches, on whose floor were blood stains of various date, from the many encounters, and along the side were the long, straight, slender swords, with blunted ends to must them for thrusting, but with edges as keen as a penknife. About forty young men were lounging around, some in half dishabille, others richlydressed, some sipping beer, listlessly lying at full length on the benches, or gathered in little knots chatting carelessly over some event of interest. Many faces were scarred heavily with the hacks and gashes of former encounters. There was nothing to indicate any unusual excitement this morning, so that in spite of my aroused suspicions I was half surprised to learn that a duel had just taken place. In one corner where a small group was gathered we found a student sitting in a chair, half stripped, having his wounds sponged and sewed up. He had just received a ghastly sword cut over the left eye some two inches is length, and one on top of the head still longer and deeper, the scars of which he will carry to death. He wore spectacles, was pale, but keeping up good courage, and talking very coolly about it. Another man, the centre of a different group, I upposed to be his antagonist, but soon found them dressing two more for another fight. They were heavily bandaging the arms, neck, and breast, and covering the yes with iron goggles, and the person with butcher's shirt. The face and head are free to be hacked and gashed. Our friend said that formerly they admitted the dogs, but on one occasion, when the end of a nose was salpped off, a dog seized and swallowed it, before it could be sewed on again; so now they are more cautions. And what do they light for ? Nothing at all ! It is good discipline for courage. Bismark was a corps student. And so were some of the best professors in college. The different corps fight each other, men on the most friendly terms are arrayed against each other. Generally however, some insult is purposely offered and passed to provoke the challenge. I heard of their beautiful fights, and the beautiful cuts they give each other. But reserving this epithet for other uses, I only wished for the strong arm of power to arrest the whole set of young barba-rians, who outrage and disgrace civilization, and send them to coal mines for some useful service

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NOTICE .- THE UNDERSIGNED

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, NORRISTOWN RAILROAD, TIME TABLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3/4, 3%, 4, 4:35, 5:66, 5%, 6, 61%, 7, 8, 9, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 7, 7½, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8 20 down train and 8½ and 5½ up trains will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9-16 A. M., 2, 4-05, 7, and Trenton.

10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M.

P. M. OHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. OR CONSHOHOCKEN AND NORHISTOWN. Leave Philadelphia at 6, 71%, 9, and 11:05 A. M., %, 3, 4%, 6, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 A. L, 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop t Mogee's, Potts' Landing, Domino, or Schur's une.

ne. The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken. ON SUNDAYS Leave Philadelphia at 9 A. M., 2%, 4, and 7%

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 8, 4%, 5, 5%, 6%, 8:05, 10:06, and 11% F. M.
Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 8:30, and 10 F. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk. ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9%
P. M.

. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets. Depot, NINTH and GREEN Streets. **DEDATE:** PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TA-BLE.—Commencing MONDAY, May 10, 1869.— Trains will leave Depot corner Broad street and Washington avenue as follows:— Way Mail Train at 3:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-ton for Crisfield and Intermediate stations. Express Train at 12 M. (Sundays excepted), for

ton for Grisfield and Intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-ter Thurkow, Linewood, Charmont Wilmington

ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace,

Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12.00 M, train. WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and interme-diate Stations.

diate Stations. Leave Wilmington 6 39 and 8 10 A. M., 1 30, 4 15, between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Ac-commodation Trains Sundays excepted.
 From Baltimore to Philadelphia.-Leave Balti-more 7-25 A. M., Way Mall; 9:35 A. M., Express;
 2:35 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.
 Leave Baltimore at 7:25 P. M. strongert Mag.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7 25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CEN-TRAL RAUROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Philadelphia and Battimore Central Kaliroad. Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M., and 4 35 P. M. Leave Phi-ladelphia for Chadd's Ford at 7:00 P. M. The 7:00 Å M. Train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:20 P. M. ranning to Oxford

RAILROAD LINES.

1869, -FOR NEW YORK. -THE CAMDEN AND AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

hours :- MORNING ACCOMMODATION.

YORK, AND WAY PLACES. FROM WALNUT STREET WRARF. At 6:30 A. M., via Camden and Amboy Accom, \$2:25 At 8 A. M., via Cam and Jersey City Ex. Mail 8:00 At 2 P. M., via Camden and Amboy Express... 8:00 At 6 P. M., for Amboy and intermediato stations. At 6:50 and 8 A. M. and 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R, and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3:39 and 4:30 P. M., for Trenton.

Trepton. At 6-30, 8, and 10 A. M., 12 M., 2, 3-30, 4-30, 6, 7, and 11-30 P. M. for Hordentown, Florence, Burlington, Beverly, and Delanco. At 6-30 and 10 A. M., 12 M., 3-30, 4-30, 6, 7, and

1:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Forry

The 11:30 P. M. line leaves market States and (upper side). PROM ERNSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 5 P. M.

for Bristol. At 7:50 and 11 A. M., 2:30 and 5 P. M. for Morrisfor Bristol.
At 7:50 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Sebenck's ann Eddington.
At 7:30 and 10:15 A. M., 2:30, 4.5, and 6 P. M. for Cornwell's. Torresdale. Holmesburg. Tacony, Wissinc ming. Bridesburg. and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Vis Connecting Railway.

VIA Connecting Railway. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 53:25. At 11:30 P. M., Emigrant Line, Fare, 82. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tren-

ton. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg,

and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE BAILROAD LINES. FROM KENSINGTON DEPOT. At 7:30 A. M. for Ningara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oewego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for March Chunk, Allentown, Bothlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and in-termediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. FROM MARKET STREET PERKY (UPPER SIDE). FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 330, 5, and 630 P. M. for Merchantville, Moorestown, Hartiord, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pennberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 330 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Oream Ridge, Imlaystown, Sharon, and Hightstown.

Hightstown. 1 10 WILLIAM H. GATZMER, Agent,

DENNSYLVANIA CENTRAL RAILEOAD.

SUMMER TIME. The trains of the Fennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Frost and Market streets thirty minutes before its departure. The Chesnul and Walnut streets cars run within one square of the Denot

Wainut streets cars run within one square of the Depot. Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut street, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAUS LEAVE DEPOT. VIZ.:-

 will receive attention. TRAINS LEAVE DEPOT, VIZ.:

 Mail Train
 8:00 A. M.

 Paoil Accommodatin, 10:30 A. M., 1:10 and 7:00 P. M.

 Fast Line
 11:50 A. M.

 Erie Express
 11:50 A. M.

 Harristurg Accommodation
 2:30 P. M.

 Lancaster Accommodation
 5:30 P. M.

 Parkesburg Train
 5:30 P. M.

 Cincinnati Express
 8:00 P. M.

 Erie Mail and Pittsburg Express
 10:30 P. M.

 Fhiladelphia Express, 12 night.
 10:30 P. M.

 Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadeiphia at 12 o'clock.

and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train,

rhiladelphia Express leaves daily. All other Thisdeephia Express leaves daily. All other trains daily, except Sunday. The Westers Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P.M., at No. 10 Market street. Reading and Pottstown Accommodation Trains, at

reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and Intermediate sta-tions by Reading and Potistawa Accompodation

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Author, 6 29 6m

Straets, Philadelphia.

READING RAILROAD. -GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 11.7 Sansom street. CHESNUT Street, rear entrance No. 11.7 Sansom street. Sale at the Auction Store, No. 1110 Chesnut street. SUPERIOR WALNUT FURNITURG, PIANO-FORTES, MANTEL, AND FIER GLASSES, BRUS-SELS AND OTHER CARPETS, HAIR MAT TREESER, BEDDING OIL PAINTINGS, ENGRAY. INGS, CLOTHES HAMPERS, WATER-COOLERS, REFRIGERATORS, OFFICE TABLES, AND DESES, GLASSWARE, FTC. On Friday Morning, August 6, at 9 o'clock, at No. 1110 Chesnut street, will be sold, a large and excellent ascortment of walnut parlor and bannher formiture, walnut and oak during room suits; about 30 walnut and gill frame manuel, pier, and obamber glasses, is ottage suits. Brussels and other carpets; plano-teres; chima glassware, etc.

NORTH, NORTHWEST, AND THE CANADAS.

Leaving the Company's Depot at Thirteenth and Callowhili streets, Philadelphia, at the following

At 7:30 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS. At 9.15 A. M. for Reading, Lebanou, Harrisburg, Pottsville, Pinegrove, Tanaqua, Sanbury, Williams-port, Elmira, Rochester, Niagara Falis, Buffalo, Wilkenbarre, Pittaton, York, Carlisie, Chambersburg, Hagerstown etc.

Hagerstown, etc. The 7:50 A. M. train connects at READING with The 7:50 A. M. train connects at READING with The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the S'15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc.

 Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
 AFTERNOON EXPRESS.
 Leaves Philadelphia at 370° P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.
 Leaves Pottstown at 625° A. M., stopping at intermediate stations; arrives in Philadelphia at 360° P. M.; arrives in Pottstown at 640° P. M.
 READING ACCOMMODATION.
 Leaves Reading at 730° A. M., stopping at all way stations; arrives in Philadelphia at 560° A. M., Returning, leaves Philadelphia at 560° A. M., arriving in Philadelphia at 270° A. M., and Pottsville.
 Trains for Philadelphia leave Harrisburg at 810° A. M., and Pottsville at 245° P. M., arriving in Philadelphia at 28° A. M., arriving at Philadelphia at 645° P. M.
 Harrisburg Accommodation leaves Reading at 75° A. M., arriving at 75° A. M., and Harrisburg at 410° P. M. Connecting at Reading with Afternoon Accommodation south at 630° P. M., arriving in Philadelphia at 915° F. M.
 Market train, with a passenger car attached, leaves FIRST FALL SALE OF CARPETINGS, OIL-CLOTHS, ETC. On Frider Morning, August 6, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hence, coltage, and rag carpotings, etc. SALE OF 1200 CASES ROOTS, SHOFS, BROGANS ETC., ETC. On Thursday Morning, August 5, at 10 oclock, including a large line of city-made 8326

Market train, with a passenger car attached, leaves philadelphia at 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 Å, M., connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and Philadelphia at 525 P. M. Leave Philadelphia for Heading at S A. M.; returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 730 A. M., 12:45, and 4:50 P. M. trains from Philadelphia. Returning from Downingtown at 640 A. M., 100 and 545 P. M. PERKIOMEN RAUROAD,

PERKIOMEN RAUMOAD. PERKIOMEN RAUMOAD. Passengers for Skippack take 7:30 Å. M., 4:30 and 5:15 P. M. trains for Philadeiphia, returning from Skippack at 6:15 and 3:15 Å. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 Å. M. and 5 and 8 P. M., pass-ing Reading at 1:05 Å. M. and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroot Express trains for Pittsburg, Chicago, Williamsport, Eimitra, Balti-more, etc.

nore, etc. Returning Express train leaves Harrisburg on Pitsburg at arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1050 P. M., passing Read-ing at 554 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 and 5 P. M. Sleeping cars accompany these trains through be,ween Jersey City and Pittsburg without chance change.

change.
 A Mail train for New York leaves Harrisburg at 540 A. M. and 205 F. M. Mail Train for Harrisburg leaves New York at 12 M.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 640 and 1120 A. M., and 640 F. M., returning from Tammqua at 835 A. M., and 245 and 445 F. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Auburn at 625 A. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 620 F. M., and from Tremont at 645 A. M. and 749 F. M.
 Through first-class tickets and emigrant tickets to all the principal points in the North and West and

all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading

win terve Frinateinna dany (except Sundays) at 1 30 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 2 30 P. M. Leave Chadd's Ford for Philadelphia at 615 A. M. A Sunday Train will leave Philadelphia at 626 A. M. A Sunday Train will leave Philadelphia at 800 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4:30 P. M. Traine leaving Willingtons at 8:00 A. M. and 4:15 Trains leaving Wilmington at 6 30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Cen-

tral Railroad. tral Rallroad. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent. FOR CAPE MAY, VIA WEST JERSEY RAIL-

ROAD. COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as fol-

Cape May Freight leaves Camden daily at 9-20 A. M

A. M. RETURNING, TRAINS LEAVE CAPE MAY, 6:30 A. M., Morning Mail, due 10:06 A. M. 9:00 A. M., Fast Express (commencing on Mon-day, July 6), due 12:07. 5:00 P. M., Passenger, due 8:22 P. M. Sunday Mail Train leaves Cape May at 5:10 P. M. Cape May Freight Train leaves daily at 6:40 A. M. TICKETS. Annual Tickets 5100. Operative Tickets 550. to

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden, 20 Cou-

pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sule at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Cam-

Chesnut street, foot of Market street, also at Cam-den and Cape May. For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 800 A. M., mail, and 3:30 P. M., passenger. An accommocation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at

Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

FOR Cape May, Miliville, Vinciand, etc., etc.,

For Bridgeton, Salem, and way stations, 12:00

Freight received at first covered wharf below

Walnut street. Valnut street. Freight delivery, No. 228 S. Delaware avenue. 7 1 WM. J. SEWELL, Sup't W. J. R. R. SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILECAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 1% HOURS. TAKES EFFECT JULY 1, 1809.

Through trains leave Vine Street Ferry as fol-

61	10 ws;
61	Special Excursion
11	Mail
	Freight (with passenger car)
	Express, through in 156 hours
	Atlantic Accommedation
5.	LEAVE ATLANTIC CITY.
	Atlantic Accommodation
	Express, through in 13% hours
	Freight (with natsonger day) 11:50 A. M.
	Mail. 4'17 P. M. Special Excursion 5'18 P. M.
	Special Excursion
	An extra Express train (through in 11% hours)
	will leave Vine Street Ferry every Saturday at 2.00
	P. M.; returning, leave Atlantic City on Monday at
)	940 A. M.
	Local trains leave Vine street:-
	Atco Accommodation
đ	Haddonfield do. g
F.	Hammonton do.
4	Returning, leave
	Atao 10.15 noon
a la	Atco
r-1	Hammonton
ut	SUNDAY MAIL TRAIN
\$	Leaves Vine street
1	Lanves Atlantia
a	Leaves Atlantic
-	good for the day and train on which they are is-
	good tor the day and than on which they are is-
	sued, \$3. Additional ticket offices have been located in the
1	Additional ticket onces have been located in the
đ.	reading rooms of the Merchants' and Continental
-	Hotels, also at No. 30 S. Fifth street. \$ 29 D. H. MUNDY, Agent.
	D. H. MUNDY, Agent.

4 29 General Superintendent, Altoona, Pa.

P. M.
Leave West Chester from Depot. on East Market street, at 625 A. M., 725 A. M., 740 A. M., 1010
A. M., 155 P. M., 450 P. M., and 645 P. M.
Leave Philadelphia for H. C. Junction and intermoviate points at 1230 P. M. and 545 P. M. Leave R. C. Junction for Philadelphia at 530 A. M. and 145 P. M.

Train leaving West Chester at 7:40 A. M. will

Train leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; ieaving Philadelphia at 435 P. M. will stop at B. C. Junction and Media only. Passen-gers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 25 A. M., and car will be sitached to Express Train at B. C. Junction, and going West passencers for stations above Media will take train feaving Philadelphia at 435 P. M., and car with be attached to Local train at Media.

will be attached to Local train at Media. The Depot in Philadelphia is reached directly by the Obesnut and Walnut streets cars. Those of

the Market street line ran within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS. Leave Philadelphia for West Chester at 8-00 A. M. and 2-30 P. M.

Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7.45 A. M. and 4 45 P. M.

I. and 4 45 P. M. Leave B. C. Junction for Philadelphia at 8:00 M. WILLIAM C. WHEELER, 4 10§ General Superintendent. A. M. 4 108

THUS COMMERTIMETABLE -THROUGH AND SUMMER TIME TABLE -THROUGH AND DIRECT RGUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMS-PORT, AND THE GREAT OIL REGION OF PENNSYLVANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 25, 1869, the trains on the Philadelphis and Eric Railroad will run as follows-

follows:-WRRTWARD

WESTWARD. MAIL TRAIN leaves Philadelphia arrives at Erie bla 10:45 P. M. 8:15 A. M. 9:30 P. M. 9:30 P. M. 9:30 P. M. 11:50 A. M. 11:50 A. M. 10:00 A. M. ELMIRA MAIL leaves Philadelphia arrives at Lockhaven 8:30 P. M. 8:00 A. M. 10:45 P. M. 9:30 P. M. 10:45 P. 10:45

Baggage checked through. ALFRED L. TYLER. 11 General Superintendent.

1	tions by Reading and Pollstown Accommodation
3	Trains, at roduced rates,
0	The following tickets are obtainable only at the
	office of S. Bradford, Treasurer, No. 217 S. Fourti
1	street, Piniadelphia, or of G. A. Nicolls, Genera
1	Superintendent, Reading.
	COMMUTATION TICKETS.

At 25 per cent, discount, between any points de-

At 25 per cent, discount, between any points de-sired, for families and firms. MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52:50 each, for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for holders out a all points at radiaced rates.

only, to all points, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished

with cards entitling themselves and wives to tlekets at half fare, EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets, FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS

All Willow Enterna MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 Å. M., and for the principal stations only at 215 P. M. FREIGHT TRAINS Leave Philadelphia daily at 435 Å. M., 1245 noon, 5 and 745 P. M., for Reading, Lebanos, Harrisbarg, Pottsville, Port Clinton, and all points beyond. BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowh ill streets.

and Callowh II streets. NORTH PENNSYLVANIA HAILROAD.-For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SCRANTON. SUMMER ARRANGEMENTS.

Passenger Trains leave the Deput, corner of BFRIKS and AMERICAN Streets, daily (Sundays excepted), as follows:--At 7.45 A. M. (Express) for Bethlenem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-hanneek. hannock.

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

Essex Raffroads. At 145 P. M. (Express) for Hethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton,

and Hazleton. At 5.00 P M. for Bethlehem, Easton, Allentown,

At 5.06 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 6.45 and 10.45 A. M., and 1.30 P. M. For Abington at 1.15, 3.15, 5.20, and 8 P. M. For Lansdale at 6.20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

the new Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9.00 A. M., 2.10, 4.45, and 8.25

From Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Lansdale at 7:20 A. M. From Fort Washington at 9-20, 10-35 A. M., and

From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tickets sold and Baggage chocked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 200 CHESNUT Street, forwards Parcels, Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. E. COLEMAN, Superintendent.

869	SPRUCE JOIST, SPRUCE JOIST, HEMLOOK, HEMLOCK,	1869
1869 si	SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHOICE PATTERN PINE, PANISH GEDAR, FOR PATTERN RED CEDAR.	1869 18.
869	FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK.	1869
869	WALNUT BDS. AND PLANK WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK.	
1869	UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. EFD CEDAR. WALNUT AND PINE.	1869
1869 w	SEASONED POPLAR. SEASONED CHERRY. ASH. HITE OAK PLANK AND BOAR. HICKORY.	1869 ds.
1869	CIGAR BOX MAKERS' OIGAR BOX MAKERS' SPANISH CEDAR BOX BOARD FOR SALE LOW.	₁₈₆₉
1869	CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.	1869
1869 10	MAULE, BROTHER	1869 # 00., H Street.
PANE 1 CO YELLO Cé. SPR Togethe for sale lo 8 20 du	L PLANK, ALL THICKN MMON PLANK, ALL THICKN 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE FINE FLOORING BOARD W AND SAP FINE FLOORING UCCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. TASTERING LATH A SPECIAL of wife a general assortment of Build w for cash. FIFTEENTH and STILF	ESSES. SSES. OS. IN and TY. Ing Lamber, MALTZ, S Stronts
	M B E R U N D E R C ALWAYS DRY.	
	t, White Pine, Yellow Pine, Spr ingles, etc., always on hand at low	w rates,
	WATSON & GILLIN No. 924 RICHMOND Street, 1	HAM.

ROOFING.

R E A D Y R O O F I N G .--

A This Rooting is adapted to an outdrings. If can applied to STEEP OR FLAT ROOFS at one-half the expense of the. It is readily put on old Shingle Roofs without removing the shingles, thus avoid, ing the damaging of cellings and furniture while under going repairs. (No graved used.) PRESERVE YOUR TIN ROOFS WITH WELTON'I LLASTIC PAINT. I am always propared to Repair and Paint Roofs at shor notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market. 2 17: No. 711 N. NINTH Street, above Contes.

TO OWNERS, ARCHITECTS, BUILDERS AND ROOFERS, ARCHITECTS, BUILDERS AND ROOFERS, ARCHITECTS, BUILDERS Kind, of or new, At No. 648 N. THIRD Street, the AME. RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid com-plex roof covoring, the best ever offered to the public, with praces, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof: Light, Tight, Durable. No crack ing, pealing, or abrinking. No paper, gravel, or best, Good for all climates. Directions given for work, or good work men supplied. Care, promptness, certainty: One priosi Call Examined Judge! Agonts wanted for interior conties.

OLD GRAVEL ROOFS COVERED OVE with Mastle Slate, and warranted for ten years. HAMILTON & COORFER, Hom No. 45 S. TENTH Street.