

Modern *Esh-Shejara* is only about fifty years old, but it is built on a ruined site with the name—according to information collected on the spot—of *Deir Hânîn* دیر حانین to which also the ruined mosque and church near the spring and village (see "Memoirs of the Fund," vol. I) belonged. According to tradition, *Deir Hânîn* was a very important market place, it being situate on the crossing of the two high roads—Damascus to Jerusalem, and 'Acca to Haurân. Both roads are still frequented, but the market was transferred to *Sûk el Khân*, a Karavan-serai of old style near the foot of Mount Tabor; even that market was done away with some years since, the people becoming more settled; their wants are supplied from the cities of Nazareth and Tiberias.

G. SCHUMACHER.

Haifa, December, 1888.

THE "VIA MARIS"

A REPLY.

IN the July number (1888) of the *Quarterly Statement*, the Rev. Ch. Druitt wishes to have explained "the ground for my identification of the Via Maris of antiquity with the caravan road which bisects Upper Jaulân in the direction of 'Acca and Haifa."

I have to state that I followed the opinion of Ritter, who, in his description of the upper and central Jordan districts ("Erdkunde," xv, a, "Palastina und Syrien" II, a, pp. 269-272) states that the central of the three large (northern, central, and southern) caravan roads which connected Damascus with the lands of the Kanaanites, passed by the fortified Jisr and Khân Benât Y'akûb, and, coming from Damascus or the Euphrates Valley, and crossing the Jordan at this bridge, took a southern course to the Sea of Galilee, to the important custom house Capernaum, and from here to the Mediterranean Sea. Its name, Via Maris or "Road to the Sea," "Sea-Road," may have therefore been derived either from the Sea of Galilee, or the Mediterranean; see also Gesenius ("Comment. zu Jesaias," Th. I, pp. 350-354) for further proofs. That this very important sea road, which during the middle ages was used by caravans from Damascus to Phœnicia, was meant by Quaresmius ("Eleucid. Terr. Sctæ," T. I, Lib. I, c. 8, fol. 19) when he said "via maris publica quedam via est, qua venitur ex Assyria ad mare mediterraneum," can be proved by a look on the map: the high road I marked as Via Maris on the Jaulân map, leaves Damascus, and follows the level Haurân plateau (or rather Jaidûr) to S'asâ and continues in a straight line to el Kuneitra, and from here as direct as possible through the Jaulân to the Jisr Benât Y'akûb, from here it follows the Jordan course along the slopes forming the western banks of the river until it arrives at the ruined Khân Minyeh (by some supposed to be Capernaum) which lies very near the Sea of Galilee. Here, or at Khân Jubb Yûsef, a ruin a little north of Khân Minyeh, the high road must

MONTHLY METEOROLOGICAL TABLE DEDUCED FROM OBSERVATIONS TAKEN AT SARONA BY HERR J. DREHER IMMEDIATELY NORTH OF THE GREAT ORANGE GROVES OF JAFFA, SYRIA, 1½ MILE FROM THE SEA SHORE, ON SANDY SOIL, AND ABOUT 50 FEET ABOVE SEA-LEVEL. LATITUDE 32° 4' N., LONGITUDE 34° 47' E.

By JAMES GLAISHER, F.R.S.

Months, 1883.	Pressure of Atmosphere in Month. Corrected to 32° Fahrenheit.				Temperature of the Air in Month.								Mean Reading at 9 a.m.			Vapour, 9 a.m.			Degree of Humidity.	Weight of a Cubic Foot of Air.	Wind.								Mean Amount of Cloud.	Rain.	
	Highest.	Lowest.	Range.	Mean.	Highest.	Lowest.	Range.	Mean of all Highest.	Mean of all Lowest.	Mean daily Range.	Mean.	Dry Bulb.	Wet Bulb.	Dew Point.	Elastic Force of Vapour.	Weight in a Cubic Foot of Air.	Additional Weight required for Saturation.	Relative Proportion of								Calm, or nearly Calm.	Number of Days on which it fell.	Amount Collected.			
																		N.			N.E.	E.	S.E.	S.	S.W.					W.	N.W.
January	in. 30·088	in. 29·527	in. 0·561	in. 29·898	78°·0	39°·0	39°·0	64°·4	48°·7	15°·7	56°·5	54°·4	51°·9	49°·4	grs. 353	grs. 4·0	grs. 1·1	83	grs. 538	4	2	1	4	6	9	3	0	2	7·2	20	ins. 11·32
February	30·099	29·624	0·475	29·924	72·0	41·0	31·0	62·8	45·6	17·2	54·2	53·4	51·2	49·0	347	4·0	0·7	85	539	1	2	1	6	2	7	0	0	9	6·2	14	3·71
March	30·060	29·631	0·429	29·838	97·0	35·0	62·0	70·5	49·4	21·1	60·0	62·0	55·8	50·4	367	4·1	2·1	66	529	2	0	0	0	7	4	2	0	16	4·2	7	2·52
April	30·042	29·533	0·509	29·775	95·0	40·0	55·0	72·8	50·0	22·8	61·4	66·7	59·4	53·5	410	4·5	2·7	63	523	0	0	0	0	4	3	4	1	18	4·2	3	0·52
May.. .. .	29·953	29·635	0·318	29·801	99·0	48·0	51·0	76·7	55·2	21·5	66·0	72·0	65·0	59·7	514	5·6	2·9	65	517	1	1	0	0	0	7	4	1	17	3·2	0	0·00
June	29·805	29·666	0·139	29·735	89·0	59·0	30·0	83·1	63·6	19·5	73·3	79·4	71·9	66·8	656	7·1	3·6	66	509	0	1	1	1	0	8	4	1	14	1·9	0	0·00
July.. .. .	29·771	29·597	0·174	29·689	88·0	63·0	25·0	84·4	67·0	17·4	75·7	81·9	73·7	68·3	690	7·4	4·3	64	505	0	0	0	0	0	16	12	0	3	2·9	0	0·00
August	29·803	29·563	0·240	29·697	92·0	65·0	27·0	88·2	69·4	18·8	78·8	84·6	75·2	69·0	711	7·5	5·1	59	502	0	0	0	0	0	9	7	3	12	2·7	0	0·00
September	29·901	29·607	0·294	29·748	106·0	58·0	48·0	87·7	61·0	27·7	74·4	83·4	73·5	67·0	660	7·0	5·1	58	505	6	0	0	0	0	8	0	2	14	2·1	0	0·00
October	29·977	29·751	0·226	29·886	94·0	53·0	41·0	84·1	61·8	22·3	73·0	78·4	69·9	64·0	597	6·5	4·0	62	512	1	2	2	0	4	3	1	0	18	4·9	5	1·36
November	30·020	29·687	0·333	29·895	84·0	49·0	35·0	74·3	54·5	19·8	64·4	66·4	61·7	58·0	481	5·4	1·9	74	525	0	0	1	3	13	1	1	0	11	5·1	11	8·14
December	30·106	29·705	0·401	29·924	76·0	40·0	36·0	65·7	46·6	19·1	51·1	56·3	53·4	50·8	371	4·1	0·9	81	536	0	1	1	12	9	1	0	0	7	5·3	11	2·49
Means	29·969	29·627	0·342	29·818	89·2	49·3	40·0	76·2	56·1	20·2	65·7	69·9	63·6	58·9	513	5·6	2·9	69	520	Sum. 15	Sum. 9	Sum. 7	Sum. 26	Sum. 45	Sum. 76	Sum. 38	Sum. 8	Sum. 141	4·2	Sum. 71	Sum. 30·06

Number of Column .. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

have bifurcated, taking in one sense a southern direction to the city of Tiberias, to Beisân (Beth Shean, Scythopolis), &c., and in the other sense a western course to the ports of the Mediterranean, to 'Acca of the Phœnicians, by the way of the plain and the Wady 'Abellin, or if bifurcating at the Khân Jubb, Yûsef by the way of Râmeh and Mejd el Kerûm (to 'Acca).

At all of these places mentioned, as well as along the course of the road through Jaulân, the different Khâns or Caravanserais, through the Buttauf and W. 'Abellin, at Rameh and other sites, we find distinct remains of paved Roman roads ; the direction of the road from Damascus to 'Acca is straight, and the nearest route possible ; the regions it crosses are plateaus, plains and level countries, in fact a country which, although now desolated and covered with ruins, is and was designated by nature to be a great commercial highway. Considering all these facts in favour of the opinions given with regard to the Via Maris, and considering that all other roads from Damascus to the Sea, to Tyre and Sidon, &c., have to pass mountainous regions and winding passages, I find no objection of identifying the "Via Maris" in its general features, and in the sense named during the middle ages with the present commercial and caravan road from Damascus to the Jisr Benât Y'akûb or by Khân Miniyeh to 'Acca and Haifa, all the more as we can see from the commerce of the 11th, 12th, and 13th centuries, as given in the excellent work of Heyd, "Die italienischen Handelscolonien in Palaestina" (I, p. 16, 17 ff.), that the city of 'Acca had a great interest in the Indian commerce, that products of India found their way through the Euphrates Valley to the great Emporium of Damascus, and continuing by the shortest way to Beirut and 'Acca, and that the weapons and arms of Damascus manufacturers were exported to Egypt by the port of 'Acca ; on the other side Haifa formed the natural harbour for Tiberias ("Heyd," I, p. 17) which city (Tiberias) "was industrious and had a lively trade by caravans."

G. SCHUMACHER.

METEOROLOGICAL OBSERVATIONS.

SARONA, 1883.

THE numbers in column 1 of this table show the highest reading of the barometer in each month ; the maximum for the year was 30·106 ins., in December. In the years 1880 and 1881 the maximum was in January, in 1882 it was in February ; the mean of the three preceding highest pressures was 30·251 ins.

In column 2, the lowest reading in each month is shown ; the minimum for the year was 29·527 ins., in January. In the year 1880 the minimum was in April, in 1881 in February, and in 1882 in July ; the mean for the three preceding years was 29·519 ins.

The range of barometric readings in the year was small, being