THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, JANUARY 17, 1871.

A RUSSIAN WOLF-HUNT.

The programme of a regular "wolf-hunt" in the provinces is always the same. At some abnormal hour "between the night and the day," you are aroused (almost, as it seems, before you are well asleep) from a rough couch in one of the little log-huts of some outlying village, by a violent shake of the shoulder. and a hoarse voice admonishing you to "get up, and look sharp about it, for there's no time to lose." You make a hasty toilet, and, sallying forth, see in front of the hu', in the dim light of the cowing morning, a huge, dark, shapeless mass (which, as your eyes get used to the darkness, assumes the form of a broad, heavy, three-horse sledge, with very high sides, not unlike an enormous washingtub), around which are flitting three or four spectral figures with lanterns, the fitful glare making their grim, bearded faces look grimmer and less human than ever. Guns, ammunition, haversacks, are stowed away in the bottom of the conveyance-and (last but not least) a young pig; your query respecting which elicits from the leader of the party only the oracular an-swer that "it'll come in handy by-and-by;" and, all being now ready the hunters, squeeze themselves into their places, the driver shakes his reins with a "wo-o-oi!" and away we go into the darkness. Mile after mile of the frozen waste goes by like a dream, till at length the spectral shadows of the forest slowly gather round us, and the squeals of our unocky pig (whose ears one of our party is now pinching lustily) begin to be answered by another sound, which no one who has heard it will easily forget-not the long melancholy howl wherewith a supperless wolf may be heard bemoaning himself on the outskirts of Moscow, almost any night in the week, but a quick, snarling cry, as of one who sees his dinner coming, and wishes to hasten the bringer of it. And there they come at last, the gaunt, wiry, slouching fellows, with their bushy tails, and flat, narrow heads, and yellow, thievish, murderous eyes. There is perhaps nothing on earth more thoroughly mean and hateful-looking, at first sight, than the genuine Russian wolf; but the rascal has a certain picturesqueness of his own notwithstanding, though of a disagreeable kind. There is something grand in the dogged and sinister tenacity of his pursuit; coming on, with head thrown forward, and sharp, white fangs unsheathed, untiring and unrelentingly, like a haunting Fate,

"With his long gallop, which can tire. The hound's deep hate and hunter's fire."

But there is no leisure for moralizing now; for the wolves are already almost level with our sledge, and it is time to let fly. Bang ! The foremost of the pack rolls over on his side, kicking convulsively; but the rest gallop on unheeding. Bang! bang! and two more fall dead, blotting the snow around them with a smear of dull crimson. Some of the boldest pursuers swarm up to the sledge, and attempt to leap over the encircling barrier; while we hammer them with the butt-ends of our pieces, and chop at their paws with hatchets, and slash them across the eyes with unting-knives-the two hindermost of our party meanwhile cracking at them over our shoulders as fast as they can load. So for a time the running-fight goes fiercely on, making altogether a very striking tableau. The white, skeleton tracery of the frozen forest; the long, snaky line of the pursuing pack, shadowy and spectral, as if bodied of the mist from which it emerges; the whirling figures of the foremost wolves amid the tossing spray of snow and curling clouds of bluish smoke; the ceaseless flash of the busy rifles; the steaming horses, urged to their speed; the driver, with his broad, sallow face all ablaze with excitement, shaking the reins, and hanging forward to ply the whip; the huge, cumbrous sledge, rocking and reeling over the snow with its freight of struggling forms-all this, seen in the dim, uncertain light of the early dawn, has a weird and ghostly appearance, suggestive of an attack of goblin highwaymen upon one of those phantom mail-coaches in which the bagman's uncle made that marvellous journey which so much astonished Mr. Pickwick. But "the pace is too stiff to last," as our leader observes, with a knowing grin. A run at full speed through half-frozen snow tries the feet of even a full-grown wolf too severely to be continued beyond a certain time; and in the face of a stout resistance the beast's inherent cowardice is sure to come to the surface sooner or later. Already three or four gaunt, shaggy-haired veterans, who have probably made a good supper over night, begin to hang back, as if doubting the wisdom of risking their lives for a hypothetical breakast; the speed of the rest slackens by degrees; and at length the whole pack drop off, as if by tacit agreement, leaving us to pursue our way unmolested. As we emerge again into the open plain, across which the first beams of the rising sun are just beginning to fall, we see the last of our grim followers slinking away like a belated spectre into the ghostly shadows of the forest that we have quitted.

engaged in, I have taken this public method of informing you. If any young lady of the following description would wish to enter the holy state of matrimony-she must be genteel made, rather tall; black, brown, flaxen, or auburn hair; age from twenty-five to thirty-five; widow or maid; if a fortune, will settle the same upon the lady and offspring, wishing to act upon the strictest honor. Such lady, by letter, postpaid, or personal application, to Mr. Timothy Surrell, yeomen, Quality Court, Charnham street, Hungerford, Berks, will meet with a welcome reception.

"N. B.-To avoid extra expenses, Mr. Surrell would wish to keep his wedding and hervest-home the same evening, which will be within fourteen days from the present date, as he particularly wishes the lady to preside at table that evening.

Mr. Surrell evidently believed that happy is the wooing that is not long a doing.

INSURANCE:

1829. CHARTER PERPETUAL. 1870. Franklin Fire Insurance Company OF PHILADELPHIA. Office, Nos. 435 and 437 CHESNUT St. Assets Aug. 1, '70 \$3,009,888'24 INCOME FOR 1970, LOSSES PAID IN 1889. 1810,000. 1144,00842. Losses paid since 1829 over \$5.500,000. Perpetual and Temporary Policies on Liberal

Terms The Company also issues policies upon the Rerts of all kinds of Buildings, Ground Rents, and Mor-The "FRANKLIN" has at DISPUTED CLAIM.

J	DIRECTORS.				
	Samuel Grant, George W. Richards, Isaac Lea, George Fales,	Alfred Fitler, Thomas Sparka, William E. Grant, Thomas S. Ellis, Gustavus S. Lenson BAKER, Presiden			
U	GEORGE F	ALES, Vice Preside			

JAMES W. MCALLISTER, Secretary. [9 THEODORE M, REGER, Assistant Secretary

ASBURY LIFE INSURANCE CO. NEW YORK. LEMUEL BANGS, President. GEORGE ELLIOTT, Vice-Pres'tand Sec'y.

EMORY MCCLINTOCK, Actuary.

JAMES M. LONGACRE. MANAGER FOR PENNSYLVANIA AND

DELAWARE, Office, 302 WALBUT St., Philadelphia.

H. C. WOOD, Jr., Medical Examiner. 5 23 mws1m REV. S. POWERS, Special Agent.

FIRE ASSOCIATION INCORPORATED MARCH 17, 1520.

OFFICE, NO. 34 NORTH FIFTH STREET. INSURE

BUILDINGS, HOUSEHOLD FURNITURE, ANI MERCHANDISE GENERALLY Frem Loss by fire (in the City of Philadelphia only) ASSETS. JANUARY 1, 1870. 81,572,733

TRUSTRES.

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMUEN ton Rativord Companies' lines from Philadelphia to New York and Way Places.

At 7 A. M., Mall and Accommodation, via Cam-den and Amboy, and at 8:30 P. M., Accommoda-tion, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta

tions. At 7 A. M. and 3'80 P. M. for Freehold and Far-

At 7 and 10 A. M., 19 M., 2, 8'30, and 5 P. M. for

At 7 and 10 A. M., 12 M., 2, 8-30, 6, 6, 7, and 1 30 P. M. for Bordentown, Florence, Burlington' deswater. Beverly, Delanco, Sivarside, Elverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House. The 11:30 P. M. Hne leaves from Market Street

Fury (upper side). Fury (upper side). WROM WEST PHILADELPHIA DEFOT. At 7:30 and 9:45 A. M., 1:30, 3:10, 6:30, 5:45 and 12 P. M., New York Express Lines, and at 11:30 P. M.,

Lino, via Jersey City. At 7:30 and 9 45 A. M., 1:20, 3:10, 5:33, 6:45, and 12

P. M. for Trenton. At 946 A. M. 120, 645 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, fullytown. Schenck's, Eddington, Cornwells, Torreadale. Holmesburg Junction, Tacony, Wissinomitz, Bridesburg, and Frankford. Sunday Lines leave at 945 A. M., 645 P. M., and

12 night.

RROM MENSINGTON DEPOT. At 7:30 A. M., 2:80, 8:30, and 6 P. M. for Treuton and Bristol, and at 9:30 A. M. and 5 P. M. for Bristol

At 7:50 A. M., 2:50, and 6 P. M. for Morrisville

and Tuilytown. At 7 50 and 9 30 A. M., 250, 5, and 6 P. M. for Schenck's Eddington, Cornwells, Torresdais, and Holmesburg Junction.

Act 7 A. M., 12'80, 6'16, and 7'30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9 20 A. M., 12 30, 2'80, 6 15, 6, and 7'80 P. M. for Tacony, Wissinoming, Bridesburg, and Washford

Frankford. VIA BELVIDERE DELAWARE RAILEGAD.

At 7 80 A. M. for Niagara Falls, Buffalo, Dankirk, Eimira, Rochester, Syracuse, Great Bend, Wilkesbarro, Schooley's Mountain, etc. At 7 30 A. M. and 3'30 P. M. for Scranton,

Stroudsburg, Water Gap, Belvidore, Easton, Lam-bertville, Flemington, etc. At 6 P. M. for Lambertville and intermediate

stations. FROM MARENT STREET FERRY (UPPER SIDE).

VIA NEW JERSEY SOUTHEAN BALLROAD At 11 A. M. for New York, Long Brauch, and

Intermediate places. VIA CAMDEN AND BURLINGTON COUNTY RAIL GOAD. At 645 and 11 A. M., 1, 230, 530, 5, and 830 F. M., nd on Thursday and Saturday nights at 11389 P. M. for Merchantsville, Moorestown, Hartford, Mesonville, Hainespore, and Mount Holly. At 645 A. M., 233 and 630 P. M. for Lumberton

and Medford At6 45 and 11 A.M., 3 29, 5, and 6:80 P.M. for Smith-

ville, Ewansville, Vincentown, Birmingham, and

Pambertan. At 6 46 A. M., 1 and 3:80 P. M. for Lewistbwn, Wightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. Dec. 12, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON. AND BAL-TIMOEE RAILROAD.-TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-

and Washington avenue, as follows:-Way Mail Train at 8:50 A M. (Sundaysercepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrns Branch Railroad and Maryland and Delaware Railroad, at Lar-rington with Junction and Breakwater Railroad, at Seaford with Dorchoster and Delaware Rail-road, at Delaware Baltroad and road, at Delmar with Eastern Snore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

road. Express Train at 11:65 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryalle, and Havre-de-Grace. Con-nects at Wilmingto 1 with train for New Castle.

Express Train at 4 P. M. , Todays excepted), for Manimore and Washington, stopping at Chester, Thurlow, Linewood, Claymont, Wilmington, New-port, Stanton, Newsik, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeon, Porryman's, Edgewood, Magnolla, Chaze's

RAILROAD LINES. DHILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive as folows

TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M. Read'g& Allent'n Way 7'80 Pottstown Accom.... 9 15 Harrisb'g& Potts'c Ex 8'15 Read'g & Pottsy'e Ac. 10'9)

For Downingtown and points on Chester Valley Railrond, take 7 30 a m., 12:30 noon, and 4 p. m. For Schwenksville and points on Per-kiomen Rall-road, take 7.80 a. m. 12.30 noon, and. 4 p. m. For Mt. Piensaut and p futs on Colebrookdale Railroad take 7.30 a. m. and 4.00 p. m. N. Y. EXPRESS FOR PITTSBURG ASD WEST.

Trains leave New York at 9:00 a. m. and 5:00 p. m., passing heading at 1:55 and 10:05 p. m., connect-log at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Sleeping cars accompany these trains through be

Trains for New York leave Harrisburg at 3:10, 10, and 1145 a. m., and 250 p. m. Additional train leaves New York for Harrisburg

at 18 o'clock noon.

For particulars see Guide Books, which can be ob-tained at No 511 Chesnut street, and at all stations, without charge, Scaron, School, Mileage, and Commutation Tickets

at reduced rates to be had of S. Bradford, Treasurer No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading, STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines,

run close to the Depot. Baggage collected and delivered by Dungan's Bag-

rege Express. Orders left at Depot, or at No. 225 S. GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Nitah and Green. Trains leave for Germantown at 6, 7, 8, 8%, 905, 10, 11, 12 A. M.; 1, 2, 2, 30, 3, 15, 3, 45, 4, 05, 4, 30, 5, 05, 5, 45, 6, 6, 30, 7, 8, 9, 10, 05, 11, 12 p. m. Leave Ger-m-ntown, 6, 6, 55, 7, 30, 8, 8, 20, 9, 9%, 10, 11, 12, a. M.; 1, 2, 3, 3, 50, 4, 4, 45, 5, 5, 30, 6, 6, 30, 7, 8, 9, 16, 11 p. m. The 8, 20 and 9, 30 down trains, 2, 30, 3, 45, and 5, 45 m. trains, will not stop on the Germanican branch m. The S 20 and 9 w down trains, 2 30, 345, and 545 up trains, will not stop on the Germantown branch. On Sundays, leave at 0 15 a.m.; 2, 405 7, 1045 p.m. Leave Germantown, 845 a.m.; 1, 3, 6, 945 p.m. Passengers taking the 655, 9 a.m., and 630 p. D. trains from Germantown, will make close connection with the trains for New York at Inter-

section Station

section Station. CHESNUT HILL RAILBOAD.—Leave at 6, 8, 10, 12 a.m.; 2'30, 3'45, 5'45, 7, 9 and 11 p.m. Leave Ches-nut HiH at 7'10, 8, 9'10, 11'40 a.m.; 1'40, 3'40, 5'40, 6'40, 6'40, 10'40 p.m. On Sundays, leave 9'15 a.m.; 9'and 7 p.m. Leave Chesnut Hill at 7'50 a.m.; 19'40, 5'40, 9'25 p.m. FOR CONSHONCEEN AND NORRESTOWN.—Leave at 5'3'30'0, 11'0'0 p.m. 10'0'0'5 5'20 at 5'20'0'1'

FOR CONSHOHOCKEN AND NORRESTOWN.—Leave at 6, 730, 9, 11:05 a.m.; 1:30, 3, 4, 6, 5:30, 6:15, 8:05, 19, 11:45 p. m. Leave Norristown at 5:30, 6:25, 7, 745, 8:50, 11 a.m.; 1:50, 3, 4:30, 6:15, 8, 9:30 p. m. On San-days, leave at 9 a. m.; 2:24, 4, 7:30 p. m. Leave Nor-ristown at 7 a. m.; 1, 5:20, 9 p. m. FOR MANAYUNK —Leave at 6, 7:30, 9, 11:05 a. m.; 1:0, 3, 4, 5, 5:20, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 8:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:20, 6:15, 9:30 p. m. 130, 615, 930 p. m. FOR PLYMOUTH -- Leave at 6 a m. and 5 p. m.

Leave Plymouth at 62° a. m. and 230 p. M. The 745 a. m. train rom Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 742, 905 a. m., and 630 p. m. trains from Ninth and Green streets will

p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KLT Streets, which is reached directly by the Marhet street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

RAILROAD LINES.

N ORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH. ERN PENNSYLVANIA, SOUTHERN AND IN. TERIOR NEW YORK, HUFFALO, OORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect December 19, 1870. Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-

7.60 A. M. (Accommodation) for Fort Washing-

At 7:36 A.M. (Express), for Bethlehem, Easton, Al-lentown, Maueh Chunk, Wilkesbarre, Williams-port, Mahanoy City, Haziston, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE FAIL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West

ir the Great West 825 A. M. (Accommodation) for Doylestown. 945 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauen Ohunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Leseg Railroads.

Morris and Fisser Ratroads.
 h A. M. (Accommodation) for Fort Washington
 1'16 and 5'20 and 8 16 P. M., for Abington.
 1'45 P. M. (Express) for Bethlehem, Raston, Allentown, Mauch Chunk, Mahanoy Olty, Wilkes-

Ientown, Mauch Chunk, Mahanoy Oity, Wilkesbarre, Pittston, and Hazleton.
250 F. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton. Allentown, and Coplay.
4'16 F. M. (Mail) for Doylestown.
5'00 F. M. for Bothlehem, Easton, Allentown, and Mauch Chunk.
2 20 P. M. (Accommodation) for Langiale.

6 20 P. M. (Accommodation) for Lansdale. 11 20 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.85 A. M.; 215, 5.05, and 8 26 P. M.

26 P. M. Doylestown at 8:25 A. M., 4:40 and 6:35 P. M. Lanedale at 7:50 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M. Abington at 2:85, 6:85, and 9:36 P. M. Dira SUNDAYS. Philadelphia for Bethlehom at 9:30 A. M. Philadelphia for Doylestown at 2:00 P. M. Doylestown for 3 philosophila sor 3 a M.

Deviestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 00 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, October 3, 1970, trains will run as follows :---

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.

For Oxford on Saturdays only, at 2:30 P. M. For Chadd's Ford and Chester Creek Railroad, at

7 A. M., 10 A. M., 4 '30 P. M. and 7 P. M. Satur-days only, at 2 '30 P. M. Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4 '30

. M. connect at Chadd's Ford Junction with the vinnington and Reading Railroad.

Leave Port Deposit at 9'25 A. M. and 4.25 P. M.,

on arrival of trains from, Baltmore. Oxford at 6:05 and 10:05 A. M. and 5:33 P. M. Sun-days at 5:30 P. M. only. Chadd's Ford at 7:26 A. M. 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundsys at 6:49 P. M. only. HENRY WOOD, General Superintendent.

LUMBER.

SPRUCE JOIST.

HEMLOCK.

SEASONED CLEAR PINE. SEASONED CLEAR PINE.

CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.

Trains for Philadelphia :-

1871

1871

1871

1871

1871

1871

DANEL

ranteed.

115

on arrival of trains from Baltimore.

MATRIMONY BY ADVERTISEMENT.

Parson Keith, of Mayfair notoriety, while in his free-and-easy fashion united many thousand couples in the bonds of matrimony, used to say that in the generality of cases in which he had officiated, the parties con-cerned had not known each other more than a week, while in very many instances the acquaintanceship was a matter of hours only. With such evidence of the recklessness with which folks will rush into the state that has only two exits, divorce and death, one can hardly wonder at some men being adventurous enough to seek a wife by advertisement-the most risky way imaginable of going about a business in its own nature risky enough under the best conditions.

One of the oldest matrimonial advertisements we know of, and at the same time a good example of the combination of commercial and sentimental ideas characteristic of such announcements, appeared in the General Advertiser for March 30, 1748:-

"Whereas, on Saturday last, a lady, genteelly dressed, was seen to lead a string of beautiful stone-horses through Edmonton, Tottenham, and Newington-this is to acquaint her that, if she is disengaged and inclinable to marry, a gentleman who was smitten with her behavior on that occasion is desirous of making honorable proposals to her; in which state, if he be not so happy as to please, he will readily purchase the whole string for her satisfaction."

We doubt if any woman ever had a stronger option given her than the fair horse-dealer, or if any horse-dealer ever had a better chance of doing a good stroke of business. This is, however, hardly a fair specimen of matrimonial advertising, since it is addressed to a particular member of the sex, unlike the following from the Reading Mercury of September 13, 1798:---

"To the Fair Sex.-Ladies:-Being at this time in want of a partner for life, to assist in a multiplicity of business which I am now

William H. Hamilton,	1 Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George I. Young,	Robert Snoemaker
Jos. R. Lyndall,	Peter Armbraster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson.
	E. Schell.
WM TI HAMT	LIVON Prosident

wm. n. HAMILTON, President.						
SAMUEL SPARHAWK, Vice-President						
WILLIAM F. BUTLER,						
Secretary						

THE PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825-Charter Perpetual.

No. 510 WALNUT Street, opposite Independence This Company, favorably known to the commu-

nity for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund is invested in the most careful manner, which ena-bles them to offer to the insured an undoubted seen

rity in the case of loss. DIRECTORS.						
Isaac Ho Thomas John Do WM. G. C	BOWBLL, Secret	Hem J. Gi Dani Comiy. SMITH, J kery.	nas Smith, ry Lewis, llingham Fell, el Haddock, fa., Prosident. 5 30			
FAME	INSURAN No. 809 CHES		OOMPANY cet.			
FIRE	CAPITAL INSURANCE	E EXCLU	PERPETUAL.			
	gainst Loss or 1 erpetual or Tem					

DIR	ECTORS.
Charles Richardson, William H. Bhawn, William M. Seyfert, John F. Smith, Nathan Hilles, George A. West,	Robert Pearce, John Kessler, Jr., Edward B. Orne, Charles Stokes. John W. Everman, Mordecal Buzby.
WILLIAM H.	RHARDSON, President. RHAWN, Vice-Presiden
WILLIAMS L. BLANCHA	BD Secretary. 72

nt. 235 ENTERPRISE INSURANCE CO. OF THE Office S. W. cor., FOURTH and WALNUT Streets.

FIRE INSUR	ANOE EXCLUSIVELY.
	TERM POLICIES INFUED.
CASH Capital (paid t	ap in full)
	nber 1, 1970 \$600-358-24 DIREUTORS.
F. Ratchford Starr.	J. Livingston Erringer, James L. Claghorn, Wm. G. Boutton, Charles Wheeler, Thomas H. Moutgomer James M. Aertsen.
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Bouiton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomer
John H. Brown,	James M. Aertsen.
F. HATCHFORD	BTARR, President.
	TGOMERY, Vice-President.
ALEX. W. WIST	RSON. Assistant Secretary.
JACOD & LOTH	CHOINS AUDIDORNA'S COULCOME F.
IMPERIAL FI	RE INSURANCE CO.,
A	LONDOR

and the second sec		
ENTABLISI	HED 18	03.
Paid-up Capital and	Accamula	ted Fundz,
8,000,000	IN	GOLD.
PREVOST & B	ERRIN	G. Agente.

(No. 107 S. THIRD Street, Philadelphia OHAS, M. PREVOST OHAS, P. KERRIN		-	A	10.00				and search and
CHAS. M. PREVOST OHAS. P. HERRIN	. 45		No.	107 8.	THIRD	Street.	Ph	aldelphia
	CHAS.	M. PB	EVO	ST		OHAS.	¥.	HERRING

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA, Estate of JOSEPH E. RINBAR, deceased.

The Audit or appointed by the Court to audit, settle, and adjust the account of THOMAS F. SCATTERand adjust the account of THOMAS F. SCATTER-GOOD, Administrator of the estate of JOSEPH E. RINEAR, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purpose of his ap-pointment on THURSDAY, January 26, A. D. 1871. at 3 o'clock P. M., at his office, No. 120 South SIXTH Street, in the city of Philadelphia. 1 12 thsta51 JOHN ROBERTS, Auditor.

COTTON SAIL DUCK AND CANVAS, OF ALY numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufao turers' Drier Feits, from thirty to seventy-al-inches, with Paulins, Belting, Sail Twine. etc. JOHN W. EVERMAN,

No. 1	IO CH	Street		Stores1
 -			-	a

JOHN FARNUM & CO., COMMISSION MER

mer's E Night Express at 11'80 P. M. (Daily), for Bally-more and Washington, stopping at Chester wood, Claymont, Wilmington, Newark, Elle North East, Perryville, Havre-de-Grace, Perry-man's, and Magnelia.

Passengers for Foriress Mont a and Forialz will take the 1146 A. M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at an and Wilmington, Leave Philadelphia at 11.20 A. M., 2.80, 5.00, and Leave Philadelphia at 11.20 A. M., 2.80, 5.00, and for F. M. The 5.00 P. M. train connects with Dela-ware Kailroad for Harrington and intermediate Leave Wilmington 6'45 and 8'10 A. M., 3'00, 4'00,

and 7-15 P. M. The 5-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Dally; all other ac-

commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the 700 A. M. and 430 P. M. trains for Baltimore Conral Railroad.

ral Railroad. From Baltimore to Philadelphin. -Leave Balti-more 7.26 A. M., Way Mali; 9.85 A. M., Express; 9.85 P. M., Express; 7.25 P. M., Express. SUNDAX TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Nowark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

On Susdays, leave Philadelphia for West Grove and intermediate stations at \$ 00 A. M.; returning, left West Grove at \$ 55 P. M.

leit West Grove at 3:55 F. M. Through thekets to all points West, South, and Southwest may be procured at theket office, No. 325 Chesnut street, under Continental Lotal, where also State Rooms and Berths in Sleoping Cars can be secured during the day. Persons purchasing thekets at this office can have bacgage chocked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE. On and after December 4, 18%, the trains on the Philaceiphia and Erie Ratirond will run as follows from Fennsylvania Railroad Depot, West Philapelphia:-MAIL TRAIN leaves Philadelphia . Williamsport . • 940 P. M. 725 A. M. 740 P. M. ERIE EXPRESSies ves Philadelphia Williamsport - 8:50 P. M. arrives at Erie - 7:40 P. M. Williamsport - 8:50 P. M. 51.00100 - 7:40 A. M. arrives at Erle ELMINA MAIL leaves Philadelphia - 9-32 A. M. Williamsport 6-35 P. M. 44 arrives at Lock Haven 7.50 P. M. arrives at Lock Haven 7:50 P. M. EASTWARD.
MAIL TRAIN leaves Eris - 9:00 A. M.
Williamsport - 10:05 P. M.
arrives at Philadelphia 5:50 A. M.
ERIE EXPRESS leaves Eris - 9:00 P. M.
" Williamsport 8:25 A. M.
" arrives at Philadelphia 5:30 P. M.
ELM IRA MAIL leaves Lock Haven - 8:15 A. M.
" Williamsport 9:25 A. M.
" arrives at Philadelphia 5:30 P. M.
HUFFALO EXP. leaves Williamsport 12:35 A. M.
" Sunbury - 2:30 A. M.
" arrives at Philadelphia 5:40 A. M.
Express, Mall, and Accommodation, east and west, Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent. tions.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, CHANGE OF HOURS, Or and after MONDAY, October 3, 1570, trains will run as follows: - Leave Philacelphia from depot of P. W. & B. R. R., corner Broad street and Wash For Port Deposit at 7 A. M. and 4'30 P. M.

For Oxford at 7 A. M., 4'30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at

230 P. M. For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Wednes days and Saturdays only 2:30 P. M. Train leaving Philadelphia at 7 A. M. connects at

Port Deposit with train for Baltimore. Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Baltroad. Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:35 F. M., on arrival of trains from Balti-more.

more. Oxford at 5:05 A. M., 10:25 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only. Chadd's Fordat 7:25 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 5:43 P. M. only. Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hund: i dollars, unless special contract is tante for the same, HENRY WOOD, 10.2 General Superintendent.

Walnut streets cars roll within the second streets Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders loft at No. 901 Chesnut street, or No. 118 Market street, will reserve attention.

will receive attention. TRAINS LEAVE DEPOT. TEATRS LEAVE DEPOT. Pittsburg Express Main Train Lock Haven and Elmira Express Paoli Accommedation, 10 10 A.M.& 1 10 and 7 10 P.M. Fast Line Refe Express UserSuper Accommedation Harrisburg Accommedation Paol Accommedation Harrisburg Accommedation Paol Acc Erie Express Harrisburg Accommodation . 2.80] Lancaster Accommodation . . . 1871 . 6.30 1 Cincincati Express . 8:00 I Erie Mail and Buffalo Express . 9:50 8.00 F 9.50 P. M. 10.10 P. M Tacific Express Pacific Express Pacific Express Pacific Express Tacific Express Pacific Express Tacific Express III 10 P. M. Eric Mail leaves datiy, running on Saturday night to Williamsport only. On Sunday night pas-sengers will losve Philadelphia at 10:10 P. M. Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday. The Western Accommodation frain runs daily, except Sunday. For this train tickets must be pro-cared and bagage delivered by 5 P. M. at No. 116 Market street.

Market street. Sunday Train No. 1 leaves Philadelphia at 846 A. M.; arrives at Paoli at 946 A. M. Sunday Train No. 3 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 840 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 550

Philadelphia at 6 20. Philadelphia at 6 20. TRAINS ARRIVE AT DEPOT. Cincinnati Express 7 00 A. M. Philadelphia Express 7 00 A. M. Eric Mail 700 A. M. & 350 & 640 P. M. Parkesburg Train 900 A. M. & 350 & 640 P. M. Erio Express . 5-40 P Lock Haven and Elmira Express 5.45 P. 5.45 P. M. 9.40 P. M Harrisburg Accommodation Paoli Accommodation, No. 4 . 10 to P. M. For jurther information apply to JOHN F. VANLEER, JR., Ticket agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 110 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. 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 Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the

owner, unless taken by special contract. A. J. OASSATT, 4 24 General Superintendent, Altoona, Pa.

W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:-

FIRST and CHESNUT Streets, as follows:-FROM PHILADELPHIA For West Chester at 745 and 11/20 A. M., 2/30, 6/16, and 11/30 P. M. Stops at all stations. For West Chester at 440 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). For B C Junction at 4/10 P. M. Stops at all sta-

For B. C. Junction at 4.10 P. M. Stops at all sta-

FOR PHILADELPHIA From West Chester at 630 and 1045 A. M., 155, 455, and 655 P. M. Stops at all stations. From West Chester at 755 A. M. This train stops only at stations between West Chester and Media

(Greenwood excepted). From E. C. Junction at 8.40 A. M. Stops at all Stations. ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and

W. C. WHEELER, Superintendent, 10 14

WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870.

COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia as follows:--From foot of Market street (appar ferry). 8 16 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinciand, sfillville, and way stations. 11 45 A. M., Woodbury Accommodation. 13 45 A. M., Woodbury Accommodation. 14 5 A. M., Passenger for Bridgeton, Salem, 8 30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5 30 P. M., Passenger for Bridgeton, Salem, Swedesboro, Accommodation for Woodbury, Glass-boro, Clayton, and Intermediate stations. Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent.

FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK,

1871

1871

1871

ward, bounded 871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS. WALNUT PLANK. UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. 1871 RED CEDAR. WALNUT AND PINE. SEASONED POPLAR. 1871 SEASONED CHERRY. WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871 CEDAR SHINGLES. 1871 OYPRESS SHINGLES. 187 MAULE, BROTHER & CO., No. 2500 SOUTH Street. ANEL PLANK, ALL THICKNESSES, COMMON PLANK, ALL THICKNESSES, 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1% and % SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY, avenue. County Line road. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 30 6m No. 1715 RIDGE Avenue, north of Poplar St. street. ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILED WORKS.-NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines high and low pressure, Iron Bollers, Water Tanka Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to constract for engines of all sizess, Marine, River, and Stationary having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every description of pattern-making made at the shortes ing creek.

description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Bollers of the best Pennsylvania Charcoal iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, perew Cutting, and all other work Connected with the above business. Drawings and specifications for all work done the establishment free of charge, and work gua ranteed bounded ranteed. The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls. etc. etc., for raising heavy or light weights. JACOB C. NEAFIE,

19

JOHN P. LEVY, BEACH and PALMER Streets.

8 166 GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA.,

description of pattern-making made at the shortes

Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Refiners, etc. WORKS,

TWENTY-THIRD AND FILBERT STREETS. OFFICE AND WAREHOUSE, 81 No. 42 N. FIFTH STREET.

81 M'MAHON.

FASTON & MCMAHON,

EAST OF AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 16 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and Intermediate points with promptness and despatch. Canni Boats and Steam-tugs furnished at the shortest cantion

A LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, NO. 26 NORTH WHARVES AND NO. 37 NORTH WATER STREET, PHILADELPHIA. ALEXANDER G. CATTEL ELLAR CATTE

be made by any freeholder then and there. The plans, in the meantime, may be seen the meantime may be seen the office of the Department of Surveys, No. 224 S. FIFTH Street. Public Plan, No. 18.-Revision of the grades on part of the Fifth section of the Twenty-third North by Allegheny avenue. South by Lehigh avenue. East by Kensington avenue. West by Filmore street. Public Plan, No. 44.—Rearranging the lines and grades of Thirty-fourth street from Market street to the Pennsylvania Railroad. Public Plan, No. 147.-Revision of street and grade lines in the Twenty-third and Twentyfifth wards, bounded South by Wheat Sheaf lane. West by Trenton avenue. North by Bridge street. East by Richmond street. Public Plan, No. 171.—Original plan of the Regulation of the Seventh section of the Twenty-third ward, bounded North by Cayuga street. South by Erie avenue. East by Twelfth street. West by Germantown avenue. Public Plan, No. 154 .- Original plan of the Regulation of the First section of the Twentythird ward, bounded North by Erie avenue. South by Lehigh avenue. East by Ninth street. West by Tenth street and Germantown Public Plan, No. 234 .- Original plan of the extension of Broad street from Uhew avenue to Public Plan, No. 132.—Original plan of the First section of the late township of Bristol, Twenty-second ward, bounded North by Fisher's lane and Rockland South by Annsbury avenue and Wingohock-East by Second street. West by Sixth street. Public Plan, No. 204.—Original plan of the Ninth section of the late borough of Germantown, Twenty-second ward, bounded North by Gorgas street. South by East Washington avenue. East by Township Line Road. West by Chew street. Public Plan, No. 139.-Original plan of the Second section of the late Blockley township, in the Twenty-seventh ward, bounded North by Market street. South by Baltimore avenue. East by Fifty second street. West by Fifty seventh street. Public Plan, No. 47 .- Original plan of the Third section, survey and regulation late township of Blockley, Twenty-seventh ward, North by Market street. South by South street. East by Forty-seventh street. West by Sixty-fourth street. Public Plan, No. 121.-Revision of the grades on Thompson street, from Twenty-sixth to Thirty-first street, in the Twentieth ward. Public Plan, No. 227.—Original plan of Low Water Line and Soundings between Green-wich Point and Broad street, and west of Broad street in the First and Twenty-sixth wards Public Plan, No. 238 .- Plan of the resurvey of a part of the Second and Third wards, bounded

7

AUOTION SALES.

HENRY W. & B. SCOTT. JR.

AUCTIONEERS AND COMMISSION; MERCHANTS,

(Until negotiations for a permanent and eligible location, now pending, are consummated, sales on the premises receive prompt and personal atten-

M THOMAS & SONS, AUCTIONEERS, NOS. 159 and 141 S. FOURTH Street.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1147 Sansom street.

Sale at No. 1220 Sprace street

CARD. The sale of Furniture a: No. 1220 Spruce street is POSTPONED until TUE DAY MORNING.

MARTIN BROTHERS, AUCTIONBERS,-No. 704 Chesnut street.

Positive Sale

Positive Sale. ONE HUNDRED AND THIRTY FINE MODERN OIL PAINTINGS IN HANDSOME FRAMES. On Wednesday and Thursday, January 15 and 19, at 11 o'clock each day, by cata-logue, one hundred and thirty fine modern of patrings onlyached wares wares in the modern of

paintings, embracing every variety of subject, by well-known artists. On exhibition on Tuesday. 1 16 36

BY MAGILL, FARREL & CO. AUCTIONEERS, No. 318 MARKET Street.

On Wednesday Morning, January 18, commencing at 10 o'clock, SALE OF MANUFACTURED FURS, ROBES, ETC.

100 LOTS READY-MADE CLOTHING.

A GENERAL ASSORTMENT OF DRY GOODS.

Bank street. Successors to John B. Myers * '0

CONCERT HALL AUCTION ROOMS, No. 1912 OHESNUT Street. T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-niture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

C IRCUS AT AUCTION. Great sale of Circus property at Raleigh, N. C., on MONDAY, January 20, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer & New Circus, lately traveling in the South; every-thing necessary for a first-class circus :-

12 Platform Spring Wagons, nearly new. Ticket Wagon; Performers' Wagob, nearly new.

Band Wagon, Concord built, nearly new; cost

Advertising Wagon, Pole Wagon, Poles, Seats, and

A complete outfit of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instru-

ments for brass band, and other articles too nume-

bidder for cash. T. E. LEE, Sheriff Wake county, N. C.

N. B.—Nine experienced drivers and hostiers can be employed on reasonable terms. 12 29tJa0

LEGAL NOTICES.

SURVEY NOTICE.

All persons interested in the Survey, Regu-

lation and Alteration of the following Public Plans of the City, are notified that the Court of Quarter Sessions of the City and County of Philadelphia have fixed WEDNESDAY, Feb-

ruary 15, 1871, at 10 A. M., at the Court House, main building of the State House, to consider said Surveys, Regulations, and Altera-

tions, and any objections against the same may

All the above property will be sold to the highest

8 first-class Ring Horses. 3 first-class trained Pad Horses. 2 Trick Mules, the best in the business.

everything required for canvas. 25 sets Double Harness, almost new. 20 Bridles and Saddles, almost new.

42 first-class Horses.

rous to mention.

January 24, at 10 o'clock.

No. 1125 CHESNUT Street.

North by German street. South by Wharton street. East by Delaware river. West by Passyunk road. THOS. J. WORRELL.

City Solicitor.

MILLINERY.

R S, R, D I L L O N M NOS. 323 AND 331 SOUTH STREET,

FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods.