## THE DAILY EVENING TELEGRAPH. - PHILADELPHIA, THURSDAY, DECEMBER 6, 1866.

#### THE FASHIONS.

A Visit to the Interior Temple-Oracular Utterances-Engenie's Intentions Concerning Dress-The Marquise de S-Preparing for Complegat-The Num-ber, Style, Material, and Trimmings

ber, Style, Material, and Trimmings of her Robes, Etc. PARIS, November 16,—It may be remembered by your readers that I had the honor of giv-ing them an account of my first visit to the great French rashion oracle. I said that it lived in a har-famed stuccoed dwelling, which is impenetrable to all but the initiated, and even to them is almost as inaccessible as the rocks among which the Splinix of Antiquity sat brooding over strange ruddles. Having once described the outer precincts of the mysterious temple, and every local detail of the interior thereol being designated. I will boldly relate what transpired when I again sat in the yellow satin empire, facing the some-what bulky autocrat of the seventh court. The aspect of this sanctum differed widely from the or e it had worn a few weeks ago. The hang-ings had been renewed; large Rouen pots con-taining exotics were mounted on black pedesings had been renewed; large Kouch pots con-taining exotics were mounted on black pedes-tals; an immense aloc, with long spiked leaves, stood in a rich china vase; the carpet was made of velvet pile; and a delicate scent proceeded from a bouquet that had been sent to Paris that morning by Alphonse Karr, the famous nearly the more accelerate the novelist, now a gardener at Nice.

The curtain was slightly drawn which divided this part of the temple from the chambers in which hing the raiment I came to describe. Glimpses of rich hues were visible, and my eyes protably glistened, for the oracle drew a string, and the cartain closed. It looked spiteful, I thought, and evidently enjoyed my disappoint-ment. "Madame," it said, "you have been a long time making up your mind to come and consult me on the new court styles (I bowed acquiesme on the new court styles (I bowed acquies-cence), and you are very fractions," it continued. There was no denying the fact, so I bowed again. "You seem to think you need not talk about Court till the Empress has opened her first ball at the Tuilertes," it continued. "Is that what you call serving fashion? Let me tell you that (I really must beg pardon for the oracle's figurative language) the Empress is going to play second fiddle this season in mat-ters of dress; she means to adopt the simplest styles on all occasions: in fact, reduce attire

ters of dress; she means to adopt the simplest styles on all occasions; in fact, reduce attire to a mere case of necessity. Now, what are you inughing at ?" it asked suddenly. "I was thinking," I answered, "that if the Empress reduces dress to a case of necessity, her court hadres will do more by reducing it to something less; their present bare shoulders prove that they are doing away with the neces-sity already." "Madame, you are very fond of making in le-

"Madame, you are very fond of making in le-pendent observations. Please listen —," I should have obeyed had not a lady of fault-less figure, one of the *figurantes* of the temple, in a black poult de sole robe, marched up to the other end conflicted which concletes altar and iamiliarly whispered in the oracle's ear. It seemed moved, somewhat flurried, and rose, yes, it actually rose from its seat. "Let her be shown in, by all means," it an-

swered.

I understood that some grand personage was approaching, and modestly made for the cortain.

"You can stop," said the oracle, with admi-rable condescension. I never saw the "best authority" at all uneasy

about its personal appearance before. On this occasion it walked to one of the pier glasses, pulled down its waistcoat, twirled its mus-tachios, nodded at itself, and, when a livery servaut threw the door wide open, drew up all the length of its five feet six inches. It bowed as much as it could from such a height, when a delicate, elegant lady, the Marquise de 8-, very fair, very slight, very tall, made her appearance.

"I have come to see the selections you have made for me, before I leave for Complegne," said the Marquise, sitting down. Her move-

ments were very graceful. The oracle suddenly dropped the halo of mys-tery with which I had till then ever seen it surrounded, and became a plain dealer in very rich

rounded, and became a plain dealer in very rich clothes. From that moment he spoke earnestly, as men do in the transaction of business, elo-quently, as people must when there is a great deal of money at stake. "I am certain the things you have had made are very satisfactory, but I hear that some of the same style have been sent to the Chateau de Mouchy. Now, you know I always like to have the only thing of a kind ever made, and as I do not object to high charges, may for the future. not object to high charges, pray, for the future, never let me wear anything that has ever been

underneath. A mauve chau as rosette was placed on the waistband. A black velvet waiking costume was trimmed with Canadian fur all round the bottom. It was made with a velvet peplum trimmed in the same way. Some of the over tunics were nothing but four deeply indented widths, all very flat, over colored pliese silk under-petticoats. The van-dykes and festoons round others were trimmed with either jet ruche or bouillons. The Bis-mark and nasturtium stripe prevailed on black ground. ground.

ground. A lovely ball-dress was made of a very light green orrandic, on which a shower of floss apple blossoms was worked among siver leaves. Another was composed of a bouillonne tulle undertrain, over which a white satin tunic, worked around with gold wheat sheaves. These ball tunics are very short and flat in front, and fall like pennons behind. Indian muslin is in great favor; and (apropos of India) I musl not forset to advise all your readers who

I must not lorget to advise all your readers who have a cashmere to buy, not to purchase those soft colored textures which were so fashionable seven years ago. The cashmeres now made at Delhi and at Cashmere are brighter. Magenta Defin and at Cashmere are brighter. Magenta palms and crimson, with orange arabesques and water designs, are preferred. It is well known that the worth of a cashmere lies in the mosaic or diminutive meshes, put together with imper-ceptible seams on the wrong side. They were out of favor, but are greatly demanded again, and put on a 'a peplum. The so-called break fast shawls are not to be disdained with real cashmere borders. The most handsome have red ground. An embroidered cashmere is some-what heavy. They are generally made of the residue of thread that fall from real Cashmere looms.-N. Y. Heraid,

Meeting of the Heirs of Anneke Jans. [By Our Special Reporter, who is a Descendant of King William, of Holland.]

- "Oht ever thus, from childhood's hour, Pve scon my iondest hopes decay"-I fear Pii never smell a flower, Of Trinity's, on old Broadway.

A large and enthusiastic meeting of the heirs of this estimable lady, deceased—"none knew her but to love, none named her but to praise" -was recently held in New York. The Chair-man stated the object of the meeting to be the recovery of the property held by the heirs of Trimty Church to the detriment of the heirs of Miss Jans, afterward Mrs. Bogardus, of Fifth

The first business before the meeting was the xamination of credentials; and at this juncture examination of credentials; and at this juncture some confusion arose by reason of the disorderly proclivities of a delegation from Mackerelville, who sought recognition under the name of Bogert, claiming that Bogert was "short for" Bogardus; but the Chairman decided that Bogert "would not reach," and as Bogardus was short for himself, previous to his union with Miss Jans, the claim was Bogus (which he thought much nearer "short for Bogardus" that Bogert much nearer "short for Bogardus" that Bogert), so the Bogerts were ruled out. Next in order came the report of the "Committee on Heirs and Property " and which was as follows.... Pre

Property," and which was as ionows:	
Heirs in New York, including city	
oliicia s	200.00
Heirs in Hobokon, active and exempt.	10
Hensin other parts of New York State.	298,90
Heirs estimated on ferry-boats, en-	1.00
gines, raits, etc	1,00
Hers in other States, including New	a second
Jersey, Sing Sing, and Cony Island.	1,500,00
The second	

59,000 000

Actual amount which the heirs of Anneke Jans will eventually receive. 000,000 Taking eight millions as the value of the Lun Taking eight millions as the value of the property at issue, and two millions as the num-ber of heirs, the dividend, *per capila*, would appear to be four dollars. This announcement was not very satisfactory to the heirs, and a motion was made to adjourn, but was with-drawn at the request of the Chairman, who stated that an orphan nephew of King Wil-liam, of Holland, on his first wife's side, would like to address the meeting. The centleman like to address the meeting. The gentleman spoke as follows: - "Mr. Chairman, and re-spected heirs of the House of Jans, descendants of King William, of Holland, and High Dutch antecedents, and fellow-citizens of New York! This is a momentous occasion. (Laugh-The corporation holding the property ter.) originally designed for us by our worthy and revered ancestress, Mrs. Bogardus, nee Jans (cheers), has usurped the rights not only of those here present, but of thousands of un-suspecting widows and innocent orphans throughout the laud. (Immense applause.) The time has come when the title of this corporation is to be tried by "a jury of its peers." (Applause.) We have too long been deprived of our rights-(a voice, "That's so")-too long have we been compelled to live by the labor of our hands, while millions of dollars' worth of property has stretched out its hands to us to come and spend it! (Long-continued cheers.) Too long have we been kept out of this impos-ing editice-out of its auditorium, its choir, its chancel and burying ground (voices, "Ye yes !") while our eyes have been greeted with the notice of "Keep off the grass," which has cropped out upon soil rightfully our own. (Applause.) And now it is high time that we insisted upon having our own (hear, hear), particularly as the people worshipping there, and for so long a time enjoying gospel privileges at our expense, do not appear to be any better Christiaus than thouands of other who have never received any such favor at the hands of the heirs of Anneke Jans. (Sensation.) According to the report just read, it appears to be a "close thing" be-tween the number of dollars involved, but it is probable that the number of bonn fide heirs will be considerably reduced when their claims are put to the test. Besides, many of them are in feeble health, and will not survive the issue of the suit now pending. It might be suggested that a great many new heirs would be born in the meantime, but these being subject to infantile diseases, such as cholera infantum, croup measles, and sweetments (according to a table recently compiled by the "London Lite Assuratce Company"), would scarcely survive in any considerable numbers to share in the distribution of the property. At the conclusion of this harangue, the speaker sat down amid the hearty and long-continued silence of the audience. After the quiet had somewhat abated, the chairman announced that despatch per cable had that moment been received from the heirs of Anneke Jans assembled Excier Hall, London, and which he would read. It was as follows:-"To the Heirs of Anneke Jans in Council Assembled in New York, Greeting:-How far is Trinity Church from New York? How far are the heirs of Anneke Jans from Trinity Church (A voice, "Deuced good conundrams!) Signed, 100,000 English Heirs Expectant. 38 words, col. \$200." This despatch was received with loud cheers. Au heir wished to know how the expen e of the message was to be defrayed. Calls were made for Mr. Cyrus Field, but that gentle-man not being a descendant of King William of Holland, was not present, but a motion was made and carried to make him an honorary heir of Anneke Jans, which it was believed would render easy the it was olution of the financial problem. A stout and healthy heir wished to ask the cha'r if heirs residing in States lately in rebellion were eligible ? (A voice-"For gracious sake, don't get the ".lgger' mixed up in this ! ') A motion was made to embody "universal safrage" in the claim against Trinity, but was voted down. A fall, gaunt (not Griffith) beir, who came in on his father in-law's side, wished to know to what use the beirs designed putting the church edifice in case it should tall into their hands! voice..."Make a monument of it to Anneke Jans." Another voice..."Sell it to the Mer-chants' Union Express Company.") The chair-man called the meeting to order. Some one near the door wished to know how the heirs

worn also on velvet in preference to fur. One of the most tasteful tollets was made of manye corded stik, beaded all over with white jet. A tunic, a la Princesse, with a low corselet bodice, made of light grey poplin, covered the mauve underskirt. The front of the tunic was short, and gratually lengthened on the sides till it became almost as long behind as the manye train. There were no sleeves to the tunic; nothing but brekelles over the high manye body undermeath. A manye chan as rosette was

cial Advertiser.	Insurance effected to \$10,050, at a pre
LUMBER.	securing the full amo a contensation each minm paid
1866SELECT WHITE PINE BOARDS 4.4.5.4.6.4.2.2%. 3 and 4 meh. CHOICE FANEL AND Ist COMMON. 16 feetlong. 4.4.7.4.6.4.2.2%.3 and 4 inch. WHITE FINF, PANEL PATTERN FLANK LAIGE AND SUPERIOR STOCK ON HAND	Shori time Ticketsi 6 monthe, at 10 cenuse or giting 516 per w General Office, Na. phia, or at the variou to purchase the tick inaurance Company. For circulars and general Office, or of
1866BUILDING! BUILDING BUILDING! BUILDING LUWBER! LUMBER! LUMBER! 4-4 CAROLINA FLOORING. 5-4 CAROLINA FLOORING.	Company. LEWIS I JAMES & HENRY C JOHN C.
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1866CEDAR AND CYPRESS LONG CEDAR SHINGLES. SHORT CEDAR SHINGLES. COOPER SHINGLES. FINE ASSORTMENT FOR SALE LOW. No. 1 CEDAR LOGS AND POSTS. No. 1 CEDAR LOGS AND POSTS.	Third street. 1829-CHA
	Franklin I
1866. LUMBER FOR UNDERTAKERS' EED CEDAR, WALNUT, AND PINE. RED CEDAR WALNUT, AND PINE.	PHIL
1866ALBANY LUMBER OF ALL KINDS SEASONED WALNUT. DRY OPLAR CHERRY, AND ASH. O.X. FLANK AND BOARDS. MAHOGANY ROSEWOOD AND WALNUT VENERA	Assets on \$2,0
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1866, -CIGAR-BOX MANUFACTURERS. CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS.	UNSETTLED CLAI \$11.467 53.
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BPRUCE JOIST, FROM 14 TO 32 FEET LONG, FROM 14 TO 32 FEET LONG, SUPERIOB NORWAY SCANTLING, MAULE, BROTHER & CO., 11 22 6mrp No. 2500 SOUTH STREET.	Charles K Bancker, Fobias Warner,
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First and second quality Yellow (4.4, 5-4) and White First and second quality one and two-sides Fence First and second quality one and two-sides Fence ballying Boards, Bass, Ash, Planks and Boards, White Pine Sills all sizes; Step Boards, 4.4, 5-4 Hemiock Joist and Scanting, from 11 to 28 feat long	REN
Spruce Joista, Sills, and Scantling, from 12 to 28 feet. long all wintus. Flastering Lath (English and Calais) Pickets. Shingjes, Chesnul Post. etc.	The Girard
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### and SEVENTH Streets,

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#### **RAILROAD LINES.**

READING BAILBOAD FROM FHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYERIL, SUSQUE-HANNA, CUMPERLAND AND WYOMING VAL-LEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, Oc ober 5, 1806, Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following

Leaving the Cempany's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:-MORNING ACCOMMODATION. At 7:30 A. M., for Reading and intermediate Stations. Returning, Jeaves Reading at 6:30 P. M., arriving Philadelphia at 9:10 P. M. MORNING EXPRESS. At 5:15 A. M., for Reading, Lebanon, Harrisburg, Potts-ville, Pinegrove, Tamagan, Subburg, Willamsport, Fimira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chamberaburg, Hagerstöwr, etc. etc. This train connects at READING with East Pennsyl-varia Railroad trains for Allentown, will be and the Lebanon valley train for Barrisburg, etc., at FORT CFINTON with Catawissa Railroad trains for Williamsburg, Look Haven Filladelphia at 3:30 P. M., for Reading Potts-Chambersburg, Pinegrove, etc. *AFTERNOON* EXPRESS Leaves Philadelphia at 3:30 P. M., for Reading Potts-Cable Aniroad trains for Countbla, etc. M. Berlong at Childelphia at 0:30 P. M., arrives in Cable Station at 5:30 P. M., for Reading Potts-Cable Raincast rains for Countbla, etc. Martisburg, etc., connecting with Reading and Cable Reacing at 6:30 A. M., stopping at all way sta-tions, arriving at childelphia at 0:40 C. M. and Pottsville at 2:50 P. M., arriving in Philadelphia at 0 2:00 Reacing at 6:30 A. M., stopping at all way sta-tions, arriving at childelphia at 0:40 P. M., arrives in Cashing at 7:30 P. M. and Pottsville at 2:45 P. M., arriving in Philadelphia at 0:00 P. M., Afternoon trains leave Harrisburg at 5:10 P. M., Afternoon trains is ave Harrisburg at 2:10 P. M., Afternoon trains is ave Harrisburg at 2:10 P. M., Afternoon trains is ave Harrisburg at 2:10 P. M. Afternoon trains leave Harrisburg at 2:10 P. M. Afternoon trains leave Harrisburg at 2:10 P. M. Atternoon trains leave Harrisburg at 2:10 P. M. Atternoon trains leave Harrisburg at 2:10 P.

HAERISBURG ACCOMMODATION Leaves Reading at 750 A. M., and Harrisburg at 410 P. M. Connecting at Reacing with Afterneon Accommo-dation south at 650 P. M., arriving in Philadelphia at 910 P. M. . M. Market train, with passenger car attached, leaves Phila-

dation south at 6 50 P. M., arriving in Philadelphia at 910 Market train, with passenger cer stached, leaves Philadelphia at 1245 neon for Keading and all way stations. Leaves Reading at 11:06 A. M. and Downingtown at 1250 M. A. for Philadelphia and all way stations. All the above trains tun daily, Sundays excepted. Sunday trains leave Pottsville at 500 A. M., and Philadelphia at 310 P. M. Leave Philadelphia for Ecading at 500 A. M., and Philadelphia at 325 P. M. Leave Philadelphia for Ecading at 500 A. M., and Filladelphia at 510 P. M. Leave Philadelphia for Ecading at 500 A. M., and the above trains from heading at 425 P. M. CHESTER VALLEY RALEOAD.
 Passengers for Downlog for and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downlagtown at 7:00 A. M., and C20 neon.
 NEW YOLK EXPRESS FOR FITTBEURG AND THE WEST.
 Icaves New York at 7 and 9 A. M. at 4:800 P. M., passing freading at 165 and 1153 A. M. and 1:48 P. M., and connecting at 165 and 1153 A. M. and 1:48 P. M., and connecting at 14:00 and express trains for Pittaburg, Chicago within sexpress from Pittaburg at 3 and 9:65 A. M. and 2:45 P. M., and connecting at 14:00 and arriving in New York at 10 A. M. and 2:45 P. M. Steeping cars accompany these trains through between Jersey City and Pittaburg, without change.
 Mail train for New York leaves Harrisburg at 2:10 P. M. Mail train for Harrisburg kaves New York at 12 M. Schuly I.KHLL VALLEY RAILROAD.
 Trains leave Pottaville at 7 and 1:50 A. M. and 7:15 P. M. And 1:40 and 5:5 P. M. Thrus from Tamaqua at 7:55 A. M. and 7:15 P. M. Mail train for Harrisburg at 2:20 P. M., and from Tremont, at 7:50 A. M. and 5:5 P. M. and from Tremont, at 7:50 A. M. and 5:5 P. M. a

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RAILROAD LINES.

RAILROAD LINES. D'HILADELPHIA, WILMINGTON AND BAL TIMORE RAHINGAD. TIME TABLE. Commencing MONDAY, November 26, 1366. Trains will have Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:-— Syncess Train at 415 A. M. (Mondays excepted), for failinger and Washington, stopping at Chester, Wilming-terses Train at 415 A. M. (Mondays excepted), for Failinger and Washington, stopping at Chester, Wilming-terses, Aberdeen, Perryman's, Edgewood, Magnolia, Case's and Stemmer's Run. — Wall Train at \$16 A. M. (Sundays excepted), for Failinger and Washington, Stopping at Chester, Connecting wint Delaware Rahaoad at Winnington for Crishield and intermediate stailons. — Express Train at 37 F. M. (Sundays excepted), for Banders and Washington, stopping at Chester, Claymont, Winterse and Washington, Stopping at Chester, Claymont, Winterse and Washington, Stopping at Chester, Claymont, Winterse and Washington, Stopping at Middletown, Smyrna, Longer and Washington, Stopping at Middletown, Smyrna, Conse's and Stopping at Middletown, Smyrna, Conse's Alter Satir P. M. (Sallabury, Princess Anne, and conserting at Claybor Stopping at Middletown, Smyrna, Conserting at Cristeled with Boat for Norfolk, Portsmouth, and the South. — Tassengers by Roat from Ballmore for Krenterss Mon-

and the South. Passengers by Boat from Bal imore for Fortress Mon-roe at A Norfolk will take the 1144 A. M. train. WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and WH-mington. Leave Philadelphia at 12\*20, 4\*00, 6, and 11\*30 (daily) P. M. The 9\*00 P. M. train connects with Delaware Raincoad for Mifford and intermediate stations. The 6 P. M. train trues to New Castle. Leave Wilmington at 745, and 8\*20 A M. Leave Wilmington at 715, and 8:30 A. M., 3 and 6:30

Leave Wimington at 715, and 830 A. M., 3 and 630 (daily) P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Baltim re 725 A. M., Way-mail, 929 A. M., Express. 1:10 P. M., Express. 635 P. M., Express. 636 F. M. Express. From Bajtimore to Havre-de Grace and Intermediate stations at 440 F. M.

tations at 400 P. M. TRAINS FOR BALTIMORE. Leave Chester at 449 and 854 A. M., and 353 P. M. Leave Wilmington at 525 and 940 A. M., and 415 P. M. BUNDAY TRAIN Leave a Baltimore at 825 P. M., scopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Eliton and Newark to take passengers for Philadelphia and leave par sengers from Baltimore or Washington. Through Tickers te all points West, South, and South-west, may be procured at Ticket Office, Ne 828 Onesant street, u nder Continential Hotel. Persons purchasing tickets at this office onn have their baggage checked at their residence by Graham's Baggage Express. 416 H. F. KENNEY, Superintendent.

 Participate of the series o

copied for any one else."

Mr. K., who had put aside all his oracular ways, said he was not aware that any of his patterns had been copied by any existing costumier, and that he believed the thing was as impossi-ble as for him to see Mahomet's seventh Paradise; that the Marquise's orders were made like mosaic, in separate pieces, and by different scamstresses-one sewing a sleeve, another the trimming, a third one cuffs, a fourth the piping -and that the ensemble was put together under his own inspection. How any one could ever have got one of his ideas was a poser which he had rather not set hin self.

"You must have a spy in your establishment," id his lady customer. "Now that lace flounce said his lady customer. round my blue velvet court robe has, I have been told, been seen somewhere before." "Round the Empress of Austria's throne robe,

Madame.' 'Who sold it to her ?" asked the lady, sharply.

"No doings of mine, Madame; it was bought by her Majesty's orders, through Madame de Metternich, at the Compagnie des Indes."

"And my Alencon shawl is only a copy, after all, of the pattern suggested by the Duchesse d'Elchingen for her daughter. Did she really pay 1860 frances per metre for that flounce I have heard so much of ?"

"She did; your ladyship can see a large piece of it any day in the above compagnie's stores." "There; that is what I complain of. Every-

body can see everything for money at that Indian warehouse, and even without any money at all they can know the price of every bit of lace every one has bought. Will you be kind enough, Mr. K., to show me my things?'

"You must excuse me, Madame," said the gentleman, while drawing the curtain and disclosing a full view of the chamber of wonders, "If I stand up for the Compagnie des Indes, for, considering that they deal with none but such as are willing to pay a proper sum for the genuine article, they have imposed on themselves the obligation of marking every thread in plain figures, which holds good alike for kings, queens, and the simplest purchaser. I know a lady who went there with bank notes to the amount of ten thousand francs which she was determined to invest in a shawl, and was sorely disappointed to find that the best did not cost more than seven thousand; not only dif the compagnic tell her she could not pay more than the face was worth, but that they could not get her a better article even if she paid twenty thousand for it. That is the advantage of plain ingures, Madame. It is a check on dishonest dealings, and none but a rich company can afford to mark their goods thus." By this time Mr. K., with the assistance of the dearmined functions has broached

the seurante I mentioned before, had brought everything labelled with the Marquise's name to the centre of the sanctum. The lady ap-proved of everything, and left the temple of taste in high glee. When she had gone, Mr. K., again assuming his oracular ways, imperatively ordered me to be "quick about taking in stock," which 1 willingly did, and left the best authority on very good terms. The tollowu g are the Marquise's tickets:-

Her invitation at Complegne extends from the 14th to the 24th of this month. She has, there-fore, three morning robes for paties lovees, six demi-toflettes, five evening dresses, the famous blue velvet train robe, a shooting costume or chasse, two riding habits and accessories, wherewith to change the five evening dresses into call robes or dinner toilettes, and that in ten different ways. There are peplums to the demi-toutettes and paletot sacques, also two black velvet casques and toreador jackets

The trimmines are made of brilliant birds' page on some of the afternoon dresses; one white ball dress is completely bordered round the bottom, tunic, and sleeves with speckled feathers on a band. This is the last novelty. and one of the most expensive. Plumage is

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Constantly on hand a large and varied assortmen of Building Lumber. 524 5

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The estimate is have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, talls, etc. etc. tor raising heavy or light weights. JACOB C NEAFIE, JOHN P. LEVY, 8 215 BEACH and PALMER Stree's

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THE GOVERNMENT HAVING antip granted me letters-patent for my mode of atministering Nilrous Oxide Gas, by which I have extracted many thousands of Teeth without pain, I am justified in asserting that it is both safer and superior to any other now in use.

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Isnac Hazienova, Thomas Robbins, Daniel Haddock Jr. DANIEL SMITH, Ju., President, Secretary, 330 WILLIAM G. CROWELL, Secretary.

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Freight must be delivered before 4% o'clock, to be for-

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 Returning, the above lines will leave New York at 12 moon, and 4 and 6 P. M.
 Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Canneen and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamosburg, and the Burnington and Mount Holly Kallroads, received and forwarded up to 1 P. M.
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 N. B - Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished un quantilize of two carloads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of singment. For terms, or other information, sply to Walf ER FREEMAN, Freisht Agent.

No. 226 S. DELAWARE Avenue, Philadelphia

N CRTH PFNNSYLVANIA RAILROAD,-For BETHLEHEM, JOYLESTOWN, MAUCH CHUNK, LASION, WILLLAMSFORT, and WILKESBARRE. At 7:50 A. M. (Express), for Bethlahem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarro. At 3:30 P. M. (Express) for Bethlahem, Easton, etc., reaching Easton at 6:40 P. M. At 5:55 P. M., for Bethlahem, Allentown, Manch Chunk, For Doylestown at 6:50 A. M. 2:30 and 4:16 P. M. For Fort Washington at 10 A. M. and H. P. M. For Fort Washington at 10 A. M. and H. P. M. For Fort Washington at 0:0 A. M. and H. P. M. For Lancella to 15 P. M. White cars of the Second and Third Streets Line City Fassenger Cars run direct to the depot. TRAINS FOR FHILLADELPHIA. Leave Bethlehem at 6:25 A. M. and 12:25 Noon, and 6:16 P.M. Leave Bethlehem at 6:26 A. M., 3:15 and 5:30 P. M.

<sup>6</sup>. M. Leave Doy'estown at 6:40 Å. M., 3:15 and 5:30 P. M. Leave Lancole at 6:00 Å. M Leave Fort Washington at 10:50 Å. M., and 2:15 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 Å. M. Philadelphia for Doylestown at 2:30 P. M. Loy lestown for Philadelphia at 7:20 Å. M. Bethlehem for Philadelphia at 4:30 P. M. Jhrough Tickets must be procurred at the ticket offic

Abrough Tickets must be procured at the ticket offices, THILD Street or BEEKS Street. 5 21 ELLIS CLARK, Agent. 5.21

1866 -FHILADELFHIA AND ERIE RAIL. 1866 -FHILADELFHIA AND ERIE RAIL. Train and Northwest Connies of Penneyivania to the City of Frie on Lake Erie I thas been leased and is operated by the Fennsylvania failerand Company. TIME OF PASSENGER TRAINS AT FHILADELFHIA Arrive Enstward-Erie Mall Train, 7.4 M.; Erie Express Train, 120 P. M.; Elmira Mail, 5 40 P. M. Leave Westward-Erie Mall, 9 P. M.; Erie Express Train, 120 F. M.; Elmira Mail, 80 A. M. Train, 120 F. M.; Elmira Mail, 80 A. M. Train, 120 M.; Emira Mail, 80 A. M. Train, 120 M.; Elmira Mail, 80 A. M.

Trains without change both ways between Philadelphia and Erie.
 NEW YORK CONNECTION.
 Leave New York at 5 0 A. M., arrive at Erie 10 00 A. M.
 Leave New York at 5 00 P. M., arrive at Erie 10 00 A. M.
 Leave Erie at 50 P. M., arrive at New York 10 10. A M.
 Figure 10 A. M., arrive at New York 10 10. A M.
 Figure 11 (1990) Figure

WEST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commenc-ing MONDAY, September 24, 1863. EAVE FILLADELFHIA AS FOLLOWS:--Tor Bridgeton, calem, Milvile, and all intermediate statums, at 8 A. M. Mail, 320 P. M. Passenger. For Woodbury, 8 A. M. \$200 and 6 P. M. For Gape May, at 320 P. M. Passenger. Woodbury at 716 and 540 A. M., and 554 F. M. Bridgeton at 765 A. M. and 550 P. M. Freight, 530 F. M. Salem at 656 A. M. and 8055 P. M. Freight, 540 F. M. Salem at 656 A. M. and 8055 P. M. Freight, 640 P. M. Cape May at 145 A. M. Passenger and Freight. Freight will be received at Second Covered Wharf below Wainut street, from 900 A. M. unit 550 F. M. That received before 7:66 A. M. will cothrough the same day. Freight Dilvery, No. 228 S. DELAWARE Avenue. 925 J. VAN RENSSELAER, Superintendent.

M., via Camden and Jersey City Evaness \$275 1005 \$\$750 \$\$75

tollows, viz.:-- FAIR. At 6 A. M., via Camden and Amboy, Accommoda-

excepted. At 730 and 11 A. M. 3, 3:30, 4 30, 5, and 6:45 P. M. and 12 Miobight, for Bristol, Trenton, etc. At 730 and 10:15 A. M. 3, 400, 5, and 12 P. M., for Schenck's At 10:15 A. M. 3, 5, and 12 P. M. for Eddington. At 730 and 10:15 A. M. 3, 4, 5, 6, and 12 P. M. for Corn-

well's, Torresdale, Holmesburg, Tatony, Bridesburg, and Frankford, and at S P. M. for Holmesburg and inter-

ht lo 15 A. M. 3, 4, 5, 6, 8 and 12P . M. for Wisshoming. BELVIDERE DELAWARE, RAILROAD,

BELVIDERE DELAWARE; RAILROAD,
 For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Daily (Suncasy excepted) from Kensington Depot, as follows: At 7 30 A. M. for Niagara Faus, Buffalo, Dunkirk Canandalgua, Elnira, Ithaca, Owege, Rochester, Binghamton, Osweço, Syracuse, Great Bend, Montrose, Wilkenbarre, Scranton, Miroudsburg, Water Gap, etc.
 At 7:30 A. M. and 3:30 P. M. for Beividere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentow, Bethehem. etc.
 At 5: A. M. for Lambertville and intermediate stations. December 1,1866. WILLIAM H. GATZMER, Agent.

TOHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after THURSDAY, November 1, 1866, until furher notice.

ther notice. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 8 %, 83, 4, 5, 53, 620, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 6, 65, 7, 8, 9, 10, 11 F. M. The 820 down train, and 33, and 53 to p trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia 9 % A. M., 2, 7, and 10% P. M. Leave Germantown 8% A. M., 1, 6, and 9% P. M. CHENNUT HULL BALLBOAD.

CHESNUT HILL BALLEOAD. Leave Philadelphia 6, 8, 10, 12 A. M., 2, 314, 534, 7, 9, and 11 P. M. Leave Chesnut Hill 7:10 minutes, 8, 9:40, 11:40 A. M. 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.

150, 340, 540, 640, 840, and 1040 minutes P. M. ON SUNDAYS.
Leave Philadelphia P. & minutes A. M., 2 and 7 P. M. Leave Chesnut Hill 750 minutes A. M., 1240, 540, and 925 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 855 1165, minutes A. M., 134, 3, 452, 054, 654, 875 minutes and 1157 P. M. Leave Norristown 540, 7, 740 minutes 3, 11 A. M., 134 459, 654, and 8 P. M. The 554 P. M. train will stop at Falls, School Lane, Wis-teshicken, Mansy unk, Spring Milis, and Consholtocken only ON SUNDAYS. Leave Philadelphia 9 A. M., 254 and 654 P. M. Leave Norristown 7 A. M., 5 and 854 P. M. Leave Norristown 7 A. M., 5 and 854 P. M. Leave Norristown 7 A. M., 5 and 854 P. M.

Ecave Normatown / A. M., 5 and 50 C. M. FOR MANAYUNK. Leave Philadelphia 6, 8 36, 11:05 minutes A. M., 1 432, 534, 652, 855, and 1152 P. M. Leave Manayunk 6 10, 772, 8 20, 934, 1134 A. M., 2, 5, 634, 1 P. M. 83, P M.

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