

MODERN CAVALRY.

Draughts and their Weapons.

Of the many problems to be solved by the student of the modern art of war, none are more open to debate than those relating to cavalry. While artillery and infantry have progressed with rapid strides, the cavalry of European armies remains as it was at the beginning of the century.

The author of "Modern Cavalry" holds the Spencer carbine, one of those magazine arms containing seven or eight cartridges, which can be fired in the most rapid succession without reloading to be the weapon for this branch of the service; to which should be added two revolvers, and a sabre so arranged as to be left with the horse when the cavalryman is dismounted.

FOREIGN.

FRANCE.

Queen Isabella in Paris.

Paris (Cor.) correspondence of London Times.

The Parisians are curious to get a sight of Isabella, ex-Queen of Spain, who, with her suite of more than thirty persons, is lodged in the Hotel de la Paix, No. 10, Rue de la Paix. People loiter about and look up at the windows; but to no purpose, for the Queen is not to be seen.

Dr. Johnson has defined a dragon as a kind of soldier that fights indifferently on foot or on horseback; and so little has this mounted infantry found favor in the eyes of European nations, that the dragon, as in our service, has entirely lost his original character, and become a synonym for a cavalryman.

Before leaving Paris, Queen Isabella and her household addressed the following letter to the King of Spain, which was published in the "Globe" on the 20th inst.

"Paris, November 4.

"FRANCISCO DE ASENSI.

"Sire,

It is useless, then, to seek in that four centuries' struggle, for fruitful interest in strategic and tactical science, for any exemplar of the use of cavalry as the offensive arm on the battlefield; but we may learn much of the employment of genuine dragons both as cavalry and infantry.

Colonel Dennis thinks that cavalry should be divided into two distinct species—heavy cavalry, or cavalry of the line, and light dragoons, or mounted rifles. Of the former there was little or none in the Confederate army, and had there been it would have found but little employment.

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RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

COMMENCING MONDAY, NOV. 23, 1868. Trains will leave Philadelphia as follows:

Express Train at 11:45 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington and with Chesapeake and Potomac Rivers Railroad at Annapolis.

Express Train at 1:45 P. M. (Sundays excepted) for Baltimore and Washington, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington and with Chesapeake and Potomac Rivers Railroad at Annapolis.

Express Train at 3:45 P. M. (Sundays excepted) for Baltimore and Washington, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington and with Chesapeake and Potomac Rivers Railroad at Annapolis.

Express Train at 5:45 P. M. (Sundays excepted) for Baltimore and Washington, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington and with Chesapeake and Potomac Rivers Railroad at Annapolis.

Express Train at 7:45 P. M. (Sundays excepted) for Baltimore and Washington, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington and with Chesapeake and Potomac Rivers Railroad at Annapolis.

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RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

THE N. P. R. ROUTE—Shortest and most direct line to Richmond, Va., via Washington, Md., and the Potomac and Chesapeake Rivers. Through Philadelphia, Harrisburg, and Washington, D. C., to Richmond, Va., and Norfolk, Va.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE.

THE GREAT TRUNK LINE—Shortest and most direct line to New York, N. Y., via Philadelphia, Pa., and New York, N. Y. Through Philadelphia, New York, N. Y., and New York, N. Y., to New York, N. Y., and New York, N. Y.

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Large Sale of 800 Cases Boots, Shoes, Tricorne Hats, etc. On Wednesday morning, at 10 o'clock, on four months' credit.

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WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

COMMENCING WEDNESDAY, SEPTEMBER 16, 1868. TRAINS LEAVE AS FOLLOWS: For Cape May and stations below MIDDLETOWN, 8:15 P. M. For MIDDLETOWN, and intermediate stations, 8:15 P. M. For Bridgeton, Salem, and way stations, 8:15 A. M. For Woodbury at 8:15 A. M., 8:30, 9:00, and 9:30 P. M. Freight train leaves Camden daily at 12 o'clock.

Freight received at second covered wharf below Walnut street, No. 223 South Delaware avenue. W. H. JUDGE & CO. Superintendant.

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