AFFAIRS IN EUROPE.

INVESTIG TELEGRAPH SPECIAL CORRESPONDENCE] Pants, August 27, 1866.

Dissipation of the War Clouds. We were led to lear, a few days ago, that the question of territorial compensation might be the means of raising clouds between France and Prusifa, which would burst, and bring on us the evils of war. This danger is no more to be feared Our out-and-out Frenchmen are, however, anything but satisfied, and would have wished Napoleon the Third to have forced the victorious King of Prussia to give back the Rhenisa frontier, viet armis. The Cabinet of the Tulleries has, however, shown the Cabinet of Berlin the necessity of a rectification of the frontier, in order that France may be protected from the powerful German empire which is now in process of being established. The answer from Berlin has been that Prussia cannot think of giving up an inch of ground, and that France need not be under the slightest alarm on the score of an aggressive policy on the part of Germany. Thus it is pax nobiscum, for the present at least. We have also received every assurance from the Emperor that

The Kingdom of Belgium, which our semi official papers have often threatened with annexation, will for the present be let alone. The official Moniteur has now given these papers a flat denial, and it states that Napoleon III will always respect the possessions of his neutral neighbors. We know that everything that emanates from the Sphynx is more or less mystical, and we fear that the term neutra is a slight hint to Prussia, which is proceeding with much rapidity in its annexation system. However, "sufficient to the day is the evil thereof," En attendant, Prussia has laid her hands upon Hanover, Electoral Hesse, and the Duchy of Nassau, and the question is, in what manner these countries shall be annexed by the conqueror. Hesse-Darmstadt, protected by Russia, will for the present remain independent.

The definitive treaty of peace between Austria and Prussia will be signed in a few days. The breech-loading needle-gun worked more glibly then the pen of the dipiomatist,

Grumbling In Italy. The discontent of the Italians, who had dreamed of an abundant harvest of laurels, is now turned against the late commanders of the army.

There was a great deal of murmuring after Custozza: and after the defeat of Lissa it was generally urged that Persano should be brought before a court-martial. There is, however, no doubt that no blame of any kind is to be attached to the gallant Admiral. La Marmora, too, has had his share of abuse, and things have gone so far that he has sent in his resignation as Minister without portfolio, and as commander-in-general of the forces. He will be replaced in the latter capacity by General Cialdini.

Mazzini Pardoned.

Victor Emanuel has generously granted a pardon to all those in any way connected with the affair of Aspramonte. Mazzini is among the number. Italian electors will now be free to send him to Parliament, as now no motives exist to exclude the great agitator, who is looked upon as the champion of Italian unity. The pardon of Mazzini has been generally approved of in Italy. Here in France there is a different feeling as regards Mazzini, as it is generally believed that he has often had something to do with those who have attempted the life of Napoleon III. The Italian Government justifies the late act in saying that, now that the unity of Italy is accomplished, Mazzini no longer any interest in plotting against the life of Napoleon III.

This would be true if Rome were in the hands of Victor Emanuel, but it is not likely that the Eternal City will become the capital of Italy for some time to come. Even Venice has not yet been handed over to Victor Emanuel by Napoleon III-not that the Emperor has any intention of keeping these provinces, but it is asserted that the Venetians do not seem very much inclined to be annexed to the kingdom of Italy. They would, it appears, prefer to keep their autonomy; and a report has for the last few days been current that the Venetians are auxious to secure the services of the author of the celebrated speech at Ajacclo as their ruler, and that they would wish to proclaim

Prince Napoleon Doge of Venice. This would at first sight appear ridiculous, but we live in such very odd times that nothing ought to surprise us. Who would, six months ago, have believed that a Prussian lieutenant would become Hospodar of Roumania?

Anxiety Caused by the Ill Health of the Emperor. A few days ago I should not have thought of speaking to you in such a light tone of the different political questions which occupy us at the present moment. I can assure you that things did not look couleur de rose, and that the alarming accounts in circulation respecting the precarious state of the Emperor's health, and the sudden raising of the camp at Chalons, was

a source of great anxiety all over France. It now turns out that there was a great deal of exaggeration in the rumors with respect to the health of Napoleon III. The Emperor is now much better, and has already shown himself several times to the public since Sunday last. He will, it is said, proceed shortly to Biarritz, where the workmen are now busily employed in getting everything ready for the Court, which will leave Paris to dulness until the 9th of October.

Our theatres are doing nothing, but a number of novelties are announced for the coming winter. Foremost on the list is

Verdi's Opera of "Don Carlos," which will be brought out at the Grand Opers in a style which we hear will outdo the gorgeous scenery and dresses of L'Africaine. At the Lyrique, a new comic opera, by an English composer, Duvivier, is also in active rehearsal; it is entitled Deborah. Connoisseurs speak highly of the music, which is said to be sparkling and full of melody.

Ira Aldridge, the African Roscius. This celebrated actor, who has been starring in Germany and Hungary for the last five years, was the other day robbed, at Kleff, of his jewelbox, which contained the different decorations he had received from German sovereigns. He still continues to reap laurels, principally in Germany, where his wonderful delineations of Shakesperian characters gives great delight to the sons of Fatherland, with whom the works of the Bard of Avon are as familiar as "household words."

Though Ira Aldridge, from his Ignorance of

the German language, is obliged to perform in English, which may be said to be understood but by a very small fraction of the audience, his noting is followed by the speciators with the greatest attention. The other paris are acted in German, but as the centre of attraction is the African tragedian, little attention is paid by the audience to what Is going on on the stage whilst he is off it. Such is the love of dramatic and lyric art in Germany, that the Germans do not object to hear two languages spoken in the same piec e or opera. Few French, English, or Italian actors are able to master the difficulties of the Teutonic language, and are thus obliged to perform in their native tongues. Thus Adelaide Kemble, sister of Mrs. Butler Clase Panny Kemble), performed in Italian for several successive seasons at Frankfort, Berlin and Dresden. Roger, too, the accomplished French comic opera singer, for many years performed the part of "George Brown," in Boildieu's charming opera of ¿La Dame Blanche, in French, whilst the others sang in German. The difference between these two languages is so great that the effort was at first rather Indicrous to the audience, who often could not refram from laughing. These rather out-of-the-way performances were not, however, of long duration, for the king of French tenors, after some months' hard application, contrived to master the harsh and guttural sounds of the Teutonic language. He has now for many years been performing the part of "Eleazar," in Halevy's La Juive, "John of Hyden," in the Prophete, and other parts in

Madame Pauline Garcia Viardot, the gifted sister of the lamented Malibran, who two years ago retired from the stage, and is now residing with her husband, Monsieur Viardot (the translator of "Don Quixote," and celebrated art critic. at Baden-Baden for several years), performed at Berlin and Dresden in the German language. But to return to Roger. All those now living in distant climes, and who have been charmed by this clegant artiste, will be glad to hear that his voice has been in no way impaired by the amputation he underwent some years back, and that he is now singing at Vienna, and trying, by the sweetness of his voice, to make the inhabitants of the Kaiserstadt forget the disasters of Koniggratz and the humiliations of Nickols-

Roger, it is known, has a mechanical arm, and the disguise is so perfect that nobody could imagine that it is not his own. We are in hopes of seeing Roger return to the Opera Comibne, for since he left there, nobody has been found worthy to take his place. However, young Paul L'Herie, the son of the late celebrated comic actor, L'Herie, a short time ago made his debut in Auber's sparkling opera of L'Ambassadrice, and is now singing in Mehul's Joseph. He gives us great hopes that his excellent voice and perfect method will enable the lessee to replace some of the masterpieces of Grote and other classical composers on the stage of the Rue Favart.

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Applications for an invitation to appear before the Board should be addressed to the Surgeon-teneral, United States Army, and must state the full name, residence, and date and place of birth of the candidate. Testimonials as to character and qualifications must be turnished. If the applicant has been in the Medical Service of the Army during the war, the fact should be stated, together with his former rank, and time and place of service, add togimonials from the officers with whom he has served should also be forwarded.

No allowance is made for the expenses of persons undergoing the examinative. Suit is an indispensable prerequisite to appointment.

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EXCURSION TICKETS

From Philadelphia to principal stalicus, good for 8a tunday. Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THERTEENTH and CALLOW HILL Streets

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

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 1245 noon, and 6 P. M., for Escading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points beyond.

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 315 P. M. For three, six, nine, or twelve months, for holders

PHILADELPHIA, GERMANTOWN, AND NORMSTOWN BALLSOAD.
On and after WEDNESDAY, May 16, 1866,
FOR GERMANTOWN
Leave Philadelphia 6, 7, 8, 10, 11, 12 A. M., 1, 2, 3 16, 3 14, 5, 5 24, 6, 7, 8 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6, 6 55, 7, 8, 9, 10, 11 F. M.
The Sub-down train, and 35, and 5% up trains will no step on the Germantown Branch. The 82% down train, and 3% and 3% up trains will us step on the Germantown Branch.

ON SUN DAYS.

Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 10% P. M.,
Leave Germantown 8 A. M., 1, 4, 65, 3% P. M.

CHESNUT HILL RAILBOAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.

And if P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, H-40 A. M.
140, 340, 540, 640, 840, and 1640 minutes P. M.
Leave Chesnut Hill 7-10 minutes P. M.
Leave Philadelphia 910 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7-13 minutes A. M., 1240, 640, an
P25 minutes P. M.
FUE CONSHOLIOUREN AND NORRISTOWN.
Leave Philadelphia 6, 825 minutes, 1145 A. M., 134,
15, 555, 806 minutes, and 113; P. M.
Leave Norristown 573, 7, 750, 9, il A.; M., 134, 436, 644
10 6 R. P. M. train will stop at School.

ntd 8 P. M., train will stop at School Lane, Wissa bleken, Manayunk Spring Mill, and Conshobocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4 and 7% P. M., Leave Norristown 7 A. M., 1, 5%, and 6 P. M., FUR MANAYUNK

Leave Philadelphia 6, 8 35 minutes, 11-95 A. M., 1%, 4% 5%, 6%, 8%, and 11% P. M., 1eave Manayunk 5%, 7%, 8 20, 9%, 11%, A. M., 2, 5, 6% 8% F. M.

ON SUNDAYS. N. M. ON SUNDAYS.

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

Leave Manayank 75 A. M. 15, 6 and 9% P. M.

W. S. Wils On, General Superintenses t.

[Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,— Depo. THIRD Street above Thompson. For RETHLEHEM, LOYLESTOWN, MAUCE CHUNK, EASTON WILLIAMSPORT, and WILKES, BARRE. A1730 A. M. (Express), for Betblehem, Allentown Mauch Chank, Hazleton, Williamsport, and Wilker At 5:00 l' M (Expresa), for Bethlehem, Easton, etc. eaching Laston at 6:45 l', M. At 5:10 l', M., for Bethlehem, Allentown, Mauel-

Chunk.
For Doylestown at 835 A. M., 230 and 415 P. M.
For Fort Washington at 18 A. M. and 11 P. M.
For Langdale at 645 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars ran direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethichem at 625 A. M. and 1275 Noon, and
15 P. M.

Leave Bethlehem at 9 20 A. M., and 12 15 Noon, and 6 15 P. M.
Leave Londone at 6 40 A. M., 12 15 and 5 30 P. M.
Leave Landale at 6 40 A. M., 12 15 and 5 30 P. M.
Leave Fort Washington at 10 50 A. M., and 2 15 P. M.
ON SUNDAYS,
Philadelphia for Bethlehem at 5 A. M.
Philadelphia for Doviestown at 2 30 P. M.
Doviestown for Philadelphia at 2 30 P. M.
Pethlehem for Philadelphia at 4 30 P. M.
Through Tickets must be produced at the ticket offices.
THIRD Street, or BERES Street.

5 21

ELLIS CLARK, Agent. WEST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), com-encing TUESDAY, August 18, 1868 8 A. Mail tor Bridgeton, Salem, Millville, and all intermediate stations.

3 P. M. Mail for Cape May, stopping at Woodhury and Glassboro, and all stations beow Glassboro. Due at Cape May, 700 P. M.

3 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.

for the first th That received before 9 00 A. M. will so through the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.

The West Jersey Fxpress Company will attend to all the usual branches of Express business. A Special siesenger accompanies each through train. Office, No. 5 WALNUT Street Philadelphia.

RETURNING TRAINS.

Leave Cape May at 8 90 A. M. and stopping at all Stations on C. M. & M. R. R., and Vineland, Gissiboro, and Woodbury. Due 11 37 A. M.

Leave Bridgeton, 715 A. M. and 3 50 P. M.

Leave Bridgeton, 715 A. M. and 3 50 P. M.

Leave Milvalle 555 and 244 A. M. and — P. M.

J. VAN BENSSALAER, Superintendent.

West Jersey, Salem, and Cape May, and Milville R. Rs

1866—PHILADELPHIA AND ERIE RAIL ern and Northwest Counties of Pennsylvania to the City of Eric on Lake Eric It has been icased and is operated by the Fennsy vania Railroad Company.

Time of Passent, Er Trains at Philadelphia.

Arrive Eastward—Eric Mail Train, 7 a. M.; Eric Express Train, 1 P. M.

Leave Westward—Eric Mail, P. M; Eric Express Train 12 M.

Fassenter care run through on the Eric Mail and Ex-Leave Westward-Erie Mail. F. M.; Krie Express
Train 12 M.

Passenger care run through on the Erie Mail and Express trains both ways between Philade phits and Erie.

NEW YORK CONNECTION.

Leave Kee York at 9 A. M. arrive at Erie 9 30 A. M.

Leave Kerie at 445 P. M., arrive at Krie 9 70 A. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at across T Wilfelt H and MARKET Syrects Phila.

And for test thusiness, of the Company's Agents, B.

B. Kingston Jr., corner Thirteenth and Market streets.

Philadelphia: S. W. Reynolds, Line; William Brown.

Agent N. C. R. B., Baltimore.

H. H. HOUSTOS, General Freight Agent, Phila.

H. W. GWINNER, General Trexet Agent, Phila.

A. L. TYLLE G. erat bu.; William Sport.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL PHILADELPHIA, WILMINGTON, AND BACTIAONE RAILEDAD,
TIME TABLE.
Commencing MONDAY, July 2 1866. Trains was
leave Lepot corner of BROAD Street and WASHINGTCN Avence as follows:
Fapiress train at 4 15 A. M. (Mondays excepted) for
Beltmore and Washington, stopping at Chaster, wasnumeten, Neyark, Fixich Northeast, Perryville, Savra,
de trace, Aberdson, Perryman's, Magnella, Chast's and
Stummer's Bun.
Way Mail Train at 8 15 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations between Philadelphia and Latimory.
Delaware Railroad Train at C.A. M. (Sundays excepted, for Princess Anne. Millford, and intermediate
stations.

Express Train at H-45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P M (Sundays excepted) for histimore and Washington stopping at bester, Claymont, Wilmirgton, Newsra, Fikton, Northeast, Perrysille, Bavie de Grace, Aberdeen, Perrysian's, Edsawood Magnolla, Chase's, and Mcmmer's Rus ?

Pight Express at H P M. for Baltimore and Washington. gion.
I accompars by Boat from Baltimore for Fortress Mon-ce. Nortella, City Point, and Bichmond, will take the A M TRIB. Stopping at all Stations between Philadel dopping at all Stations between Philadelphia and Witnington.
Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 30, 2 M. The 4 30, E. M. train connects with Delaware Ballroad for Harrington and intermediate stations.
I cave Witnington at 6 30, 7 15, and 2 30, A M., 4 and 2 30, M. The 7 15 A. M., train will not stop at stationabletween Chester and Philadelphia.
Trains for New Castle leave Philadelphia at 8 A. M., 4 30, and 6 P. M.
THEOUGH TRAINS FROM BALTIMORE
Leave Witnington at 11 A. M., 4 35, and 16 P. M.
CHI-TEN. FOS. PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M and 11 40 A. M., 4 43.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M and 11 40 A. M., 4 43.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M. And 11 40 A. M., 4 43.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M. And 11 40 A. M., 4 43.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M. And 11 40 A. M., 4 43.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M. And 11 40 A. M., 4 43.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M. The M., 4 40.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M. The M., 4 40.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Chester at 7 28, 7 55, 10 M. The M., 4 40.

P. M., Express
TRAINS FOR BALTIMORE Leave Cheaserst 440 and 854A. M., and 339 P. M., Leave Wilmington at 523 and 933 A. M. and 415 P. M. Freight Trains with Passenger Cars attacaed will leave as follows:—Wilmington for Perryville and intermediate stations at 605 P. M. Balthmore for Havre-de-Grace and intermediate stations at 445 P. M. Perryville for Wilmington and intermediate stations at 1420 A. M., connecting at Wilmington with 748 A. M. train for Philade phin.

necting at Wilmington with 718 A. M. train for Philade phia.

SUNDAY TEAINS.

Express Train at 418 A. h. for Baltimore and Washington, stopping at thester, Wilmin, ton, Newark, Elkton, Nor heat Perryville Havre-de-Grace, Aberdeen,
Perry man's Magno in connects, and Stemmer's Ran.

Night Express 11 P. M. for Baltimore and Washington
accommodation Train at 11 30 P. M. for Wilmington
and intermediate stations.

EALTIMORE FOR PHILADELPHIA.

Leave Laitimore at 8-25 P. M. stopping at Havre-daGrac. Perryville, and Wilmington, Also stops at Elkton and Newsik (to take passengers for Philadelphia and
leave passengers from Washington of Baltimore) and
Chester to leave passengers from Baltimore or Washington. Accommodation Train from Wilmington for Philadel phis and intermediate stations at 6 % F. M. 416 H. F. KENNEY, Superintendent. FOR NEW YORK,—THE CAMDEN AND Amboy and Pulacelphia and Trenton Ballroad ompany's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Sweet Whaif, will leave Faces

as follows, viz:- At 5 A. M., vis Camden and Amboy, Accommoda M via Camden and Jersey City Express. 30
M. via Camden and amboy Express. 30
M. via Camden and amboy Accommodation 23
b. via Camden and Amboy Accommoda
2d class vide Pemberton, and Vincentown. At 5 A. M. and B. P. M. for Freehold. At 5 and 10 A. M., 12 M., 4, 5, 6, and 11:30 P. M. for Plate Pelmyra, Riverton Progress, Delanco, Edsewater, Furington, Fiorence, Borden-The 10 A. M. and 4 P. M. lines run greet INES FROM KENSINGTON DEPOT WILL LEAFE t II A M., 4:30 6:45 P. M., and 2 P. M. (Night) via Kensington and Jersey City Fxpress Lines, fare 63:09. The 6:45 P. M. Line will run daily. Altothers Sundaye The 645 P. M. Line will run daily. All others Sundays excepted
At 7:30 and 11 A. M., 3 2:30 4:30 5, and 645 P. M. a. d.
5 idnight for Eristol, Trenton, etc.
At 7:30 and 10 15 A. M., 12 M., 3 4.5 and 645 P. M. a. d.
7 and 10 15 A. M., 12 M., 3 4.5 and 64 P. M., for Cornwell's Torrisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. ser Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and Intermediale stations.
At 7:30 A. M. and 3:30 P. M. for Ningara Falls, Buffalo, Dunkirk (amandali, un, Elmira, Ithaca, Owego, Reches er Binchisnipton, Oswego Synciuse Great Bend, Montrose Wilkesbarre, Scranton Stroudsburg, Water Gap, Felviders, Laston, Ismbe riville, eleminatom, etc. 7 he 3:30 J', M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlebern etc.

At 5 P. M. for Lambertville and intermediate stations. June 1, 1886. WILLIAM H. GATZMEH, Agent. DENNSYLVANIA CENTRAL RAILROAD.

SUMA ER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot at Thirty-anst and Market streets, which is resched by the cars of the Market Street Passenger Railway, funning to and from the Depot The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of each Trains.

Mann's Baggage Express will car for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAISS LEAVE DEFOT. VIZ.1—

Mail Train.

Mail Train.

May Express.

Faoil Accommodation, No. 1.

HEIGHT LINES FOR NEW YORK AND

FREIGHT LINES FOR NEW YORK AND pain the Stations on the CAMDEN and AMBOY and connecting Bailroads. INCEPASED DESPATCH.

THE CAEDED AND AMBOY RAILFOAD AND TRANSFOR ATION COMPANY SEPRIFIED LINES for New York will leave WALNUT Street Whalf at a o'clock P M. daily Sundays excepted).

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

Returning, the above lines will leave New York at 12 moon and 4 and 8 P. M

Freight for Tremon Frinceton, Kingston, New Brunawick, and all points on the camber and Amboy Rastroad; also, on the Bew dere. Delaware and Flemington the New Jersey the Freehold and Jamesburg and the Burimgton and Mount Holly Railroads, received and totwarded up to 1 P. M.

The Belvidere De aware Reilroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manankachunk with all points on the Delware, Lackawanna, and Western Reilroad, forwarding to syracuse, Buffalo, and other rolnts in Western New Fork.

The New Jersey Lailroad connects at Elizabeth with the New Jersey Railroad, and at Kewark with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad and at Kewark with the Moris and Essex Ballroad.

A slip memorandum, pecifying the marks and numbers, slippers, and conspices, must, in every instance, be sent with each lead of goods, or no receipt will be given. N. B.—Increased inclities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is jurnished in quantities or try carloads or more, it will be delivered at the foot of Fortich street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shippers.

For terms, or other information, apply to
WALTER FREENAN, Freight Agent,
No. 226 S. DELAWARE Avenue, Philadelphi ORANGE AND ALEXANDRIA RAILROAD.