THE NEW ORLEANS BEE.

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NEW ORLEANS DAILY BEE, PUBLISHED DAILY (SUNDAYS EXCEPTED) AT No. 78 Chartres Street.

NEW ORLEANS: MONDAY MORNING, JAN. 22, 1866.

RATES OF ADVERTISING:

Squares.	1 month.	2 months.	3 months.	6 months.	12 months.
One square	$10	$15	$20	$30	$50
Two squares	15	20	30	50	80
Three squares	20	30	40	70	100
Four squares	25	40	50	90	150
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Monthly advertisements, business, Funeral notices, or other matter, to be charged three-fourths the above rates.

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All Advertisements, who advertise largely, shall be allowed and discount from above named monthly rates, as may be agreed upon; provided, that in no case shall such discount exceed 25 per cent.

All Advertisements ordered for a specific time to be charged for such time, and no less.

All Transient Advertisements must be paid for in advance.

All ads with regular advertising shall be rendered monthly.

American Union This Day.

S. Quitman sells this day, at 10 o'clock, A. M., at the corner of Conti and Villere streets, the stock in trade of a Grocery Store.

Pilot S. Van Sickle, of the steamship Dan Webster, has obliged us with latest dates from Galveston.

We are indebted to Dr. C. D. Furley, Purser of the Steamship Missouri, for New York papers to the 19th, inclusive.

Oil Paintings.—We refer our readers to the advertisement in another column, of Montgomery and Bro., of the collection of two hundred valuable Oil Paintings, original and copy of old masters, to be sold by them at the St. Charles Opera House, on Wednesday, Thursday, Friday evening, January 24, 25 and 26 inst. Full description will there be found. The paintings are respectfully invited to examine the collection.

A Rare Result.—"I dislike your saying that my teeth are going. So don't." Said a young lady to her beau. "Not 'So dent,' but, 'Se-no-dont' you should have said," he replied. That damsel pouted, but took the hint. Nor need it be said, that the fantastic proposition awarded the evil; though it could not quite repair the damage already done.

The Russian School, N. C.—As appears by notice from Col. Wm. Bingham, head of Bingham School at Mebane ville, North Carolina, this institution will enter upon its next session in March next. This school has been in operation for more than sixty years, in which time it has won a high reputation by the general ability and judgment with which it has been conducted. The father and the grandfather of Col. Bingham now conducting it presided them in its management. Before the war it was literally patronized from this State, and Col. Bingham desires to renew the satisfactory relations it previously enjoyed with Louisiana patrons.

Messrs. Montgomery & Bro. have now on exhibition a large and valuable collection of Oil Paintings at the St. Charles Street Opera House, Nos. 74 & 76, Charles street, and will be offered by them for sale at auction. This notice of the sale will appear in our next issue.

This large collection comprises many original pieces by eminent European and American Artists, and are worthy the attention and examination of our citizens. Many of the subjects represent illustrations scenes and incidents of general interest in European and American history.

The paintings are now on exhibition until the time of sale.

Dubb, Pepole, Powder, Shot.—We call attention to the advertisement of a large assortment of double-barreled shot guns, revolvers, shot, and powder, at the hardware house of Mr. C. H. Slocomb, 74 Canal and 95 Common streets.

Arrival of the Crescent.—The U. S. transport steamship Crescent, Capt. Latham, from Brazos Santiago, via Galveston, arrived at her wharf, in the 6th District, yesterday morning. Her Purser reports: Left Brazos Santiago the 17th inst., all quiet on the Rio Grande. Was detained 36 hours at the mouth of the river on account of the fog.

The bark Atalanta was anchored at the head of the passes, wished to be reported.

AMUSEMENTS.

St. Charles Theatre.—Mr. and Mrs. Kean will appear, this evening, in the standard tragedy of "The Gamester." This is the last week we learn, of these eminent actors and our play-goers should mark their arrangements accordingly.

By the way, why can we not be favored with seeing Mr. Kean in Belwer's "Richelieu?" His remarkable personation of Delavigne's "Louis XI."—half-devotee, half-skeptic, sinner so that we would have a fit-like penance or the wily Cardinal—the King of his kingdom, tyrant of his people, the pusillanimous soldier in war—a gallant in love—a gleek in state-craft—a dwarf in letters—acting every one justly except himself—deceiving every one, himself included. No one, we take it, can be a great historic actor, without being a close juristic student. Mr. Kean's "Louis XI." shows that he has read History to some purpose, and as it is by no rash, no tropic gales—only science and humanity.

Varieties Theatre.—This evening has been selected for the annual benefit-performance in behalf of the "Charity Hospital Knowles' fine play, "The Hunchback" will be presented, with Miss Thompson as Julia. Of the completeness of the cast at its future representations, we have already taken occasion to speak. Indeed, it leaves nothing to be desired. Julia's love-troubles will be followed by the haps and mishaps of "Barney, the Baron." Barney is a funny character, at the worst; and even if he were not, Mr. Fiske is bound to make him so.

Argument vs. Music.—The success of "Dinorah" has deliberated the Management to keep it on the stage a few nights longer. We do not recollect having seen more general approbation than has been accorded, by young and old, to this elaborate pantomime. A varied programme, embracing new songs, dances, acrobatisms, witticisms etc., are also on the bills for this evening.

New Opera House.—This opening is announced as the last representation but one of Conrad's great opera of Faust, which has nevertheless been performed by the Italian Opera Troupe to the accompaniment of a series of large and fashionable houses.

Census and Prerogatives of Railroad Accidents.

Complaint is made in England that railroad accidents are getting to be as common there as in the United States, while in France matters are managed more scientifically and more successfully than ever. This has led to a comparison of the causes of accidents in different countries and the measures taken to prevent them. As to the causes of accidents, the changes of the weather are in France set down as chief. The extremes in France are far greater than in Great Britain. Owing to the peculiar position of the latter country, which moderates the temperature, but few accidents results from this cause, while in the former country 1,600 fractures of cars and rails took place in four years, chiefly after changes in the weather. In France divisional inspectors examine every morning the whole length of the rails within their limits, and report the examination every evening. The result is that railway accidents do not occur to one-seventh as often in France as in England. Notwithstanding all that, however, 7,000,000 travelled on the London and North western Railroad in 1851, and only one person was killed.

In England, the chief cause of railway accidents is disobedience to orders by the enginemen, other than the inattention or from hearing they can not hear them through the cabs. Within probably the bounds of guess of the accidents on the railroads in the United States. It is also noticed that during the last year or two the occurrence instances of passengers, owing to the promptity of trains, has caused many to be thrown off and break down; and in fact more accidents, than in any other way. This suggests, perhaps, another cause for the proportion to the energy, activity, and enterprise of mind in using their great modern facilities, so will be also the number of accidents. It is quite impossible to guard against new contingencies absolutely arrived.

The information collected, faithfully carried out, in the prudent scheme of Captain Halpin, who best English authority on this subject. Every train is to depart and come in as registered, and notice sent to all stations affected by it. By this means even a strict adherence to the time table becomes of tolerably easy performance. When this system is well carried out by careful officials, and the public learn to time tables, and the French system of close daily inspection, the public ought to be so guarded that serious accidents in a well-constructed road would be almost impossible. But will it do to trust all these arrangements in the hands of the companies? In Europe it is found quite to will not, as in France and Germany the officials are appointed by the Government, though paid by the company, to protect the interests of the passengers against the rapacity which induces large dividends at the peril of the public safety.

Dissolution of Partnership Don't. Webster, Smith & Co., Cotton Factors.

If Cotton, Sugar, Molasses, Rice, Tobacco, Flour, Pork, Bacon, Lard, Hides, Coffee, Chloride of Lime, Soda, Starch, Candles, Soap, Nails, Iron, Steel, Bagging, Rope, Bale Ties, Cheese, Butter, Lard Oil, Linseed Oil, Whiskey, Brandy, Wines, Ale, Porter, Cigars, Tobacco, Snuff, Dry Goods, Boots, Shoes, Hats, Caps, Clothing, Groceries, Provisions, Hardware, Cutlery, Crockery, Glassware, Furniture, Stoves, Tinware, Woodenware, Willowware, Paints, Oils, Varnish, Window Glass, Putty, Drugs, Medicines, Perfumery, Fancy Goods, Jewelry, Watches, Clocks, Silverware, Plated Ware, Guns, Pistols, Powder, Shot, Lead, Percussion Caps, Fishing Tackle, Toys, Books, Stationery, Printing, Wrapping, Writing, Envelope, Blank Books, Pictures, Picture Frames, Looking Glasses, Mirrors, Carpets, Oil Cloths, Matting, Rugs, Mats, Brushes, Combs, Trunks, Valises, Carpet Bags, Saddles, Harness, Whips, Spurs, Bridles, Collars, Horse Clothing, Horse Blankets, Horse Shoes, Horse Nails, Horse Shoe Bars, Horse Rasps, Horse Brushes, Horse Combs, Horse Medicines, Horse Powders, Horse Liniments, Horse Ointments, Horse Balls, Horse Boots, Horse Collars, Horse Bells, Horse Whips, Horse Spurs, Horse Bridles, Horse Saddles, Horse Harness, Horse Trappings, Horse Furnishings