THE TEMPLES OF CCLO-SYRIA.

Colo-Syria, consisting of the fruitful Buka'a, closed in by the water-producing Lebanons, has from remote ages flourished and abounded in cities. In early times, there can be little doubt that the summits of the hills were the more important places of worship, and temples may have been erected on them; but the temples the remains of which now exist, appear to have been essentially temples of the plain. It is true St. Jerome tells us that in his time there was a temple on the summit of Mount Hermon. in which the heathen from the region of Panias and Lebanon met for worship, but it does not follow that they were the same people who worshipped in the temples down below. Probably at that time, as now, there were several religious sects in the country; some following the old sun-worship, others the worship of the celestial gods, others that of heroes, and, probably, many adopting a mixture of all.

We have now in the country several distinct sects of Christians, two distinct sects of Moslems, and also two sects of which very little is known: of one of which Benjamin of Tudela (A. D. 1165) speaks ("Early Travels

in Palestine," p. 51).

That the older forms of sun-worship existed side by side with the not less idolatrous worship that sprang from it there can be no doubt. Even as late as the time of the prophet Ezekiel (viii, 16) we have a record of it; so that Hermon and other peaks of the Lebanons may, until very late times, have been places of worship; but the text just quoted goes against the existing temples about Hermon having been used for the earlier form of sun-worship, for many of them are so placed that the sun cannot be seen until an hour or two after it has risen, and there does not seem any necessity in this form of worship for there to have been a temple, though the sunworshippers in Egypt appear to have used them. See bas-relief at Tell al Amarna (Fergusson's "Architecture," p. 122). Dr. Robinson and other writers surmise that the temples about Hermon were turned towards it as to a kibleh, so that the worshippers might face it when they prayed; but the directions of the temples have now been taken, and the angle from them towards Hermon, and they are all found to have their entrances, more or less, towards the east, and in no case does the entrance, or any side of the building, face direct upon the summit of Hermon. Finding the positions of the temples in Coelo-Syra similar to that of the temple of Jerusalem, we turn to the remains of the Jewish synagogues in Galilee, and find that their entrances, with one exception (see paper of Captain Wilson, R. N. No. II. Quarterly Statement of Palestine Ex ploration Fund), face the south. This is the more interesting as the architecture of these synagogues seems to have grown out of that of the temples immediately to their north, about Hermon. At first sight, it appears natural to supp

that the chancels of synagogues should be towards Jerusalem, and the doors on the opposite side; so that the people should not turn their backs on their kibleh when entering; but there is another way of looking at the matter, viz., by continuing the principle on which the temple was built to the synagogues also: the temple with its doors fronting the east, from which the glory of the Lord proceeded; the synagogues with their doors fronting towards the temple, in which the glory of the Lord resided. There may be another reason for the entrances being towards Jerusalem, namely, in order that there should be as little obstruction as possible between the worshippers and the kibleh. Thus we find Daniel (Dan. vi, 10) prayed, "his windows being open in his chamber towards Jerusalem;" and we find the same legend given in Burton's "Travels in Arabia, according to which Mahomet, being on one occasion uncertain of the true direction of Mecca, suddenly saw his holy city, though many miles off, and in spite of many obstacles intercepting his view.

Captain Warren understands from Mr. Church that near Beersheba there are the remains of a synagogue similar to those in Galilee. If this also has its door facing Jerusalem there would be more certainty about the matter, for all the known remains of synagogues are due north of Jerusalem.

Vitringa and Bixtorf made Jerusalem the kibleh, so that worshippers when they entered and when they prayed looked towards it. Clemens of Alexandria makes the east the kibleh; and Dr. Lightfoot, quoting from the Talmud, tells us that the chancel, corresponding to the Holy of Holies, was towards the west, the people facing that way. Probably Clemens Alexandria only referred to European and and African synagogues, and thus so far agrees with Vitringa Bixtorf; but we have still left two systems, the one in which the chancel is towards Jerusalem, and the other in which the chancel is to the west; and to complicate the matter still further we have the existing remains of synagogues with their entrances towards Jerusalem, and therefore apparently their chancels away from it. The Jews in Jerusalem state that at the present day they face towards Jerusalem when they pray, wherever they may be. Some Moorish Jews also told Dr. Chaplin that during certain prayers they faced both north and south also; but they were not quite clear in what they said.

We find generally round the temples of Coelo-Syria remains of cities or villages, which implies that the temples were built for the worship of their occupants, and the towns are placed a little off the plain, on the spurs of the hills, that husbandmen might be near their daily labors, and yet defended from the attack of an enemy. The plain is in a great measure unfit for the erection of permanent cities, being mostly a swamp during the rains. The name Haush (herd-fold), often used as a prefix to the names of the small towns at present in the plain, points to the temporary nature of these places; Haush Hala, Haush el Ghanin, Haush tel Sefeih. With regard to a prevalent idea that the existing remains of temples cling more particularly around Mount Hermon, from the sketch-map made by Captain Warren, on which all the known sites are marked, it is easy to see that Hermon is not the site of a great preponderance of temples. Gibbon, says, p. 465, "In Syria (about A. D. 381) the divine and excellent Marcellus * * resolved to level with the ground the stately temples within the diocese of Apamea, * * * and he successively attacked the villages and country temples of the dio-cese. * * * A small number of the temples was protected by the fears, the venality, the taste, or the prudence of the civil and ecclesi-astical governors."

The diocese of Apamea probably did not extend so far south as Baalbee; but supposing that these Christians were able without difficulty to destroy the minor temples of the kanba at Mecca.

plain, they would certainly have been brought | to a standstill at the gorge east of Jubb Jenin, where the plain to the northwest of Hermon is connected with the great Buka'a. Thus we may account for the small village temples of Hermon still existing; besides, in the great plain it would be easy enough to carry off the cut stones of smaller temples to the new sites of churches and mosques; about Hermon the rugged nature of the country would prevent the stone being worth its carriage. We have thus, apparently, reason for believing that the villages and towns about the plain had their small temples, but that they have either been destroyed or devoted to other purposes

Two temples only of those visited (besides Baalbee) bore decided marks of having been used as Christian churches—those of Rukleh and Burkush.

The inscriptions on these temples are mostly Greek. Copies, where possible, were taken, but generally only a few letters in each line were visible, and when we examine the archi ture we find no trace of Assyrian or Egyptian ornamentation; the temples are like Roman of a late date, but some of the little ones about Hermon may be earlier. The temple of Damascus has Egyptian mouldings on the capitals of the pilasters; at Rukleh there is a dark-colored stone, with what appears to be an Assyrian eagle. With these exceptions (and also of Baalbee) the work appears to be

of the time of the Seleucide and the Romans. There is one peculiarity about some of these temples which appears to distinguish them from those of Europe. They are mounted on stylobates, and have no steps or staircase up to the entrance, and the only method of entering is by a small door open-ing from the side of the stylobate into the vaults underneath, and thence by some means into the temple itself: from this it would appear either that only the priests went into the temple, or else that there was some temporary wooden staircase up into the stylobate. The small temples about Hermon appear to be somewhat of more ancient date than those in the Buka'a: they are of the Ionic order, and are in antis; and in some cases differ from the pure Grecian style in having similar designs on the square capitals of the anta to what there are on those of the columns. The friezes bulge in all; there are no dentals on the cornice nor ornaments on the frieze: the anta diminish in width from bottom to top.

A SACELLUM ON HERMON. Hermon is not 10,000 feet, as "Murray's Handbook" says, but about 9000 feet above the mean sea-level of the Mediterranean. This height Captain Warren ascertained on the

14th of September, 1869, with Aperoid, No.

1837 (Negretti & Zambra); and it is also the height as estimated by Lynch and Russegger. The summit is formed by three peaks; but on the southern peak there is a hole scooped out of the apex, the foot is surrounded by an oval of hewn stones (Murray wrongly says its shape is circular); and at its southern end is a Sacellum, or temple, nearly destroyed: the latter appears to be of more recent date than the oval, and the mouldings on its cornice appear to be Roman. The oval is formed of well-dressed stones, from 2 to 8 feet in length, 23 feet in breadth, and 2 feet thick. They are laid in a curved line on the uneven ground: their breadth being their height, and their ends touching each other. In some places, it almost appears as though there had been two courses of these stones, one on the other. Many of them are in situ; but in some places to the west the stones have been completely removed, and

the cutting in the rock made to receive them.

These stones follow the inequalities of the ground; and in one place, where the rock forms a natural scarp of 4 or 5 feet, the stones appear to have broken their continuity and to have been laid at different levels. On the southeastern side the stones are lying about, and there is no trace of the site they occupied. The longer axis of the oval, from northwest to southeast, is 130 feet; its shorter idea running through the eastern mind in a axis is about 100 feet. Within the peak rises for about 18 feet: and at the apex is a hole cut out like a cauldron, 5 feet in diameter, and about 6 feet deep, At the bottom is shingle and rubbish: and the true bottom is probably deeper. The rock is cut and scarped in places. To the south, and outside the oval. is the ruin of a rectangular building, whose entrance was to the east. The angle of the side is 72 deg. It is 36 feet 3 inches long, and 33 feet 3 inches broad; the shorter sides being to east and west. The rock is cut down to receive it. At the northeast angle the rock has been scarped down so as to leave a passage 2 feet wide between it and the building; at the northwest angle, the west side of the rock has been cut down to afford room for the building; and part of the lower portion of the wall appears to be cut out of the rock. On the south side the rock falls away from the building. The walls are about 2 feet 6 inches thick. In some places two courses remain; but at the northeast angle, and in other places, the wall disappeared. At the southeast quite angle the foundations appear to be produced for 2 feet beyond the walls. The stones are generally from 3 to 4 feet long, and extend through the wall. On some a faint marginal draft is seen; but most of them are simply well-squared ashlar. The ruins of the temple, for the most part, lie down the hill to the southeast. A search was made among these for any signs in the way of moulding, but nothing could be seen but a piece of cut stone, with a circle engraved, and pieces of the cornice. Of the cornice there are many pieces; and it seems reasonable to suppose that this was the only ornament, and that the ouilding was simply a Sacellum. There may have been columns at the entrance, which, if thrown down with the other debris, would have rolled down the gulley. No remains of columns were found in the gulley or at the bottom of it. However, Dr. Porter ("Murray's Handbook," page 430) mentions having seen a fragment of a column to the north of the ruins; and Captain Warren found two columns at the entrance to a cavern to the northeast, which may have belonged to the Sacellum. This cavern, hewn in the rock. has its entrance to the east; it is irregular in shape, about 30 feet in diameter, and about 6 to 8 feet in height; at the southwest end there is a rock-cut column to support the roof; at the entrance are the frusta of two columns, about 19 inches in diameter; a sloping ascent leads up to the surface; above is a level platform, sides 30 feet by 26, south-

western end cut out of the rock. The stone composing the oval and the building are of the same limestone as the moun-

tain itself.1 To the northwest of the oval was found a stone, 4 feet by 18 inches by 12 inches, with a Greek inscription on the face very roughly cut and illegible. A fac-simile from it has

The Sacellum on the summit has nothing in common in its construction with the temrles on the west below. Hermon, as being pre-eminent among the high places of Syria and Palestine, must have been the scene of the ancient worship; and its stone oval may have been for the same purpose as that of the

been attempted.

The only temple which appears to have any connection with the summit of Hermon is one immediately below. Here there are the remains of enormous blocks of stone; and the building appears to have also been a Sacellum. It is at present quite unknown, and was, Captain Warren says, discovered by the Rev. — Wright a few mon the ago. Captain Warren heard of it from the school-master at Reshaiya.—The Athenaum.

RAILROAD LINES. READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the Interior of Pennsylvania, the Schuyikili, Susquehanna, Cumberiand, and Wyoming valleys, the North, Northwest, and the Canadas.

WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1869.
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate
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,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc.

The 7:00 A. M. train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley and Schuylkill and Sunguebanea trains for Northern Central, Cumberland Valley and Schuylkill and Sunguebanea trains for Northern Central Commencer for Northern Central Centra

ey, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.10 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5.40 A. M. and Reading at 7.00 A. M., stopping at all way stations; arrives in Philadelphia at 10.20 A. M.
Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 P. M., and at Pottsville as 9.30 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at S-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 Phila-

delphia at 6 45 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 6:35 P. M., arriving in Philadelphia at 9:25 P. M. 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 Philadelphia 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 tending at 8 A. M.; returning from Reading at 4-25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:50 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.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:35 Noou, and 4:15 P. M. stage lines for the various points in Perklomen 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 Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.,

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 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 change.

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 more, etc. their positions can only be ascertained by

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M., SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Anburn at 8:56 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont 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

all the principal points in the North and West and 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 sta-tions by Reading and Pottstown Accommodation 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.
MILEAGE TICKETS.—Good for 2000 miles, ween all points, at \$5250 each, for families and

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

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 Phaadelphia 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 4-25 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 Phliadelphia Depot,
Orders can be left at No. 225 South FOURTH Street,
or at the Depot, THIRTEENTH and CALLOWHILL

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West

GREAT SOUTHERN MAIL ONLY ALL RAIL LINE TO

NEW 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

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

SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STRAM AND GAS FITTERS AND PLUMBERS, Tube, Fittings, and Brass Work constantly on hand. All work promptly attended to.
Galvanized Tube for Cemetery Lots furnished.

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

New York and Way Places.

PROM WALKUY STREET WHARF.

At \$30 A. M., via Camden and Amboy Accom... \$3.25

At \$3 A. M., via Camden and Amboy Express... \$00

at \$2 P. M., via Camden and Amboy Express... \$00

at \$6 P. M., for Amboy and intermediate stations.

At \$30 and \$5 A. M. and \$2 P. M., for Freehold.

At \$5 A. M. and \$2 P. M., for Long Branch and points on R. and D. B. R. R.

At \$5 and 10 A. M., 19 M., \$3.30, and 4.30 P. M., for Trenton. At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 6:30, 6, 7, and 1:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 13 M., 8:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 9 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry.

(upper side).

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, 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 At 730 and 1045 A. M., and 230, 5, and 6 P. M. for

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, \$3:36.

At 11:30 P. M., Emigrant Line. Fare, \$9. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M. At 7, 9:30, and 11 A. M., 4, 6:45, and 19 P. M., for At 12 P. M. (Night), for Morrisville, Tallytewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 920 A. M., 645 and 19 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES.

At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Rimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracase, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. tain, etc.

A. 730 A. M. and 830 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 830 P. M. Line connects 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 Kenstyttle and 5

P. M., from Kensington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL ROADS,
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., and
on Thursday and Saturday nights at 11-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, and Mourt Holly.
At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and
Mediord.

At 7 and 10 A. M., 1, 3:30, and 5 P. M., for imithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WHLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-

HILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1969. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 %, 10, 11, 12 A. M., 2, 3 %, 3 %, 4 %, 4 %, 5, 5 %, 6, 6 %, 7, 8, 9 %, 10, 11, 12 P. M. Leave Germantown at 6, 6-55, 7%, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 10%

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9 M. CHESNUT HILL RAILROAD. Leave Chesnut Hill at 7-10, S, 2-40, 11-40 A. M., 1-40.

7. 920, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 5:40, 6:30, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:49, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN,

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4, 4%, 5%, 6%, 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, Domlino, or Schnr's lane.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4, 4%, 5%, 6%, 8:05, 10:05, and 11% P. M.

Leave Manayunk at 6:10, 6:55, 7%, 8:10, 9:20, and 11% A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 9 A. M., 24, 4, and 74 P. M. Leave Manayunk at 74 A. M., 15, 6, and 95 P. M. PLYMOUTH RAILROAD. 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, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, 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 Railroads, At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

and Manch Chunk. nd Mauch Chunk. For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 7.30 and 10.45 A. M., and

11:30 P. M.
For Abington at 1:15, 5:20, and S. P. M.
For Lansdale at 6:20 P. M.
Firth 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 8·25 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

S-10 P. M.
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, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS.

PALL AND WINTER ARRANGEMENT.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

tions.
3.15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3.30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5.30 P. M., Woodbury, Glassboro, and Clayton accommodation.

Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadelphia at second covered whaif below Walnut street.

Freight delivery at No. 228 South DELAWARE Avenue. Commutation tickets at reduced rates between

Commutation ticked as reduced faces between Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)

Leave Philadelphia, 8-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintendent.

Sentember 16, 1869. September 16, 1869.

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, NO. 50 ROBTH WHARVES No. ST NORTH WATER STREET, S MA PHILADELPHIA. S MA ALEXANDES G CATHELE SLUAR CATHELY,

RAILROAD LINES.

TENNEYLVANIA CENTRAL RAILROAD *AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1889.
The trains of the Pennayivania Central Halicond leave the Depot, at THIRITY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chemiut and Walmut streets cars run within one square of the Depot.

Sieeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chemnut 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, VIL :-

The Western Accommodation Train runs daily except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ. : Cincinnati Express. 3-10 A. M.
Philadelphia Express. 6-90 A. M.
Brie Mall 6-30 A. M.
Paoil Accommodation, 8-20 A. M., 3-46 and 6-25 P. M.
Parkesburg Train 9-10 A. M.
Fast Line 9-40 A. M.

 Fast Line
 9:40 A

 Lancaster Train
 12:55 P

 Brie Express
 12:55 P

 Southern Express
 7:00 P

 Lock Haven and Eimira Express
 7:00 P

Lock Haven and Ellihra Express 400 P. M.
Pacific Express. 425 P. M.
Harrisburg Accommodation. 960 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
8AMUEL H. WALLACE,

Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, 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,

General Superintendent, Altoona, Pa. 4.99 PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing

way Mail Train at 8:30 A. M. (Sundays excepted way sain Train at 550 A. M. (Sundays excepted for Baitimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto 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 4-60 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Leave Philadelphia at 11:00 A. M., 2:20, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

take the 19 00 M. train.

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 Accom-modation 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

From Satumore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 935 A. M., Express; 935 P.
M., Express; 725 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magnona, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester. H. F. KENNEY, Superintendent. H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11-00 A. M.,
230 P. M., 445 P. M., 440 P. M., 645 and 11-20 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 10-45 A.
M., 1-55 P. M., 450 P. M., and 6:55 P. M.
Train leaving West Chester at 8:00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4:40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester dia, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 446 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

rrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 2.00 P. M. Leave West Chester for Philadelphia at 7.55 A. M. WILLIAM C. WHEELER,

4 105 General Superintendent. PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.

On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Rairroad 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 6:46 A. M., 9:25 A. M., and 2:25 P. M. On Saturday the 225 P. M. train will leave at 430

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, 11 1 President and General Superintendent.

GOODS FOR THE LADIES.

GRAND OPENING OF SPRING FASHIONS

Imported Paper Patterns, TUESDAY, MARCH 1, 1870.

Dress and Cloak Making Emporium. Dresses made to fit with case and elegance in 24 hours

MRS. M. A. BINDER'S recent visit to Paris enables

her to receive Fashions, Trimmings and Fancy Good superior to anything in this country. New in design. Moderate in price. A perfect system of Dress Cutting taught. Cutting, Basting, Pinking. Fashion Books and Goffering Machines for sale. Sets of Patterns for Merchants and Dress Makers now

ready, at MRS. M. A. BINDER'S, 1101,

N. W. Corner Eleventh and Chesnut.

nd number, to avoid being Carefully note th deceived-DI EING AND SCOURING.

JOSEPH MOTTET,

RLEVE DE PARIS.

FRENCH STEAM DYFING AND SCOURING,
On any kind of Wearing Apparel, for Ladies, Genis, and
Children. Patent apparatus for Stretching Pants from
one to five inches.

No. 209 S. NINTH Street, Philadelphia.

AUD FION SALES, M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE AND STOCKS, March 8, at 12 o'clock, moon, at the Exphange, will in-

WOOD ST., No. 203 Modern Dwelling.
WOOD ST., No. 102 Modern Dwelling. Stable, etc.
MARKET, No. 1613 - Valuable Store.
MARKET, No. 1615 - Valuable Store.
FHIRTERNTH (South), No. 325 - Genteel Dwellings.
WALNUT, No. 224 - Very valuable Buildings.
NINTH (N-rth), No. 225 - Valuable Residence.
EIGHTRENTH and SOUTH, S. R. corner - Lavern and NINTH (South), Nos. 930 and 923-Tavern and Dwelling,

FORTY FIFTH and HURON, N. E. corner-Vatuable OTIS, Nos. 1124, U26, 1128, 1140, 1120, 1122, 1126, 1128, 1129 ING 1124—New Dweltings. BERKS, Nos. 1137, 1139, 1141, 1148, 1112, 1136—New

BERRS, Nos. 1437, 1438, 1141, 1142, 1133, 1130rewlitner.
SERU Union Canal Co. 6 per cent.
1 share Point Breeze Park.
40 starce Contral Transportation Co.
SE shares U. B. Kalirosa and Missing Register Co.
400 shares Freedom Iron and Steel F. C.
100 shares Green and Coates St. P. R. W. Co.
20 shares Enterprise Insurance Co.
20 shares Word Jorsey Ferry Co.
2 shares Insurance Company of North America.

shares West Jersey Ferry Oc. icshares Insurance Company of North America. Oshares Philadelphia and Southern Mail Steamahip Ompany, 77 North Aisle Dr. Wadsworth's Church, Pew No. 77 North Aisle Dr. Wadsworth's Church, 28 shares Seventh National Bank.
Aiso, a large lot of Oil Stocks.
Catalogues now ready.

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 252 and 224 MARKET Street, corner of Bank street. Successors to John B. Myere & Co. SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC. On Tuesday Morning, March 8, at 10 o'clock, on four months' credit. 3 3 58 LARGE SALE OF BEITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.

March 10, at 10 o'clock, on four months' credit. 3 4 54

LARGE SALE OF CARPETINGS, CANTON MAY-TINGS, OIL CLOTHS, ETC. On Friday Merning. March II, at II o'clock, on four months' credit, about 39 pleces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, mattings, etc. 3556

THOMAS BIRCH & SON, AUCTIONERRA
AND COMMISSION MERCHANTS, No. 1116
GHESNUT Street, rear entrance No. 1107 Sanson etreet.

GHESNUT Street, rear entrance No. 1107 Sanson street.

I arge Special Sale at No. 1110 Chesnut Street.

SEVENTY-FIVE SUITS OF COTTAGE CHAMBER
FURNITURE, Spring Beds. Rustic Settees and Chamber Furniture, manufactured in the best manner.

On Translay Morning,
At 10 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold 75 suits of wainut, chesnut, and painted cottage furniture; also, bedstoads, bureaus, tables, tea pays, spring beds, busk mattresses, bolsters and pillows, rustic settees and chairs, etc.

STUCK OF A FIRST-CLASS CABINETMAKER, Also, at the same time, will be sold part of the stock of a first class cabinestmaker, comprising parlor and chamber furniture, tables, chairs, etc.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.
B. SOOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

Particular attention paid to Out-door Sales at mode 233

BARLOW'S SECOND SALE OF SUPERIOR FUR-NITURE, 9th inst., at 10% o'clock A. M. A. Barlow will make his second sale of new furniture, consisting of every variety of parior suits, chamber sets, sideboards, wardrobes, bookesses, chairs, tables, etc. Every article is warranted. 35 2t

GREAT ARTSALE.

On the evenings of Thursday and Friday.

March 10 and 11.

Will be offered for public sale the entire importation of OIL PAINTINGS,

of Messus Balley & Co., which will be sold without the least reserve, together with those of Mr. Charles F. Haseltine, which must also be sold, owing to his leaving at an early day for Europe on account of business connected with bis house. The Paintings are now on exhibition, day and evening at the Haseltine Galleries, No. 1125 Cheenus street. In the catalogues are the following great names: — Zamacois, Lejedine, A. Heneubach, Fernandiz, Herbethoffer, Schreyer, O. Achenbach, Meyer von Brenen, Desgoffe, Carl Muller, Carl Becker, Bakalowicz, Filanni, etc. amm, etc.

3744 MARTIN BROTHERS, AUCTIONEERS,—
(Cately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Minor.

Sale at the New Auction Rooms, No. 704 Chesnutstreet,
HANDSOME WALNUT PARLOR, CHAMBER, AND
DINING-ROOM FURNITURE—French Plate Mirrors, Superior Rosewood Piano-forte, Fine China, Glass,
and Plated Ware, Fireproof Safes, made by Farrel &
Herring and Lillie, Desks and Office Furniture, Fine
Brussels, Ingrain, and Venetian Carpets, Sideboards,
Extension Tables, Dining-room Chairs, Handsome
Bookcases, Mattresses, Bodding, etc.
On Wednesday Morning,
March 9, at 10 o'clock, at the New Auction Rooms, No.
704 Chesnut street, above Seventh.

37 2t From Baltimore to Philadelphia-Leave Baltimore

Surplus House Hold Furniture, Horse, Carriage, MTC. On Thursday Morning.

On Thursday Morning.

16th inst., at 10 o'clock, at No. 526 Spruce street, the surplus furniture, including chamber and dining room furniture, 2 brocatelle sofas, carpets, etc. HORSE, CARRIAGE, ETC.

Also, at 11% o'clock, very superior bay horse, 8 years old; carriage, by Jacobs; harness, etc. 37 % T. A. MCCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET, Personal attention given to sales of Household Furniture at dwollings.
Fublic sales of Furniture at the Auction Rooms, No.
1219 CHESNUT Streect, every Monday and Thursday.
For particulars see Fublic Ledger.
Il 18
N. B.—A superior class of Furniture at private sale.

L IPPINCOTT, SON & CO., AUCTIONEERS,

LARGE ATTRACTIVE SALE OF DRY GOODS, HOOP SKIRTS, WHITE GOODS, LINENS, Hdkis., Dress Goods, Satebels, Pocket Books, Notions, Fancy Goods, etc. On Wednesday, March 9th, at 10 o'clock. 372t

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 6
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. C. D. MCCLEES & CO., AUCTIONEERS

STOVES, RANGES, ETC.

THOMSON'S LONDON KITCHENE or EUROPEAN RANGE, for families, hotels, could be public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Funces, Portable Heaters, Low-down Grates, Firebourus Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers, SHARPE & THOMSON, No. 209 N. SECOND Street.

HOSIERY, ETC.

NOW OPEN AT HOFMANN'S HOSIERY STORE, No. 9 NORTH EIGHTH STREET,

GENTS' WHITE WOOL SHIRTS, GENTS' WHITE WOOL DRAWERS. GENTS' SCARLET WOOL SHIRTS, GENTS' SCARLET WOOL DRAWERS GENTS MERINO SHIRTS AND DRAWERS, LADIES' MERINO VESTS. LADIES' MERINO BRAWERS, LADIES' CASHMERE VESTS, CHILDREN'S MERINO UNDERWEAR, GENTS' COTTON SHIRTS AND DRAWERS, LADIES' COTTON VESTS AND DRAWERS. Also, a very large assortment of [4 T waly

COTTON WOOL, AND MERINO HOSIERY. WINES.

I ITIZ CURRANT WINE.

ALBERT C. ROBERTS,

Dealer in every Description of Fine Greceries, Corner ELEVENTH and VINE Street

GROCERIES AND PROVISIONS. MICHAEL MEAGHER & CO., No. 223 South SIXTEENTH Street,

Wholesale and Retail Dealers in
PROVISIONS, OYSTERS AND TERRAPINS.
Stabler's Extra Canned CORN.
"PEAS"
"PEACHES.
Maryland Canned TOMATOKS.
Extra Canned ASPARAGUS.

2

TET GOODS. NEWEST STYLES DIXON'S