ENGLISH NATURALIZATION BILL.

One Happy Result of Reverdy Johnson's Mission to England-Nature of the Bill and the Evils it is Designed to Obviate,

A time will probably arrive when the case of Don Pacifico will have faded out of memory even more than that of the Captain Jenkins whose alleged wrongs drove Walpole into war with Spain, and men will read with surprise that we blockaded the port of a friendly power to assert the money claims of a person of uncertain faith, uncertain parentage, and uncertain race. In days not long past it was enough for a man to claim British nationality to receive British protection almost without inquiry. An assumption so arbitrary could not last. We were content to enrol among the subjects of the English Crown all who desired to be considered English subjects. Our kinsmen in the United States, faithfully following the principles of the English Constitution, were ready to do the same. A conflict became at once theoretically possible, and nothing was wanting but the opportunity for it to break forth. An English subject migrated to the States and became a resident there. Was he an Englishman or an American? Upon principle he ought to be recognized by the two nations as a member of both, and yet each of them refused to entertain the suggestion that he could by any possibility be regarded as a citizen of the other. The American law was the same as the English law, and the two agreed in being contradictory. If we asserted, as we did, the essential maxim, "Nemo potest exuere patriam," how could we pretend to confer on a stranger the privileges of citizenship unless we were ready to allow, as we were not, that the duties of citizenship were local, so that a man might be responsible to the United States for the fulfilment of civic duties at New York, and to the United Kingdom in Dublin? The American civil war precipitated difficulties which had long been felt to be imminent, and the mission of Mr. Reverdy Johnson, otherwise unfruitful, brought about the settlement of the disputed question embodied in the bill read a second time in House of Lords yesterday. There is fortunately no room for dispute over the principle of the Naturalization bill. The disposition of mankind to fight over impossible questions may not have disappeared, but it has certainly diminished. Lord Derby acknowledged the necessity of the measure when he declared last night that the old rule affirming that it is impossible to shake off the nationality of origin had become obsolete and impracticable. Nothing less could, of course, be expected from Lord Derby. The Royal Commission on the naturalization laws, whose recommendations are embodied in the bill, was appointed when he was Foreign Secretary. The protocol with the United States on the subject was negotiated between him and Mr. Reverdy Johnson. Lord Clarendon again was chairman of the commission. Party feeling had thus been effectually excluded from the subject. It may be added that the national judgment must unanimously approve the conclusion implicitly sanctioned by both the great parties of the State. The French Code provides that the child of French parents, born in France, is French, but the child of foreign residents, born in France, must elect his nationality when he becomes of age. The true settlement of the difficulty is found in the principle of this last provision, although we believe no country has hitherto been consistent enough to accept it in its logical results. Nationality is a matter of choice, subject to this simple proviso. that no man, whether naturalized or not, can reside in a country and enjoy the benefts of its social organization without contributing in a proportionate degree to its cost. This is the substance of the bill now before Parliament. It allows foreigners to become English if they choose; it allows English to become foreigners if the choose; while it provides that the change shall not operate to deprive a foreign state of its subjects unless by consent. It admits aliens to hold property in the United Kingdom as if they had been natural born subjects. Lord Derby said yesterday that theoretical objections might be raised against this provision. but the suggestion that large portions of the soil might be held by persons who are not citizens of the country is justly described as theoretical. An alien who has resided five years in the country, and purposes to remain a resident, may apply for and obtain a certificate of naturalization here, subject to the exception that the certificate shall be invalid in the country of his origin, unless it be recognized as of force there. We receive, therefore, all foreigners who wish to become Englishmen, and are permitted by their native Governments to absolve themselves from their original duties of allegiance. We accord the liberty we claim, and something more. Any British subject naturalized elsewhere ceases to be a British subject: but, if he has been naturalized before the passing of the bill without any intention of denuding himself of the privileges of his origin, he may, within two years of grace allowed him, claim to retain the status of a British citizen, although in such case his claim is not to be of any force in the country where he has become natural ized, unless that country consents to recognize it. The choice of nationality thus conceded renders of little importance the question as to the status of wives and children. The bill provides that they shall follow the nationality of the husband and parent, the same liberty being granted to them as to him to elect, when they are emancipated by

nationality they desire to retain. Home Amusements.

widowhood or by attaining adult years, the

What the republic needs at this moment is more home training, home amusements, home education and culture; and until fathers and mothers can be convinced of the necessity for these requisites, and urged into the adoption of them, the carnival of dissipation and crime will not abate, the young will go astray as they are now doing, and people will hold up their hands in horror at the degeneracy of the age. The youth of the United States go to perdition more fre-quently from neglect at home than from any other cause. The mechanic thinks he has not time to look after the habits of his children. He clothes them, feeds them, sends them to schools, and to the Sunday School. Perhaps he occasionally drops words of reproof and advice, in which he is joined by his wife; and they call that home training. Now what more does the business man do than the mechanic? Scarcely so much. There is a difference in the quality of the clothes, of the food, and the schooling; but it cannot be said that as a rule he devotes any more time and attention to his children than the artisan. Admitting that the associations of his offspring have the benefits of refined ininences, do not daily occurrences prove that moral delinquencies are quite as frequent among the rich as the poor?

But what should be done? We venture to assert that if one half the parents in the

United States would give their attention, for the next ten years, to home amusements for the children, amusements which should involve healthful, rational enjoyment, the coming generation would be stronger men and women than those of any preceding generation. As a people we know comparatively little of the philosophy of amusements. Parents discuss politics and fashions, scandal and crime, during their leisure moments at home, while the children sit by, longing for something to amuse them, some thing to make time pass more pleasantly and rapidly. The latter are sent away to devise their own sports, while fathers and mothers devote themselves to social engagements or personal ease. After a time, the boys find their amusements away from home, perhaps in places of questionable repute; and the girls suddenly assume the airs of young ladies, and devote themselves to late hours. receptions, senseless small talk, and to beaus noted more for their fascinating manners than their good morals. So matters go on quietly, until society is startled by the announcement of unexpected crime or awful disgrace. Such dramas are being enacted every week of the year. Would not parents be repaid by devoting more time to the amusements of home and less to business and social pleasure?

Laconic Letters.

Laconic epistles are naturally suggested by quaint and pithy ones. The name of Dorset reminds me of an amusing correspondence between two noble lords—the date of which I am unable to specify-somewhat in the following terms:-

"My Dear Dorset :- I have just been married, and am the happiest dog alive. "BERKELEY." (Signed)

"My Dear Berkeley:-Every dog has his day!

(Signed) Perhaps I ought to state that my authority for this correspondence is a bachelor of more

than seventy Summers! From the same source I have received several other good examples of laconic letters, some of which I shall here introduce: - "A husband to his wife on sailing suddenly for

North America:"—"
"My Dear Wife:—i am going to North America.
Your affectionate husband." To which she thus replied: -

"My Dear Husband:-I wish you a happy voyage. Your affectionate wife." A young man when at college addressed his uncle, on whose liberality he entirely depended, as follows:-

"My Dear Uncle:-Ready for the needful. Your

affectionate nephew." To which the uncle replied:-"My Dear Nephew:-The needful is not ready.

Mr. James Sibbald, editor of the "Chronicles of Scottish Poetry," was a man of excentricity and humor. For three or four years he resided in London, without letting his Scotch friends know anything of his proceed ings, or even where he lived. At last his brother, a Leith merchant, found means to get a letter conveyed to him, the object of which was to inquire into his circumstances, and to ask where he resieed. Sibbald sent the following laconic reply:-

"Dear Brother-I live in So-ho, and my business is so so. Yours, JAMES SIBBALD."

In the second series of his recent and most interesting work entitled "Half-hours with the Best Letter-writers and Autobiographers," Mr. Charles Knight gives an amusing example of laconic correspondence between Samuel Foote. the Aristophanes of his day, and his unfortunate mother:-

"Dear Sam—I am in prison for debt; come and assist your loving mother. E. Foots."

"Dear Sam—I am in prison for debt.

assist your loving mother.

Reply—
"Dear Mother—So am I, which prevents his duty being paid to his loving mother by her affectionate Sam. FOOTE." I lately met with a curious account of a

courtship on the other side of the Atlantic, at the end of the seventeenth century, in which a very brief epistle holds a prominent place. In 1693, the Rev. Stephen Mix made a journey to Northampton in search of a wife. He arrived at the Rev. Solomon Stoddard's, and informed him of the object of his visit. Mr. Stoddard introduced him to his six daughters, and then retired. Addressing Mary, the eldest, Mr. Mix said that he had lately settled at Wethersfield, was desirous of obtaining a wife, and concluded by offering his heart and hand. The blushing damsel replied that so important a proposal required time for consideration; and accordingly Mr. Mix left the room in order to smoke a pipe with her father, while she took the case to "avizandum." On her answer being sent for, she requested further time for consideration, and it was agreed that she should send her answer by letter to Wethersfield. In the course of a few weeks, Mr Mix received her reply, which was soon followed by the wedding:

"NORTHAMPTON, 3d Nov. 1693. Rev. Stephen Mix: Yes.

MARY STODDARD," A few years before the death of the Duke of Wellington, a captain in a certain regiment of heavy dragoons, which had been ordered to the Cape, applied to his Grace, as commander-in-chief, for permission to negotiate a transfer to another corps. The Duke merely turned up the corner of the letter and wrote the three significant words, "Sail, or sell," and sent it back to the unfortunate

According to Punch, Sir Charles Napier's despatch to the authorities, announcing the capture of Scinda, was cleverly expressed in single Latin word-to wit, "peccari" (I have

In reply to a touching letter from a lady, announcing the death of her husband, Talleyrand simply wrote: -- "Helas! Madame." Not very long afterwards, the same lady wrote to inform him that she had married another husband, an officer in the army, for whose promotion she urgently pleaded. On this occasion the statesman's reply was as brief as before: - "Ho, ho! Madame." - Seton's Gossip about Letters and Letter- Writers.

WARMING RAILWAY CARRIAGES. - It is greatly to be regretted that we are, remarks the London Globe, behind the rest of the world in warming our railway carriages, as in everything else. Mr. Berchau has earned a brilliant ring from the Empress of Russia by the entire success of his plan for warming a whole train of railway carriages without expense. Everybody knows that so great is the heat produced by the friction of the axle trees in the boxes of the wheels of railway carriages that unless they are kept lubricated and cool with a mixture of grease they heat to the ex-tent of setting the wood work of the carriages on fire. A moment's thought might suffice to suggest that a few disks attached to the axletrees of the carriages would by friction with proper apparatus generate enough heat to warm all the carriages pleasantly without appreciable cost; only the wear and tear of material. How comes it that this simple idea has never occurred to any English engineer, or been thought worthy of working out? And how comes it that now when the invention is ready to our hands we do not take advantage

-The New Haven Journal attempted to speak of ex-Secretary Seward as a statesman, but the perverse types called him "a waterman.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the WINTER ARRANGEMENT

Canadas.

WINTER ARRANGEMENT
Of Passenger Trains, December 23, 1859.

Leaving the Company's depot at Thirteenth and Callowhill atreets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 120 A. M. for Reading and all latermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Palis, Burnlo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 780 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at \$30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 940 P. M.; arrives in Pottstown at 645 P. M. arrives in Pottstown at 645 P. M. READING AND POTTSVILLE ACCOMMODATION, Leaves Pottsville at 540 A. M. and Reading at 740 A. M., stopping at all way stations; arrives in Philadelphia at 1040 A. M.

Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 930 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at \$10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2 05
P. M., and Pottsville at 2 45 P. M., arriving at Philadelphia at 6 46 P. M.
Harrisburg Accommodation leaves Reading at
7 15 A. M. and Harrisburg at 4 10 P. M. Connecting
at Reading with Afternoon Accommodation south
at 6 25 P. M., arriving in Philadelphia at 9 25 P. M.
Market train, with a passenger car attached, leaves

Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadeiphia and all way stations. phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia for

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schwenksville at 5:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M., and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittaburg, Chicago, Williamsport, Emira, Baitimore, etc.

Returning Express train leaves Harrisburg on asmore, etc.

Returning Express train leaves Harrisburg on ar-

Returning express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-95 A. M., and 12-20 noon, passing Reading at 7-23 A. M., and 2-05 P. M., arriving at New York 12-05 noon, and 6-35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without ohange.

A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2-05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6-30 and 11-30 A. M., and

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:00 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 555 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Trement, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 4:00 P. M., and from Trement at 7:15 A. M. and 5:05 P. M.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates. Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

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 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 tickets at half fare.

EXCURSION TICKETS from Phasdelphia to

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 close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phladelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DELLADELPHIA AND ERIE RAILROAD The trains on the Philadelphia and Eric Rail-road run as follows from Fonns, Ivania Railroad Depot, West Philadelphia:—

Depot, West Philadelphia Was rWARD.

MAIL TRAIN leaves Philadelphia Williamsport MAIL TRAIN leaves Philadelphia 1740 A. M. ERIE EXPRESS leaves Philadelphia 1140 A. M. arrives at Erie 900 P. M. arrives at Erie 1000 A. M. ELMIRA MAIL leaves Philadelphia 750 A. M. M. 6600 P. M. M. Hamsport 6600 P. M. M. 6600 P. M Williamsport arrives at Lock haven 7 20 P. M.

MAIL TRAIN leaves krie - 8 40 A. M.
Williamsport - 9 25 P. M.
arrives at Philadelphia 6 20 A. M.

ERIE EXPRESS seaves Erie - 400 P. M.

Williamsport 3:30 A. M.

williamsport 2:45 P. M.

ELM IRA MAIL leaves Leck Haven - 8:00 A. M.

Williamsport 1:25 A. M.

Williamsport 2:25 A. M.

BUFFALO EXP. leaves Williamsport 1:25 A. M.

Harrisburg - 52 A. M.

Express East conneous at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Allegheny River Rashroad.

ALFRED L. TYLER,
General Superintendent. General Superintendent.

WEST CHESTER AND PHILADELPHIA Lesve Philacelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-45 A. M., 11:00 A. N., 2 30 P. M., 4 15 P. M., 4:40 P. M., 6:15 and 11:30 Leave West Chester from Depot, on East Market

Leave West Chester from Depot. on Last market street, at 6:26 A. M., 8:09 A. M., 7:48 A. M., 10:48 A. M., 1:5 P. M., 4:10 P. M., and 6:35 P. M. Train leaving West Chester at 6:00 A. M. will stop at B. C. Junction. Lenni, Gleu-riddle, and Media; leaving Philadelphia at 4:40 P. M. will stop at Media, Gleu Riddle, Lenni, and B. O. Lungiton, Passengers to or from stations between Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7 45 A. M., and

take train leaving West Chester at 745 A. M., and change cars at B. O. Junction, and going West passens ers for stations above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. O. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. These of the Barket street 'ine run within one square. The cars of both lines connect with each train upon its arrival. ON SUNDAYS

Leave Philadelphia for West Chaster at 8 37 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 7-55 A. M. and 400 P. M. WILLIAM C. WHEELER, General Superintendent.

RAILROAD LINES.

HAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WAINUT STRENT WHARF.

At 6-90 A. M., via Camden and Amboy Accom... \$2-25
At 8 A. M., via Camden and Amboy Express.... 8-00
At 2 P. M., via Camden and Amboy Express.... 8-00
At 2 P. M., for Amboy and intermediate stations.
At 6-90 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 9 P. M., for Long Branch and points cn R. and D. B. R. R.

At 8 and 10 A. M., 19 M., 9, 3-30, and 4-30 P. M., for Trenton.

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton. The 11:20 P. M. line leaves Market Street Ferry,

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.
VIA Connecting Railway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M.
New York Express Lines, via Jersey City. Fare, At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M. for Trenton. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for

At 12 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torresdale, Schenck's, Eddington, Cornwell's, Torrescale, 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.

At 7:30 A. M. for Niagara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. tain, etc.
A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton,
A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton,
Lamburtuille, Flemington, etc. The 3:30 P. M. Line

Lambertville, Flemington, etc. The 330 P. M. Line consects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stators. intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.

FROM MARKET STREET FRRRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2·15, 3·20, 5, and 6·20 P. M., and on Thursday and Saturday nights at 11·20 P. M., for Merchantville, Moorestown, Hartford, Masonville, Halnesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lamberton and Medford. Medford.
At 7 and 10 A. M., 1, 3.20, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton,
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 830 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NOR-

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 92, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 95, 10, 11, 12 A. M.,
2, 34, 34, 405, 435, 5, 54, 6, 64, 7, 8, 9 20, 10, 11, 12 P. M.
Leave Germantown at 6, 6-55, 7½, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3½ and 5½ up trains will The 8 20 down transform Branch, not stop on the Germantown Branch.
ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 1, 926, and 11 F. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40. No. 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 945 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%,
4, 4%, 5%, 64%, 8 05, 10 05, and 11 % P. M.
Leave Norristown at 5 40, 6 25, 7, 7%, 8 50, and 11
A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohocken.

School lane, Manayunk, and Conshohocken.
ON SUNDA 13.
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 1105 A. M., 1%, 8, c, 4%, 5%, 6%, 805, 1005, and 11% P. M.

Leave Manayunk at 610, 655, 7%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M. 28 A. 274 71 P. M.

Leave Philadelphia at 9 A. M., 29, 4, and 74 P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 6% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD,—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SCUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA. WINTER ARRANGEMENT.

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERES and AMERICAN Streets, (Sundays excepted), as follows:—
At 8 00 A. M. (Express) for Bethlehem, Allentown, At 8:60 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waveriey, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroada.

At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton. At 5:00 P. M. for Bethlehem, Easton, Alientown, and Mauch Chunk.
For Doylestown at S 45 A. M., 2 45 and 4 15 P. M.
For Fort Washington at 7 50 and 10 45 A. M., and

11:30 P. M.
For Abington at 1:15, 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. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2 15, 4 40, and 6 25 P.M. From Doylestown at 8 35 A. M., 4 30 and 7 05 P. M. From Lansdale at 7 30 A. M. From Fort Washington at 9-25, 10-35 A. M., and

From Abington at 2.35, 6.45, and 9.20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7.00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office. Nr. 105 S. FIFTH Street.

Mann's North Pennsylvaniet.
Office, No. 165 S. FIFTH Street.
ELLIS CLARK, Agent DHILADELPHIA AND BALTIMORE CENTRAL
RAHLROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, Nevember 1, 1869, Trains
will leave as follows, stopping at all Stations on
Philadelphia, Ealtimore Central, and Chester Creek
Railroads:—

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4 30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 0:40 A. M., 9:25 A. M., and 2:25 P. M.
On Saturday the 3:25 P. M. train will leave at 4:30 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. 111 President and General Superintendent.

GREAT SOUTHERN MAIL ROUTE.

ONLY ALL RAIL LINE TO

KEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information
furnished at

721 OHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969,
The trains of the Pennsylvania Central Railroad
leave the Depot, at THIRTY-FIRST and MARKET
Streets, which is reached directly by the Market
street care, the last car connecting with each train
leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut 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 Chesnut
streets, and at the Depot,

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will TRAINS LEAVE SPOT, VIE :-

Harrisburg Accommodation. 2°30 P. M.
Lancaster Accommodation. 4°10 P. M.
Parkesburg Train. 5°30 P. M.
Cincinnati Express. 8°40 P. M.
Erie Mail and Pittsburg Express. 9°45 P. M.
Accommodation. 12°11 A. M.
Pacific Express. 12°00 night.
Erie Mail leaves daily, except/Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at So'clock
Pacific Express leaves daily. Cincinnati Express
daily, except Satarday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.
Trains Arrive at Deport, viz.:
Cincinnati Express. 3°10 A. M.
Philadelphia Express. 3°10 A. M.
Paoli Accommodation, S°20 A. M., S°40 and 6°25 P. M.
Paoli Accommodation, S°20 A. M., S°40 and 6°25 P. M.
Parkesburg Train. 9°10 A. M.
Frie Express. 12°55 P. M.
Southern Express. 7°00 P. M.
Lock Haven and Eimira Express. 7°00 P. M.
Pacific Express. 4°25 P. M.
Harrisburg Accommodation, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK; Ticket Agent,
No. 16 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Raiiroad Company will not as-

The Pennsylvania Railroad Company will not assume any risk for Bagagae, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trairs will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at S-30 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations,
Connecting with Delaware Railroad at Wilmington

For Cristicid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington, with train for New Castle.

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 Chester,
Thurlow, Linwood, Claymont, Wilmington, Nawport,
Stanton, Newark, Elkton, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11:36 P. M. (daily), for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton,
North-East, Perryville, Havre-de-Grace, Perryman's,
and Magnolia. and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.

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 intermediate

stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains sundays excepted.

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 Central

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
7-25 A. M., Way Mail; 9-35 A. M., Express; 2-35 P.
M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

WEST JERSEY RAILROADS. Leave Philadelphia, foot of Market street (upper 8 15 A. M., Mail for Bridgeton, Salem, Millville. Vineland, Swedesboro, and intermediate stations.

11 45 A M. Woodbury Accommodation.

3 15 P. M., Mail for Cape May, Miliville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Briogeton, Salem, Swedesboro, and intermediate stations. 5:30 P. M., Accommodation. Woodbury, Glass-boro, Clayton, and way stations. EXTRA TRAIN FOR CAPE MAY.

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 15 A. M.

Leave Cape May 1'10 P. M.

Freight Train leaves Camden daily at 12 o'clock

con. Freight received in Philadelphia at second

covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between

Philadelphia and all stations.
3 16 WM, J. SEWELL, Superintendent. ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
BOILER WORKS.—NEAFIE & LEVY
PRACTICAL AND THEORETICAL
BENGINEERS, MACHINISTS, BOILERS,
BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low pressure, from Boilers, Water
Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of pattern
making made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal from. Forgings of all sizes and kinds,
from and Brasa Castings of all doscriptions. Roil Turning
Seriew Cutting, and all other work connected with the
above business. brief business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy

JACOB C. NRAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND

WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Bollers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and
Railroad Stations, etc.
Retorts and Gas Machinery of the latest and most

aproved construction.

Every description of Piantation Machinery, also ugar, Saw, and Grist Mills, Vacuum Pans, Oll team Trains, Defecators, Filters, Pamping En-Sugar, gines, etc.
Sole Agents for N. Billeux's Sugar Boiling Apparatus, Neamyth's Patent Steam Hammer, and Aspin wall & Woolsey's Patent Centrifugal Sugar Draining Machines.

GIRARD TUBE WORKS. JOHN H. MURPHY & BROS. manufacturers of Wrought Iron Pipe, Etc. PHILADRIPHIA, PA. WORKS. TWENTY-THIRD and FILBERT Streets. OFFICE, No. 43 North FIFTH Street.

A LEXANDER G. CATTELL & CO
PRODUCE COMMISSION MERCHANTS.
No. 20 ROETH WHAEVER
RO. 27 ROETH WATER STREET;
PHILADELPHIA.
ALEXANDER G CATTELL;
RELIAE CATTELL; A

COTTON SAIL DUCK AND CANVAS. Of Tolk School Development of the Country of the Co

AUCTION SALES.

M. THOMAS & SONS, NOS. 189 AND 161

CHOICE MADRIRA WINES. March 19, at 12 o'clock noon, at the auction store, by catalegue, 25 demijohns very choice Madeira Wines, part of the private steek of the late Pierce Butler, Eq., including the celebrated "Butler Madeira;" also, "Biackburn," "Howard, March & Co." and "Edward's Madeiras."

At the same time, for another account, 2 demijours of the whisky, over fifty years old.

SALE OF REAL ENTATE AND STOCKS, STEVENS ST., Nos. 227 and 229, Camden, N. J. Two andern brick Dwellings.
ARCH No. 1184 - Valuable Residence.
SPRUCE, No. 1911 - Very elegant Residence.
SRVENTERNTH (North), Ro. 1425 - Modern Residence.

Jence, TENTH (South), No. 509—Modern Residence. FAIRVIEW, MONTGOMERY CO., PA.—Country Place, 15 acres.

NORMIS, No. 1904 Nent brick Dwelling.
BROWN, No. 2307 Modern Dwelling.

TWRLFTH (North), No. 1315 Modern Residence.
COATES, No. 2224 Modern Residence.
SEVENTH (North), Nos. 2234 and 2238 Modern Dwall-

SEVENTH (North), Nos. 2234 and 2238—Modern Dwalings.
FRANKLIN, No. 2235—Modern Dwelling.
GROWN, No. 234—Modern Dwelling.
Pew No. 96, M. A. Calvary Presbycerian Church.
424 shares New Oreek Co., of Virginia.
1 share Point Breeze Park.
42 shares McKean and Elk Land and Imp. Co.
60 shares Seventh National Hank.
100 shares Reventh National Hank.
101 shares Pennsylvania Horticultural Society.
10 shares Pennsylvania Horticultural Society.
10 shares Belmont avenue and Plank Road Co.
1 shares Butchers' and Drovers' Association.
100 shares Loan Medical Department of Pa. College.
40 shares Loan Medical Department of Pa. College.
40 shares Live Oak Copper Mining Co.
12 shares Ins. Go. of the State of Pennsylvania.
29 shares Union Banking Co.
100 shares American Huttonhole Machine Co.
26 shares Enterprise Insurance Co.
Also, a number of oil stocks.

3 18 30

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER RU-ROPEAN DRY GOODS, On Muniay Morning, March 21, at 10 o'clook, on four months' credit. 3 15 54 SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC., On Tuesday Morning, March 22, at 10 o'clock, on four mouths' credit. 3 17 4t LARGE SALE OF BRITISH, FRENCH, CREMAN AND DOMESTIC BRY GOODS.
On Thursday morning,
March 24, at 10 o'clock, on four months' credit, 3 18 5t

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 CHESNUT Street, rear entrance from Minor.

Sale at No. 484 North Seventh street.

HANDSOME WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE, Elegant Rosewood Piano-Fortes, Fine French Plate Pier Mirror, Handsome Sideboard, Extension Table, Fine Brussels and other Carpets, China and Glassware, etc.

On Monday Morning,

March 21, at 10 o'clock, at No. 484 North Seventh street, by catalogue, the entire handsome bousehold furniture, including elegant walnut and plush parlor suit; rich-toned 7-octave plano-forte, made by Fisher, in elegant rosewood case; sy lendid French plate oval pier mirror, with cousole table; centre and bouquet tables; etagere; handsome walnut sideboard and extension tables; handsome walnut chamber suit, with wardrobe to match; fine spring and hair mattreesses handsome Brussels and Venetian carpota; mantel clocks; fine blinds; shades; curtains and cornices; hat stand; fine plated, china, and glassware, etc.

The furniture is in excellent condition, having been in use but a short time.

Sale No. 212 Spring Garden street.
SUPFRIOR PARLOR, CHAMBER, DINING-ROOM
and Sitting-room Furniture, Fine Brussels and Imperial Carpets, Fine Oil Cloths, China and Glassware,
Bedding, etc.

On Tuesday Morning,
22d inst., at 10 o'clock, at No. 912 Spring Garden street,
he entire superior household furniture, etc. 3 15 5t SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer.

No. 1117 CHESNUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 10 o'clock.
Particular attention paid to Out-door Sales at mode-atte rates.

223

SALE OF PAINTINGS.
On Friday and Saturday Evenings,
March 18th and 18th,
At 1% o'clock, we shall sell the entire collection of Mr.
J. E. M'CLEES, without reservation, embracing—
I. E. M'CLEES, without reservation, embracing—
I. First PAINTINGS.
The following artists are represented in the collection:
Rothermel,
Bonfield,
Herring,
Herr SALE OF PAINTINGS.

A. McCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furnt Public sales of Furniture at the Auction Rooms, No. 13194 HESNUT Street, every Monday and Thursday.

For particulars see Public Ledger. [1 13]
N. B.—A superior class of Furniture at private sale. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1119
OHESMUT Street, rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [1] 246
No. 280 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

L PPINCOTT, SON & CO., AUCTIONERES,

DRUGS, PAINTS, ETC. ROBERT SHOEMAKER & CO.,

N. E. Corner FOURTH and RACE Sts., PHILADELPHIA,

WHOLESALE DRUCCISTS. Importers and Manufacturers of WHITE LEAD AND COLORED PAINTS, PUTTY,

VARNISHES, ETC. AGENTS FOR THE CELEBRATED FRENCH ZINC PAINTS.

Dealers and consumers supplied at lowest prices for cash. M. MARSHALL,

DRUCCIST AND CHEMIST. AND WHOLESALE DEALERS IN PAINTS, OILS, GLASS, AND PATENT MEDICINES. Nos. 1301 and 1303MARKET St.

ROOFING.

R E A D Y R O O F I N G. applied to

STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of cellings and furniture while undergoing renairs. (No grave) used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S

ELASTIC PAINT

I am always prepared to Repair and Paint Roofs at short
notice. Also, PAINT FOR SALE by the barrel or gallon,
the best and cheapest in the market.

No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS, Roots! Yee, yes. Every size and kind, old or new. At No. 54B N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF OMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, case, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pecsling, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, cartainty! One prime! Agents wanted for interior counties.

WO

WIRE GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehous windows, for churches and cellar windows. IRON and WIRE RAILINGS, for balconies, offices

cemetery and garden fences. Liberal allowance made to Contractors, Builder and Carpenters. All orders filled with promptness and work guaranteed. ROBERT WOOD & CO.,

No. 1136 RIDGE Avenue Phila

ONE DOLLAR GOODS FOR 95 CENTS. DIXON'S, No. 31 S. EIGHTH Street.