BY PROFESSOR D. T. ANBIED, P. R S.

There exist around Naples so many volcanic cones, and these are in conditions so different in some respects, and so similar in others, that they are objects of very special interest to the geological traveller. But they are hardly less interesting to those who have no special interest in geology, for most of them may be brought into direct association with the historical events for which this part of Italy is so remarkable. The written history of the eruptions with which they are connected hardly commences much before the Christian era, but after this they mark, by some corresponding event, almost every century as it passed away. Some of them, no doubt, are very much older than any recorded historical events, for under other appearances perhaps these, as well as the old cones and craters of Vesuvius itself, have seen many human revolutions, even if they have not antedated the human race. The whole country, however, is full of interest. We turn from a modern lava current to look at the steps of old lava on which St. Paul trod when landing at Putcoli, on his way to Rome. After examining craters long since extinct, and serving as the foundation of many an early pagan legend, we find close by the grand substructions of an amphitheatre, in which old paganism, still rampant though almost in its dying agonies, attempted to stamp out the flame of the new religion, by forcing its advocates to fight with each other, or with wild beasts better taken care of than the human victima. There are hundreds of such points, where the interests of science and history are so mixed together that it is difficult to separate them, or forget either one or the other.

All the important craters near Naples not actually forming a part of Vesuvius itself, are on the western side of the city, in the district of the Western side of the city, in the district of the Phlegrean fields, and the islands beyond. The nessest to Naples, one of the largest and one of the most remarkable, it that in which is placed the celebrated monastery of the Camaldoni. Within this is the lake of Agnano, a newer cone and crater, where is the well-known Grotto del cane. Beyond is the grand crater of the Astroni, and next it the familiar Solfatara. These are succeeded by the smaller copes of the These are succeeded by the smaller cones of the Maranisi and the Cigliano. The Monte Barbaro, with its Campiolione, a large and deep crater, next follows, and near it is the Monte Muovo. Beyond this again is the Lake Avernus, while the Monte Grillo and Monte near Cume, are immediately The islands of Nisita, Procida, and Ischia also afford ample proof of the extension of the line of volcanic action in very recent times to a considerable distance beyond its present apparent limits, Nisita being indeed a very perfect crater. The whole coast abounds with all kinds of indications of subdued volcanic activity. These consist of eruptions of hot air and steam, numerous thermal springs, celebrated in ancient as well as modern times. brated in ancient as well as modern times, gaseous emanations, and occasional sulphur springs. The ground has been and still is subject to elevation and depression to an extent sufficient to affect seriously buildings near the shore. The celebrated temple of Jupiter Serspis, at Pozzuoli, affords ample proof of these movements, and the whole coast has evidently undergone a great change in comparatively recent times. It is doubtless still moving.

The lake of Agnano is a good introduction to

the phenomena usually presented by these silent volcanoes, and it is very accessible from Naples. It is surrounded by hills entirely composed of tufaceous ash, greatly worn down by the weather, and these walls of ash form a large grater depressed to about the level form a large crater, depressed to about the level of the sen; it is doubtless oid, though newer than other tufaceous hills round Naples. In the Roman times its shores seem to have been already covered with vegetation, and its bed was not, as it is now, filled with water. It was indeed, parily built upon and tumbited. Remains of masonry and brickwork on a large scale are still to be seen at the bottom of the hill, near the edges of the lake, and on the sides of the creater. There are also marks of timestations. probably like that of Posilipo, which have led into this crater to avoid the trouble of mounting and descending the hill. These are now avoided by an open cutting, which exhibits the structure of the cone to the level of the water. As far as this point the wnole is tufa, and there seems to be no lava. The lake of Agnano is a delicious specimen of characteristic voicanic landscape. The volcanic ash has been very easily decomposed, and readily converted into a good soil, and thus the whole of the inclosing hills are richly clothed with vegetation, There are many small but picturesque villas and pretty gardens around it. The outer circumference of the inclosing hills is nearly three miles, showing a large crater, and the greater part of the bottom is now occapied The inclosing walls are less regular than most of the detached cones of any size, and are comparatively low and open towards the north. The flat, covered by water, is very unhealthy, and measures are in progress to drain the lake. It may gain in salubrity what is lost in pictubuilding with the remains of old stufe, chambers where not vapor issues at a very high temperature, and immediately be-hind this are very extensive runs, probably of Roman baths. The hot vapor issues at a temperature of 180 deg. Fahrenheit, and is sulphurous, though not very strongly so. Close by is the well-known Grotto del Cane, where is an issue of carbonic acid gas and hot air with ateam. The heavy carbonic acid gas, the choke damp of mines and wells, remains on the floor of the small cavern in quantity sufficient to asphyxiate dogs or other small animals, forced to remain near the ground in this atmosphere.
The experiment might be tried with equal success, and greater convenience, in a brewer's yat.
These emanations of g is are, however, interesting, as proving the existence of subdued and partial volcanic activity in this spot, which has apparently remained in the same piace, and to the same extent, for the last two thousand years. If the visitor desires to satisfy himself of the state of the case without stifling the dog, let him dip his hat into the gas at the bottom of the

or oreathe the gas. Beyond the lake of Agnano, to the west, is a valley intervening between the old cone of Agnane and that of the Selfatara. In this valy, and just under the walls of the cone of the Astroni, which rises immediately to the north, are the hot stufe, or vapor baths, of the Pisciarelli, produced by fumeroles in the rocks forming the back of the crater of the Solfatara. The whole of the lava of the hills on the east of the Solfatara crater will be found converted into china clay. The ground is covered with a law in the solfatara crater will be found to the solfatara. aluminous efforescence, while the soil of the valley is hot, and abounds in fumaroles. There valley is not, and abounds in fumaroles. There are said to be hot springs issuing nearly at the holling point, and loaded with iron and lime, besides containing free sulphuric acid, a combination extremely rare. The sources of such springs must have intimate relation with the cavities under the crater of the Soliatara. The Pisciarelli were called in classical times Fontes Leunogei, from the white color of the ground, now removed to burn for fine china, and the waters are still used for medical purposes by the lower classes of Neapolitans, under the name of "Aqua della Bolla."

cavern, and approach it to his mouth to drink

The Solfatara itself is the crater of an old volcano, in which a certain amount of activity is still teaceable. It is an oval saucer, about six hundred yards in its longer diameter, and is surrounded, except on the southeast, by walls of tufa, belonging to an old cone of eruption. The open side seems to have been broken through by a current of old lays reaching to the through by a current of old laya reaching to the sea, but much decomposed. There is an eraption recorded as having occurred A. D. 1198, but the accounts are of little interest. It was known to the ancients as the "Forum of Vulcan," and was believed to connect with Ischia.

The Inactive Craters of Vesuvius. The principal eruptions from it are probably long antecedent to the historic period.

The appearance of the Solintara on first entering the inclosed area is not very striking. The ground is flat, with here and there pools of white stagnant mod drying on its sur-lace. Elsewhere the ground is broken and partly covered by vegetation. The point of chief interest appears to be the vent, which is at the farthest extremity. and is always emitting steam at a high tem-perature. The whole ground resounds to the heavy stamp of a foot, as if it were hollow. On approaching the principal vent, an almost con-tinuous puri of steam is seen, accompanied by a strong rushing sound, and on going near, the temperature is found to be extremely high— too high, indeed, to allow one to make an obscryation within the crevice or cavity from which the vapor issues. If a lighted match or piece of paper be placed near the point of crup-tion, large clouds of dark smoke roll out, being rendered visible, it would seem, by the ap-proach of flame. There is a sensible smell of chlorine accompanying the vapor, and both sulphur and arsenic are deposited by sublima tion on the stones around. Sulphuretted hydrogen and sulphurous seid seem to be present in the issuing vapor, but in very small quantities. The presence of arsente has been remarked in the district, and the quantity here is rather con-

> The bottom of the crater of the Solfatara is about two hundred and seventy-five feet above the sea, and its walls (the aucient cone) are now probably about two hundred feet higher than the bottom of the water. They are rather steep, and are composed chiefly of volcanic tuff the beds of which show marks of tilting in one part, near which are small caverns, from which tunaroles issue. They are, however, much weather-worn. The principal vent is within a fissure or crevice at least one hundred yards in length, extending towards the south west; and on the line of this crevice are numerous smaller fumaroles, from which hot steam also proceeds. At one of these, near the principal vent, I was able to note the temperature, and found it to be 97 C., or within three degrees Centigrade of the boiling point of water, within eight inches of the surface. The rest were less hot, only because they were more covered and less accessible. To the north of this main fissure there are others. One of them is distinguishable in the caverns already alluded to, which are so hot that one does not willingly remain long in them. They are of no great size, and run in only about thirty or forty yards; but they are interesting from the exquisite and delicate crystals which line their walls. A rare mineral (Coquimbite) is especially abundant and beautiful, but the crystals are too iragile and delicate to be easily conveyed away. At many points where fumaroles show themselves, the peculiar phenomenon of smoke arising in abundance on the contact of flame, or even of smouldering red heat, such as the end of a cigar, may always be observed.
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> The cone payt in order, and for the largest

the end of a cigar, may always be observed.

The cone next in order, and far the largest of all, is that of the Asironi, the crater of which is now the nursery for the King of Italy's wild boars, and is only accessible by special permission. This, however, is obtained without difficulty. It is a very large and regular depression, the top boing a mile and a third across m its larger diameter and a mile in its smaller. The crater is nearly a mile across at its widest part, and three quarters of a mile in its smaller. The outer circuit, or rim, of the cone is more than four miles, and or rim, of the cone is more than four miles, and is entirely unbroken, except at the entrance.

A v.ew of the Astroni, and the Lake of Agnance

from the monastery of the Camaldoli is almost necessary to appreciate the very singular lea-tures of the district, and also clears up points that seem contused and obscure ween only the lower ground is travelled over. Looking down from the terraces of the convent, at an elevation from the terraces of the convent, at an elevation of about fourteen hundred feet above the sea, one is able to perceive the outline of a large cone, now much broken, but still fairly indicated, partly by the ridge between Naples and Nisita, connecting itself with the hill of the Castle of St. Elmo, and partly by the low hills of Arenella and the nigher elevation on which the convent is built. These have inclosed a long oval space, about two miles across, and four or five miles from northeast to southwest, but most of the rim of the crater is across, and four or live miles from northeast to southwest, but most of the rim of the crater is gone. A part of the bottom of the crater belonging to this cone is seen from the convent spread out at one's feet, covered with small villages and well cultivated. Much of the cone was destroyed by the eruption of the smaller cone of Agnano, already described, and whose crater is now a lake. This destruction of one crater by another is common enough, and is well illustrated in Vesuvins itself, whose present well illustrated in Vesuvius itself, whose present one occupies the place of the more accient cone of Monte Somma. The group of cones beyond, of which the Astroni is the best, may be regarded as belonging to the same series of crup-tions, all taking their origin in the main fissure of the Phlegrann fields. Most of them are later in date than that of whose cone the Camaldoli range now affords the best indication, and the exact order of sequence is not quite clear.

After visiting the Camaldoli, the next visit should be to Astroni. It is beyond comparison one of the most striking and picture-que places near Naples. The road to it is past the Lake of Agnano, whose crater has been partly destroyed and intruded on by the formation of the Astroni cone. This is as nearly perfect as if it had been ormed yesterday. The ctrcumference of the base is that of the present cone of Vesuvius, and the crater is larger. But as the cone of Vesuvius rises from a plateau nearly three thousand teet above the sea, and that of Astroni rom the level of the sea, the appearances are different. The actual elevation of the Astroni cone is also much less considerable, and the outer slope much more gradual than in the case of Vesuvius, though still very steep. The lowest part of the Astroni cone is towards the east, and is not more than two hundred and sixty feet above the sea. The higher part is perhaps another hundred feet. The Vesuvius cone rises fifteen hundred feet.

But it must be remembered that after a few thousand years of weathering, little more than the hard core of rock belonging to a volcanic cone can ever remain, and therefore the original outer coat of ashes of Astront may have been once lofty and imposing enough. It is not till we enter the crater that any idea can be had of the singular appearance there presented. Out-side it looks only a steep hill of no great eleva-tion. The moment the lodge is passed (a kind of tower constructed at the lowest point of the rim of the crater), the full meaning of the hill is recognized, for not even in Vesuvius is the cup like appearance better seen.

The road enters the hill as if from a crack in the rim, and presents to view a complete cup, with a somewhat irregular rim, depressed about two hundred and fifty feet, or nearly to the level of the sea. The sides of this cup are partly naked rock, but for the most part are richly clothed with vegetation. Where the steepness is not too great, forest trees rise from little ledges, or thrust their roots into the crevices of the rock. The bottom is nearly level, with the exception of a small bill (also conical, and provided with another little crater). which rises out of it to the right. Three lakes, one of tolerable size and considerable depth, are seen in the different parts. The bottom is also covered with vegetation, generally of well-grown forest trees, A carriage road winds down one side of the interior, and terminates in a fine avenue crossing the floor of the crater. The crater features are all admirably retained; and indeed the pertect cup-like character has been rather assisted than otherwise by art in conserather assisted than otherwise by art in consequence of the use to which this curious valley is pat. It has long been kept as a preserve of wild boars, formerly for the King of Naples, now for the King of Italy. No place can be conceived more admirably adapted for the purpose. There is a park of nearly five hundred acres inclosed within closed within a natural ring-tence of hill, clothed with luxuriant vegetation, and for the most part much too nearly vertical to be scaled. This natural fence is nearly circular, and its height varies from about two hundred and dity to more than three hundred feet. One would think that no animal that does not fly could

The Morte Cigliavo is a smaller cone, with a leep crater, between the Astroni and Monte deep crafer, between the Astroni and Monte Barbaro. Monte Campana, further to the north, and detached, is of the same nature, north, and detached, is of the same nature, but neither of these differ essentially from the Moate Nuovo, which is much more recent, and alfords more perfect illustrations of its volcanic character. The Campiglione is more distinctive and very much larger, it is the name given to the flat bottom of an immense crater, and its soil has long been remarkable for extreme fertility. The hill forming part of the cone once inclosing the plain is called the Monte Barbaro, and is quite as remarkable and valuable as the plain, inasmuch as its vines are among the best in the neighborhood. They are among those that in the palmy days of Rome yielded the real Falernian. Before the formation of the Monte Nuovo, nian. Before the formation of the Monte Nuovo the Monte Barbaro must have been a prominent object from the sea, but it is now con-ceased. The weathering of scores of centuries bas also no doubt helped to reduce the height of this cone, and raise the bottom of the crater. The Monte Nuovo, formed with extraordinary rapidity in the year 1358, is in some respects the most interesting, as it is the newest and most perfect, of all the inactive craters around Vesuvius. Very minute accounts remain of this great eruption, which was apparently omewhat different from what is usual in the district. Shortly before the final outburst, numerous earthousekes rapidly services. outburst, numerous earthquakes, rapidly succeeding each other, convulsed the whole district of the Phlegrean fields, and produced permanent changes of level over a large tract of country. It is even recorded that the sea-

line was removed about a third of a mile back in many places, while in certain limited areas the ground sank, forming gulfs and wide and deep trenches, from which water issued. The water was at first cold. It soon became hotter, increasing to the bolling point, and then issued steam, at a high temperature, blackened by large quantities of volcanic dust, forming a dense mud, deluging Pozzuoli, and reaching as far as Naples, about ten miles distant. On the cessation of this eruption of wet ashes and mud dry ashes and red-hot fragments of scorie suc ceeded, and were thrown out in enormonquantities, reaching even one hundred and fifty miles from the spot. In the course of less toan three days a considerable bill was formed found the place of eruption. This bill at first was a mile and a half in circumference, and rose to four hundred and orty feet above the sea level, completely covering a wilage, and filing up more than half of a large lake at a little distance. A few smaller cruptions of the same kind followed after very short intervals, but since then everything has been periectly quiet. No lava current issued, and the mischief done was comparatively small. It is impossible to visit and examine the Monte Nuovo in its present state without recalling something of this history. It is, perhaps, the only cone and crater of eruption in the neighborhood in which there has been no apparent change produced by the infiltration of gases and steam since the close of the original eruption. quantities, reaching even one hundred and fifts and steam since the close of the original erupin its immediate vicinity. It is the result of a tew days' subterranean activity commencing suddenly, and terminating completely after a a very short time. On the 28th September were felt the first serious indications of approaching volcanic activity; and on the 6th of October following the last were observed. In this seven days, however, much was done, and the effects still remain. There is still the conical hill rising abruptly out of the plain, and showing at the top a circular ridge. The slower ing at the top a circular ridge. The slopes of this hill are still composed of scoriaceous lava and black volcanic sand. The substance of the hill is tuta, with dykes of coarse scoriaceous lava. The summit, however, is now less than four hundred feet above the sea (three hundred and eighty feet according to my measurement, with a good ancroid, but under unfavorable conditions of the atmosphere), and thus, if the old estimate of four hundred and forty teet is correct, it must have been greatly lowered by the rains of five centuries. On reaching the ridge, which is easy enough, the sides being covered with low underwood and trees, we look down into the orater depressed about three hundred feet below the highest part of the ridge, and only about eighty ieet above the sea. The walls of this crater are still very steep, and the pt. h down to the circular area at the bottom winds round the inside. This area appears flat, but is higher on the side towards the northwines round the inside. This area appears flat, but is higher on the side towards the north-east. It is cultivated, yielding good crops of maize and some varieties of vegetation; and thus its soil, which is entirely volcanic, has decomposed favorably. The walls of the oraster are tuiaceous, and incline at a considerable angle. They are cut by a few dykes of hard rock. The diameter of the circular plain I estimated to be about one hundred and eighty yards. In the last century, according to Sir

respective figures are three hundred and eighty, thire hundred, and twenty feet. The chief alteration, as might have been supposed, has been in the height of the cone, which is easily acted on by weather. Shells have been occasionally found in the tufaceous mass of which the walls of Monte Nuovo are composed, and I found fragments both of iron ore and of compact basait, the latter in considerable quantity. These were, no doubt, portions of the strata detached and thrown up into the air by the force of the explosion. sion. It is said by some of the observers that stones as large as an ox were thrown up into the air during the eruption, and no one who has walked over the slopes of Vesuvius and measured the buge angular blocks of grey lava thrown out within the last few years and still unaltered, can doubt that this is perfectly

vards. In the last century, according to Sir William Hamilton, it was considered that the depression of the crater below the highest point was almost as great as the elevation of the highest part of the cone above the sea, the

latter being four bunored and forty and the

former four hundred and nineteen, showing a difference of twenty-one feet. At present the

possible, and even probable. Beyond the Monte Nuovo we come to the interesting and classical Lake Avernos, also occupying an inactive crater. It is large, the take being a mile and a half round, and open towards the south in the direction of another well-known piece of water, the Lucrine lake. The gloom that once attached to Avernus has now disappeared, and it, as is not unlikely, large quantities of carbonic acid gas were emitted from crevices in the neighborhood in the classical times, these also have been choked up. It seems probable that the crater was then in the state of the present Solfatara; and it is quite certain that the changes of level that have been alluded to in speaking of the Moute Nuovo eruption, greatly affected the condition of the whole neighborhood. The effects of the gases issuing from the earth in all this neighborhood issuing from the earth in all this neighborhood were well known, and made good use of by the priests of the pagan temples that abounded in the district; and it was not till the time of Augustus, when the Avernus and Lucrine lakes were connected by an open cut with the sea, and formed a port, that the terrors and supersitions connected with them died away, and they were rendered heaithy and habitable. This port was destroyed by the Monte Nuovo eruption. In the last century the lake of Avernus tion. In the last century the take of Avernus was sounded, and found to have a depth of five hundred feet in the middle.

Beyond the coast of the mainland of Italy are the islands of Procida and Ischia. They have been supposed to be parts of one great ancient orgier. There is not much to prove this, but beyond a doubt they are parts of volcanic cones. They are interesting islands, especially the matter, in which numerous had springs still prove the michaity of the subferranean heat. Isobra was the chief seat of volcanic activity in this part of Italy previous to the great cruption of Venvius in the first century of the Christian are

Christian era. Thus, then, it appears that Vesuvius, now the only active volcanic vent in the neighborhood of Napies, is but the most recent locality in which a long series of cruptions, commencing some unknown period, has come into activity. Other places, especially in the neigh-borhood of the Solfatara, exhibit a partial activity that seems to have gone on with little

the whole district was once baried in ashes, there is now no indication of volcanic energy. Everything is calm and still, except when the hunter comes to disturb the wild boar in his lair.

Consider the bland of Isehla, preceded Vesuvius in a long course of activity, but ceased when the newer vent was opened. Others preceded Isehla as many ages as that island code in the newer vent was opened. antedated Veruvius, and are now fertile plains

The whole district extending for about thirty five miles from east to west, and about twelve miles from north to south, is also infinately convected with the older volcanic vents to the borth and east, and those of newer date to the south. The Vesuvian district, the Roman dis-irict (near Albano), and the Etna district, are all connected underground. At various points there is activity and energy, for there Vulcan's thunder still growle, and his stamp shakes the carth. Elsewhere there is present repose and inactivity. But everywhere in this part of the world the dangerous are are smouldering and not extinguished. They burst forth from time to time, and no one can foresee or foretell where the next point of danger may be. Thus the ex-tinct and inactive volcanoes are hardly less interes(ing than the cones of a few years ago, still snoking and always threatening.—Temple Bar for October.

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Leave Philadelphia at 9 A. M., 12°50, 4°30, 6, and H 30 P.

M. The 4°50 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6°30, 7°15, and 9°50 A. M., 4°and 6°40 P. M. The 7°15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M. 4°30 and 6°P M.

THROUGH TEAINS FROM BALTIMORE.

Leave Wilmington at H A. M., 4°35 and 10°P, M.

Leave Chester at 7°28, 7°55, 10°14 and 11°40 A. M., 4°43, 7°10, 7°67, and 10°16 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Haltimor 7°25 A. M., Way-mail, 9°29 A. M., 1 xpress. 1°10°P, M., Express. 6°35 P. M., Express.

TRAINS FOR BALTIMORE.

Leave Baltimus 725 A. M., Waymall, 929 A. M., Ixpress. 140 P. M. Express. 635 P. M., Express. 825 P. M., Express. 825 P. M., Express. 525 P. M., Express. 7RAINS FOR BALTIMORE.

I cave Chester at 449 and 852 A. M., and 328 P. M. Loave Wilmington at 573 and 938 A. M., and 415 P. M. Fright Trains with Passenger Cars attached will leave as follows:—Wilmington, for Perryville and Informediate stations at 608 P. M. Baltimore, for Havre-de-Grace and informediate stations at 445 P. M. Perryville for Wilmington and fine mediate stations at 420 A. M., connecting at Wilmington with 715 A. M. train for Philadelphia. SUNDAY TRAINS.

Express Train at 415 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Eikton, Northeast, Perryville Havre-de-Grace. Aberdeen, Perryman's, Magnolla, Chates and Bienmer's Run.

Sight Express, 11 P. M., for Baltimore and Washington. Accommedation Train at 11:30 P. M. for Wilmington and lintermediate stations.

Informediate stations.

BALTIMORE FOR PHILADELPHIA. BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8:25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Eikton und Newark (to take passengers for Pulladelphia and have passengers from Washington or Baltimore), and Chester to have passengers from Baltimore or Washington.

Acc. mmodation Train from Wilmington for Philadelphia and intermediate stations at 6:20 P. M.

4.16 H. F. KENNEY, Superintendent.

FOR NEW YORK, THE CAMDEN AND Amboy at d Philadelphia and Trenton Railroad Com-pany's Lines.

FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Wharf, will leave as At 5 A. M., via Camden and Amboy, Accommoda-

At 8 P. M., via Camden and Auboy Accommodation

and Emigrant, 2d class.

At 8 A. M., 2 and 5 P. M., for Mount Holly, Ewansville,
Pemberton, and Vincentown. At 5 A. M. and 2 P. M.
for Freehold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11 30 P. M. for Pish
House, Faimyra, Riverton, Progress, Delance, Beverly,
Voge water, Burlington, Firence, Bordentown, etc. The
10 J. M. and 4 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEFOT WILL LEAVE
At 11 A. M., 450, 645 P. M., and 12 P. M. (Night), via
Kensington and Jersey City Express Lines, fare \$300.

The 645 P. M. Line will run Gaily. All others Sundays
excepted.

CKC pred.

At 7:30 and 11 A. M., 3, 4:30, 5, and 6:45 P. M. and Midnight, for Bristot, Trento, etc.

At 7 and 10:15 a. M., 12 M., 3, 4.5, and 6 P. M., for Cornwell's, Torredale, Homeaburg, Tacony, Wisstnoming, Bridesburg, and Frankford, and a, 10:15 A. M., for Bristol, Schenck's, Eddington, and S. P. M. for Holmesburg and intermediate stations. and intermediate stations.

At 7 30 A. M. and 3 30 F. M., for Niagara Folls, Buffalo, Lumbirk, Canandaigua, Elmira, Ithaca, Owege, Rochester, Bughsmion, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Wajer Gap, Belvidere, Easton, Lambertville, Fæmington, etc. The 3 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate stations.

June 1, 1866. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

FALL ARRANGEMENT.

The Trains of the Fennsylvania Central Railroad leave the Depot at Thirty-first and Market streets, which may be reached by the cars of the Market Street Passenger Railway, as well as by those of the Chesnut and Walnut Streets Railway.

On Sundays—The Market Street cars leave Eleventh and Market Sits, 45 minutes before the departure of each Train. Mann's Bas case Express will call tor and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ. :-

FRANCIS FUNK, No. 137 DOCK Street.

RELIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and concering hadroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY PRESIDENT LINES OF New York will leave WALNUT Street Wharf at 6 velock P. M daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be for-

or clock P. M. only (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Ecturning, the above lines will leave New York at 19 mean, and 4 and 6P. M.

Freight for Trentor, Princeton, Kingston, New Brunawick, and all peints on the Cameen and Amboy Railroad as, on the Belvidere, Dalaware, and Flemington, the New Jersey, the Freshold and Jamesburg, and the Burnight and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Relvidere Delaware Railroad connects at Phillipsburg with the Lebigh Valley Railroad, and at Manunachunk with all points on the Prinvare, Lackawanna and Western Bailroad, forwarding to Syracuse, Buffelo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the lew Jersey Railroad connects at Elizabeth with the Novice of the Same Railroad.

A slip memorandum, specifying the marks and numbers, shipers Fud consigners, must, in every instance, be sent with each load of goods, or no receit will be given.

K. B.—Increased facilities have been made for the transportation of five stock. Drovers are invited to try the recute. When stock is furnished in quantities of two carcades or more, it will be delivered at the foot of Fortieth street, hear the Drove Yard, or at Pier No. 1. North liver, as the shippers may designate at the time of highered. For terms, or other intermation, apply to Walt Ek FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Phila delphia.

O12 ARCH STREET. - GAS FIXTURES CHANDELIERS, REONZE STATUARY, ETO. - VANEIRK & CO. WOULD BE DESTRUCKED WHICH IT HERE AND CHANDELIERS, AND CHANDELIERS, BRONZE STATUARY, ETO. - I HANDELIERS, and ORNAMENTAL BRONZE WARFS. Those wishing handeems and thoroughly made Goods, at very reasonable prices will find it to their advantage to a tweets as call before purchasing elsewhere. B. Forfed or tarnshed fixtures refluished with civil care and at reasonable prices. VANKIEK & CO

O R N E X C H A N G E

JOHN T. BAILEY & CO.,

REMOVED TO

N. E. COTHER OF MARKET and WATER Streets

Philadalphia,

DEALERS IN BAGS AND BAGGING

Of every description, for

Grain, Plour, Sait. Super Phosphate of Lime. Bone
Larre and small GUNNY BAGS caustantly on hand.

222 5]
JOHN T. BAILEY.

JAMES CASCADEN.

THE THREAD ! SIRE SHE

RAILROAD LINES.

PROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUVIRILL, BUSQUE HANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS. WINTER ABBANGEMENT OF PASSENGER TRAINS. De ober 8, 1866, CALLOWHILL Streets, Palladelphia, at the following

CALLEGWHILL Streets, Palladelphia, at the following hours:

At 7:30 A. MORNING ACCOMMODATION.

At 7:30 A. M. For Reading and into mediate Stations. Returning, leaves Reading at 6:30 P. M., arriving. Philadelphia at 9 for M.

At 8:15 A. M., for heading, Lobanon, Harrishurg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Eimera, Rochester, Ragara Falla, Buffalo, Alentown, Wilkesharre, Pittston, York, Carlisle, Chamberaburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railread trains for Allentown, etc. and the Lebanom Valley train for Barrisburg, etc., at FORT C'sinton with Catawissa Rai road trains for Williamsport, York, Chamberaburg Pinegrove, etc.

Estima, Rochester, Carlisle, Chamberaburg, etc., at FORT C'sinton with Catawissa Rai road trains for Williamshurg, Look Baven, Eimirs, etc.; at HARMISBURG with Rottnera Central Comberland Valley, and Schaylkill and disaquabanes trains for Northumberland, Williamsport, York, Chamberaburg, Pinegrove, etc.

Ariston, Emirs, etc.; connecting with Reading and Columbia Raibond trains for Columbia, etc.

READING ACCOMMODATION

Leaves Reacting at 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 3:40 A. M., arrives in Reading at 7:50 P. M.

Returning, leaves Philadelphia leave Harrisburg at 2:10 P.

M., Pottsville at 2:40 P. M., arriving in Philadelphia at 1:60 P. M. After con trains leave Harrisburg at 2:10 P.

M., Pottsville at 2:40 P. M., arriving in Philadelphia at 6:45 P. M.

HARRISBUEG ACCOMMODATION

Leaves Reading at 7:50 A. M., and Harrisburg at 4:10 P.

6 45 P. M.

HARRISBUE G ACCOMMODATION

Leaves Reading at 7 to A. M., and Harrisburg at 4 10 P.

M. Connecting at Reacing with Afternoon Accommodation south at 6 30 P. M., arriving in Philadelpria at 9 10 P. M.

P. M.

Market train, with passenger car attached, leaves Philadelphia at 12.45 moon for Reading and all way stations.

Leaves Reading at 11.50 A. M., and Downingtown at 12.30 P. M., for Philadelphia and all way stations.

All the above trains fun daily, Sundays excepted.

Sunday trains have Pottsville at 5.00 A. M., and Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at 8.00 A. M., returning from heading at 4.25 P. M.

CHESTER VALLEY RAILHOAD.

Passengers for Downington and inscreedings notes.

Passengers for Downington and disternediate points take the 7:00 and 8:15 A. M. and 4:30 F. M. trains from Phila felphia, returning from Downlegtown at 7:00 A. M. Phila telphia, returning from Downlegtown at 7:00 A. M. and 12:30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 7 and 9 A. M. at d 8:00 P. M., passing Reading at 16 and 11 63 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Cential Railroad express trains for Pittsburg, Chleago, Wilhamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9:05 A. M. and 9:15 P. M., passing Reading at 4:49 and 10:52 A. M. and 1:30 P. M., and arriving in New York at 10 A. M. and 2:45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

change.

A mail train for New York leaves Harrisburg at 2 10 P.

M. Mail train for light leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Fotts wile at 7 and 11:30 A. M., and 7:15 P.

M. returning from Tamaqua at 7:35 A. M. and 1:40 and 1:16 P. Trains leave Pothyrile at 7 and 1130 A. M., and 140 and 115 F. M.

M. returning from Tamaqua at 7 35 A. M. and 140 and 115 F. M.

SCHUYLKILL AND SUSQUEHANNA RAYLROAD.

Trains leave Anburn at 7 50 A. M. for Pinegrove and Harrisburg, and 120 F. M. for Pinegrove and Tremout, returning from Harrisburg, at 220 F. M., and from Tremont at 735 A. M., and 525 F. M.

Tickets.

Through first-class tekets and emigrant tickets to all the principal points in the analytic est and Canada.

The following tickets are obtainable only at the office of S BRADFORD, Treasurer, No. 277 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintend-dent, Reading:

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 miles between al points, 252-59 each, for families and firms.

Good for 2000 miles between all points, \$52.50 each, for families and firms.

SMASON TICKETS.

For three, six, was, or twelve months, for holders only, to all points, at requeed rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entiting themselves and wives to tickets at i all fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Dopot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 35 A. M., 12 45 noon, and 6 P. M., for Reacing, Lebanon, Harrisburg, Fottaville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the

Close at the Philadelphia Post Office for all places on the road and like branches at 5 A. M., and for the principal tations only at 125 c. M.

DHILADELPHIA, GERMANTOWN, AND NORRIS'OWN KAILROAD.
On and after WEDNESDAY, May 16, 1886,
FOR GERMANTOWN.
Leave-Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3'10, 33, 4, 5, 5, 4, 6, 5', 7, 8, 9, 10, 11, 12 P. M.
Leave-Germantown 6, 7, 7, 2, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3'4, 4, 4, 6, 6', 5', 5, 9, 10, 11 P. M.
The 8 2 down train and 3% and 5% up trains will not stop on the Germantown Branch.

The S 20 down train, and 3% and 5% to trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 10% P. M.

Leave Germantown S A. M., 1, 4, 64, 9% P. M.

Leave Philadelphia 0, 8, 10, 12 A. M., 2, 3%, 5%, 7, and 11 P. M.

Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A. M., 1:40, 3 4, 5 40, 6 40, 8 40 and 10 40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9:10 minutes A. M., 12:40, 6 40, and 9:25 minutes P. M.

Leave Chesnut Hill 7:40 minutes A. M., 12:40, 6 40, and 9:25 minutes P. M.

Leave Philadelphia 9:10 minutes A. M., 12:40, 6 40, and 9:25 minutes P. M.

Leave Philadelphia 6, 8 36 minutes, 11:05 A. M., 114, 2);

436, 54, 636, 8 60 minutes and 11% P. M.

Leave Northstown 5%, 7, 750, 8, 11 A. M., 115, 436, 646, and 8 P. M.

Leave Norristown 5%, 7, 7 50, 9, 11 A. M., 12, 43%, 6%, and 8 P. M.

The 5½ P. M. trein will stop at School Lane, Wissahleton, Manayunk, Spring Mill, and Combolioeken only.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Norristown 7 A. M., 1, 5%, and 8 P. M.

Leave Norristown 7 A. M., 1, 5%, and 8 P. M.

Leave Philadelphia 6, 83% minutes, 11 05 A. M., 134, 434, 5½, 635, 805, and 11½ P. M.

Leave Manayunk 5%, 7%, 8 20, 3½, 11½ A. M., 2, 5, 6%, 8½ P. M.

ON SUNDAYS.

P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 5 2, 3, and 7 2 P. M.
Leave Manayunk 7 2 A. M., 13, 6, and 9 2 P. M.
W. S. WILSON, General Superintendent,
Depot Sin TH and GREEN Streets,

Depot SINTH and GREEN Streets,

ORTH PENNSYLVANIA RAILROAD.

Depot, THIRD Street, above Thompson.

For Bethele Heem, 19071A. STOWN, MAUCH CHUNK.
EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7:30 A. M. (Express), for Belliehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:30 P. M. (Express) for Beinlehem, Easton, etc.,
renching Easter 5:45 P. M.

At 5:15 P. M., his Bethlehem, Allentown, Mauch Chunk,
For Doylertown at 8:30 A. M., 2:30 and 4:15 P. M.

Yor Lansdate at 6:15 P. M.

While cars of the Second and Third Streets Line City
Passenger Cars run directio the depot.

TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:25 A. M., and 12:25 Noon, and 6:15 P. M.

Leave Day estown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Day estown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Lanedave at 5:00 A. M.
Leave Fort Washington at 10:20 A. M., and 2:15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2:30 P. M.
Boy lestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 4:50 P. M.
Through Tickets must be procured at the ticket offices,
THIAD Street or BERKS Street.

5:21

ELLIS CLARK, Agent,

ELLIS CLARK, Agent.

1866 -PHILADELPHIA AND ERIE RAILern and Northwest Colinies of Ponnsylvania to the City
of Erie on Lake Erie it has been leased and is operated
by the Fennsylvania Railroad Company.
Time Of Passenger Trains at Philadelphia.
Arrive Eastward—Erie Mail Train, 7 A.M.; Erie Express
Train. 1 P. M.
Leave Westward—Erie Mail, 9 P. M.; Erie Express
Train. 12 M.
Hassenger cars fun through on the Erie Mail and Express
trains both ways between Philadelphia and Erie.
NEW YORK CON SECTION.
Leave Erie at 445 P. M., arrive at Erie 9 80 A. M.
Leave Erie at 445 P. M., arrive at Kew York 410 P. M.
Fiegant Sieeping Cars on all the hight trains.
For information respecting passeng at business, apply at
conver Thirterth and Market Streets. Phila.
And for freight business, of the Company's Agents, 8. B.
Riggion. Jr., corner Thirteenth and Market Streets,
Philacelphia; J. W. Revandide, Erie; William Brown,
Agent N. C. B. E., Baltimore.
H. H. HOUSTCN, General Freight Agent, Phila.
A. L. Tyler, General Sup., William port.

A. L. TYLER, General Sup., William port.

WEST JERSEY RAILROAD LINES, FROM foot of Market Surest (Upper Ferry), commencing MONDAY, September 28, 1860.

LEAVE PHILADELPHIA AS FOLLOWS:—

For Bridgeton, selem. Mi Ivile, and all informediate stations, at 8 A. M. Mail , 5 30 P. M., Passenger.

For Woodbury, 8 A. M. 350 and 6 P. M.

For Cape May, at 340 P. M.

RETURNING TRAINS LEAVE

Woodbury at 745 and 8 40 A. M., and 4 40 P. M.

Salem at 6 50 A. M. and 8 50 P. M. Freight, 6 30 P. M.

Salem at 6 50 A. M. and 3 60 P. M. Freight, 6 10 P. M.

Millylife at 6 50 A. M. and 3 68 P. M. Freight, 6 10 P. M.

Ereight will be received at Second Covered Wharf below Walnut street, from 9 0 A. M. unil 8 40 P. M.

That received before 7 50 A. M. will cuthrough the same day.

Freight Delivery, 30, 288 S. Di LAWARE Avenue.

9 25 J. VAN RENESEL ARE, Supergulendent.

CANADA STATE OF THE STATE OF SHIPS Analyst race San grant