THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, FRIDAY, APRIL 27, 1866.

A New Anæsthetic. ANOTHER USE FOR PETROLEUM.

The Boston Medical and Surgical Journal has

a paper communicated by Dr. Henry J. Bige-low, describing a new accesthetic. The name "rhigelene," from the Greek word which means "rhigelene," from the Greek word which means extreme cold, is proposed by Dr. Bigelow for a petroleum naptha, boiling at seventy degrees Fahrenheit. It is one of the most volatile liquids obtained by the distillation of petroleum, and is applied to the production of cold by eva-poration. It is a hydro-carbon, wholly destitute of oxygen, and is the helitest of all known liquide, Laving a specific gravity of 0.625. Dr. Bigelow, after speaking of the different products of petroleum, says:-

When it was learned here that Mr. Richardson, of London, had produced a useful anesthesia by freezing, through the agency of ether vapor, reducing the temperature to six degrees below zero ducing the temperature to six degrees below zero, F, it occurred to me that a very volatile product of petroleum might be more sure to congoal the tissues, besides being far less expensive than ether. Mr. Merrill having, at my request, manufactured a li-guid of which the boiling point was seventy degrees F, it proved that the mercury was easily depressed by this scent to underen degrees balow zero, and by this agent to ninsteen degrees below zero, and that the skin could be with certainty frozen hard in five or ten seconds. A lower temperature might, doubtees, be produced, were it not for the ice which surrounds the bulb of the thermometer.

"Freezend by Mr. Richardson, inasmuch as ether, as surgested by ar. Richardson, inashudd as common other, boiling on y at about ninety-six de-prees instead of seventy degrees, often tails to pro-duce an adequate degree of cold. The rhigolene is more convenient and niore easily control ed than the treasung mixtures hitherto employed. Being quick in its action, inexpensive and comparatively odorless, if will super ede general or local anæsthesin we also conclusion for small operations and the by ethic or chloroform for small operations and in private houses. * * * But for large operations it is obvicually less convenient than general anosthe sia, and will never supersede it. Applied to the skin, a first degree of congeniation is evanecent, but if continued or used on a large scale, the dan-gers of frost late and mortification must be immi-pent."

In 1961 Dr. Bigetow, in experimenting with kerosolenes, of four different densities, found the lightest of them, the boiling-point of which was nivety orgrees, to be an efficient anesthetic by inhalation.

Naval Intelligence.

LIST OF IBON-CLADS NOW BUILDING.

Out of nearly seventeen iron-clads ordered to be built for the United States Government during the Rebellion, only filteen now remain in the hands of the builders. Six entirely distinct classes of iron-clads are represented among these fifteen untinished vessels, and two of them, the Dunderberg and the Puritan, have no counterpart in our navy as yet, although if successful it is probable that orders will be given for the construction of more vessels of their class. The Kalamazoo class, of which four vessels are now being built, is also entirely a new style of iron-clad.

The next in order on the list is the Tippecanoe. a monitor iron-clau and sister ship to seven vessels now in service, among which we may men tion the well known monitors Canonicus, Ma-hopac, and Manhattan. The Shitoh is a light draught monitor, and represents a class of which there are fourteen vessels now in service and building. The Mariella and Sandusky are also light draught monitors, but are of a different class from the others, being much smaller. The following is a complete ii-t of the iron-clads now being built for the Government. The Dunderberg and Purdan are receiving their machinery, and will soon be ready for service, while the remaining thirteen vessels have not vet been launched:-

Jos beck and			
Name.	Guns.	Tonnage.	Building at
Dunderberg.	16	N	lew York.
Purnan	4	N	ew York.
Shakamaxon			
Quinsigamon	id 4		loston.
Passaconawa	y 4		ortsmouth.
Kalamazoo	4		lew York.
Tippecanoe	2	1034	incinnati.
Spiloh	· · · · · · 2 · · · ·	6148	t. Louis.
Etla	2	. 6148	t. Louis.
Klamath	2	614	lincinnati.
Yuma.	2	. 6140	incinna'i.
Umpona	2	614	frownsville, Pa.
Tunlis	2	614	consington, Pa.
Marietta	2	. 4791	ittsburg, Pa.
Sandusky	2	. 479E	littsburg, Pa.

A Geographical Hoax.

An amusing hoax was exposed by Sir Henry Rawlinson at a late meeting of the Royal Geo-graphical Society in London. He said that a bold imposition had for many years mystified and misled geographers respecting that part of Central Asia which lies between Cashmere and the Russian territory. Documents, sketches, and maps are deposited in the Government archives of St. Petersburg, giving a minute ac-count of an exploration of that almost unknown region, purporting to have been made by a German gentleman whose name, however, was unknown, the maps being accompanied by thirty astronomical observations, whereby the exact latitude and longitude of as many places was said to have been determined. The German asserted that he was com-missioned sixty years are by the Indian Government to explore that part of Asia for the purpose of purchasing horses: that he was accompanied on his journey by Licutenant Harvey and lorty sepoys; that, after having purchased one hundred and this, after having purchased one hundred and thirty horses, he sent them under charge of Lieutenant H rvey and eight sepoys, but that the party were plundered by a native tribe, and all the horses were st den; that he alterwards purchased nine hundred and thirty more horses, though what became of them did not appear that in consequence of a quarrel with the Indian Government, who disbelieved the account of the loss of the first lot of horses, he went in dudgeon to St. Petersburg, and laid before the Russian Government the results of his explorations, which were entered in the archives of the empire. The accounts of that portion of said to have been so explored have until very recently been assumed to be correct; the documents have been translated into different languages; the delineations of the country have been copied into more recent maps; and the latitudes and longi tudes so minutely given have been relied on as as correct. Sr Henry Rawlinson, having suspi-cion of their authenticut, submitted the docu-ments to a most searching examination, and the result he has arrived at 1- that the whole account is an elaborate geographical hoax. Many parts of the documents were so like the truth that he for some time hesitated before he could decide positively that the whole were fallacious, but he had at last come to that conclusion, and Lord Strangford, who had assisted in examining the evidence, fully concurred with him. Sir Rode rick Murchison thouget Sir Henry had fully exposed the fallacies of the German without a name, whom he might be said to have killed over and over again.

the rank of a Major General in 1849: but, being dan-gerous y wounded at one of the first battles by a piece of shell, he no longer took part in the Hunga nen war. When he had recovered he was attached to General Radetzky's army in Italy, as a Chief of the Staff of the Quartermaster Genera.'s Depart mcnt, and in 1859 he became commander of the Eighth Army Corps. At the commencement of the last Itadae war he had hardly an opportunity to show his millitære cancelte, though one of the dwi last linche war he had hardly an opportunity to show his military capacity, though one of his divi-sions was in the bloody fight of Melegmaso. It was only at Solfermo, when his 27 000 men were attacked by a force of the Piedmontese of over 40,000, where he is known to have exhibited the very greatest military talents, although he could not save the day for the Austrian army. After the pence of Vilas-Franca he was appointed the Military Governor of Hungary, and in 1860 he was called to the command-in-chief of the army in Italy, with the rank of Feid-zeugmeister, nutil, at a jater period, he was put at zeugmeister, until, at a later period, he was put at the head of all the Austrian lorges.-St. Louis Re-

UITY INTELLIGENCE [For Additional Local Items see Eighth Page.]

MEETING OF COUNCILS .- The regular stated meeting of Councils was held yesterday. Seect Council.-Mr. Omerly offered a resolu-tion, instructing the Committee of Health to inquire into an alleged deposit by certain parties of fifth from cess-pools on the public highways, and allowing the same to run into the sewers, and prosecute such parties. The resolution

passed Messrs. Barlow and Freeman presented peti-tions numerously signed, asking that the sale of meats upon the highways by other than farmers be prevented,

Mr. Freeman called up an ordinance to promote public cleanliness and heaith, which passed Common Council, and was published several

weeks since. It was agreed to. Mr. Gray reported a resolution from the Committee on Water, authorizing the purchase of ground for a reservoir in the Twenty-fourth The resolution passed.

Mr. King offered a resolution instructing the City Solicitor to take measures for testing the legality of the act of the State Legislature cre-

ating a debt for the erection of the bridge over the Schuylkill at South street. Agreed to, The Clerk of Common Council here an-nounced that the Germantown Railway bill had passed that branch, with an amendment remiring the Company to pay \$25 into the City reasury. The amendment was concurred in. Mr. Smith presented a resolution authorizing he transfer of cases of infectious or contagious monse from the County Prison to the Municipal Hospital, Carried,

Mr. Page offered a resolution, which was adopted, instructing the Commissioner of City Property and Chief Engineer of the Water Department to report at the next meeting of Select Council the number and names of

of Select Council the number and names of persons occupying properties under their care, and what rent could be obtained for such pro-perties if let. Adjourned. *Common Council.*—A communication was received from the Board out with, asking for a better supply of water for Municipal Hos-nital Palarend.

pital. Referred. Mr. Stanton offered a resolution returning the thanks of the city to James Dorsey for his arrest of Antoine Probst, and that the Mayor promote said officer. Referred to Committee n Police,

Mr. Palmer presented a communication from a number of citizens, asking that Moyamensing Hall be rented for one year to the institution known as the Little Wanderers' Home. Referred

Mr. Marcer (in place) submitted an ordinance providing that after the passage of the ordinance any person or persons depositing dirt, fifth, or ashes in any private street or alley within the limits of the city, the owner or occupier of pro-perty bounded on said private streets refusing, after three days' notice, to remove said dirt, ashes, etc., shall pay a penalty of \$5. The ordinance was postponed for one week.

CASUALTIES .- The following cases were admitted into the Pennsylvania Hospital during yesterday :-

Charles Wade, aged 15 years, residing at No. 785 South Sixth street, fell through the hatch-way from the fourth floor of the building corner Sixth and Minor streets, yesterday, and received

severe injuries about the head and face. William Donahoe, aged 40 years, fiving in Ellsworth street, below Tenth, broke his collar-

ANOTHER MAN BEATEN.-Henry Cope-land vas attacked and badly beaten yesterday. on the Reading Railroad, by three men, sup posed to be coal-heavers on a trike. On the pre-of THE viour day several men were attacked and beaten. A police force is kept in the neighborhood of the Richmond coal wharves, but the attacks upon the men were made when the police were not at hand.

DROWNED.- On Wednesday evening, about 6 o'clock, a young man knewn as "Charley," employed on board of an English barque, lying in the Delaware at Shippen street whart, fell overboard and was drowned. His remains have not been recovered.

ACCIDENT .- Albert L. Dubarry, aged nineteen years, residing in Mervine street, above Columbia avenue, had one of his feet badly in-jured by being run over by the United States Hose carriage, at Belgrade and Palmer streets, yesterday alternoon.

AMUSEMENTS.

RISLEY'S CONTINENTAL NEWS SXCHANGE. ChetectSeats to all picces of Amusement may be had up to 5% o'cock any evening.

FOURTH AND LAST WEEK BUT TWO

Paoul. FRANCOIS RAVEL ourcl. ANTOINE RAVEL Eambois. YOUNG AMERICA

ADMISSION, 50 CFN7S. Reserved seats, 75 cents. Family Circle, 30 cents. Amphitheatre, 25 cents. Doors open at 14 past 7. Commences at 16 before 8.

N EW CHESNUT STREET THEATRE.-CHESNUT Street above Tweinh, LEONAED GROVER & WILLIAM E. SINN, Lesson

of th

W

QUAL

 A second sec second second sec
THIS EVENING,
THIS EVENING,"
THIS EVENING, 13
BENEFIT
BENEFIT
NISS NACOTE MITCHETTA
MISS MAGGIE MITCHELLI
MISS MAGGIE MITCHELL, MISS MAGGIE MITCHELL,
MISS MAGGIE MITCHELL,
AND
POSITIVELY LAST NIGHT
FOSITIVELY LAST NIGHT
f the beautiful drams, in five acts,
THE PEARL OF SAVOY.
THE PEARL OF SAVOY.
THE PEARL OF SAVOY. THE PEARL OF SAVOY. THE PEARL OF SAVOY.
MISS MAGGIE MITCHELL WIII be supported by
Mr. J. W. COLLIER,
and the strength of the Company.
MarleMiss MAGGIE MITCHELL
New and beautiful Scenery.
Expensive Appointments, etc. etc.
appendice appointments, etc. etc.
In active preparation.
LIT LE BAREFOOT.
SATURD - Y AFTERNOON, April 23.
GRAND FAMILY MATINES.
Second Matinee Performance of
THE FLYING DUTCHMAN.
THE FLYING DUTCHNAN.
Admission to evening performance, 25c., 50c., and \$1.
head and second management in the second
WALNUT STREET THEATREN.F.
VV corner NINTH and WALNUT Streets. Begins
juarier to 8.
WHITE WELAND THEN ALL AND
THIS (Friday) EVENING, April 27,
BLNEFIT
MR. EDWIN BOOTH,
ALL ANTIN BOOTH,

on which occasion he will appear in a DOUBLE SHAKEBPEARIAN BILL, IN THE MERCHANT OF VENICE, M RS. JOHN DREW'S NEW ARCH STREET THEATRE. Begins at 7% o'clock. AN ÊNTIRE CHANGE OF PERFORMANCE. BENEFIT OF MAD'ME CELESTE. '10'NIGHT (Fridav) April 27, THE FRENCH SPY. Victoire, Henry St. Alme, Madame CELESTE Previous to the drama, THE WANDERING MINSTREL. Jem Baggs (with songs Stuart Robson A creat bill for SATURDAY NIGHT. MADAME CELESTE IN THREE CHARACTERS. MONDAY, NEXT. THE WOMAN IN RED. Seats secured six days in advance. N EW AMERICAN THEATRE – WALNUT Street, above Eighth. POWERFUL ATTRAUTION. EVERY EVENING. AND ON WEDNESDAY AND SATURDAY AFTER-NOOS, THE WONDER, EL NINO EDDIE, Mr. G. W "MITH and Ballet Troups BURLESCUES, ETHIOPIAN OPERA CORPS, TWO GRAND BALLETS, DRAMATIC COMPANY, and COMIC PANTONIME TROUPS. MUSICAL SOIREE. EVERY EVENING, AT THE CITY, CHESS AND BEADING ROOMS, No. 1235 CHESNUT Street, Philadelphia. [4 16 Im G ERMANIA ORCHESTRA. -PUBLIC RE-bearsale every BATURDAY AFTERNOON AT MUSICAL FUND HALL. 3% o'clock. Engagements made by addressing GEOBGE BASTERT, Agent. No. 1231 MONTEREY street. between Race and Yme 113 m MILLWARD & WINEBRENER. WM. MILLWAED, D. S. WINEBRENER. MACHINERY AND MANUFACTURERS' SUPPLIES, No. 118 MARKET Street. PEILADELPHIA, PA.

CARSON

BAILROAD LINES

STONGT R

DEIL ADELI HIA, WILMINGTON, AND BAL-TIMORE BALLEOAD, 'our monoing KONDAY April 16 1606. Trains will cave I cool coller of BROAD Street and WASHING-'N Averne Balolown:-Express Train a. 432 A. M. (Mondays excented) for Berninove and Washington Broot Borgest Chester, Wil-nieut a. New ark, 1810 n. North set, Perry III e. Havre-of Grave Abericeen, Perry Man's, Magnudia, chase's and Stemmer's Run.

Crace Apercent, refrinted v. and one excepted), for
 Way Val Train at 8 15 A. M. (Sundays excepted), for
 La timotr, stupping at all regular stations between Phi-inc (Johns and Fallin or., Teinware Rairond Train at S A. M. (Sundays ex-cepted for Fricess Anne. Millord, and Intermediate

stations I xirress Train at 11:45 A. M. (Sundays excepted), for Fridmere and Washington. Express Jian at 3 J M. (Sundays excepted) for Ha'-imere and Washington scopping at boster, thermore, Wimission, Newars, Fikton, Sortheast Perryville, Favre de Grace. bordeen, Perryman's, Educwood Mag toda, Case's sub stemmer s Ena. * Talt i xpress at 11 P. M. for Baltimore and Wash-muton.

There is a state of the second second

Stopping at all stations between Philadelphia and Wil-

I case Philade phia at 9, 11 15 A. M., 4:30 5, and 11:30 P. M. The 4:30 P. M. thein connects with Delaware Baircad or Harrington and microaciate stations, Leave W Emmirron at 6:45 8 and 5:30 A. M., 4 and 6:30

P. M. Trains for New Castle leave Philadelphia at 9 A. M., 410 and e P. M. HFOUGH TRAINS FEOM BALTIMORE Leave Wilmington at 11 A. M. 4 35 and 19 P. M. (H) STEN FO- PHILADELPHIA, Leave Chester at 746, 846, 1944 and 1140 A. M., 4 42 5 (. 7.26 and 10.36 P. M. FIOM FALTIMORE TO PHILADELPHIA, Leave Eaitimore 7.75 A. M. Way-mail. 920 A. M.,

Leave Enitin ore 7-5 A. M., Wav-mail, 9-20 A. M., Express, 140 P. M., Express, 5-35 P. A., Express, 8-24

Extress 140 F. M., Express, 635 F. M., Express, 825 F. M., Express, TRAINS FOR BALTIMORE Leave Chesserat 440 ands 524 M. and 338 F. M. Leave Wimington at 523 and 933 A. M. and 415 F. M. Freight Treine with Passenger Cars attached will cave as to lows :- Wimington tor "erry ville and intermediate stablows at 615 F. M. Baltimore for Havre de Grace and intermediate stations at 445 F. M. Peryville for Wil-mington and intermediate stations for 500 A. W. con-counting at Wilkington with 8 A. M. train for Philadei-phia. SUNDAY TRAINS.

Burger and State and St

Accommodation Train from Wi mington for Philadel-phis and intermicolate stations at 6 "0 F. M. 4 10 B. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD .-

PERNET LVANIA CENTRAL RAILROAD, --SFEING ARE, NGEMENT, The Trains of the Pennsylvania Central Railrond tays the Lepot, at Thir 5-first and Market Street Pas-senger Railway funning to and from the Depot The last car kaves Fion street about 30 minutes prior to the Generure of each Train. On Sundays-Cars leave Eleven h and Market street 54 minutes before the departure of the Evening trains.

GOLD MINING COMPANY.

CAPITAL STOCK \$500,000

NUMBER OF SHARES, 50,000.

Far Value and Subscription Price, \$10.

WORKING CAPITAL, \$50,600. state Distance of

OFFICERS:

PRESIDENT,

COLONEL WILLIAM B. THOMAS.

SECRETARY AND TREASURER, pro tem,

& HOPKINS TARR.

SOLICITOR,

WILLIAM L. HIRST, ESQ.

DIRECTORS, COLONEL WILLIAM B. THOMAS, CHARLES S. OGDEN. EDWIN MIDDLETON. ALEXANDER J. HARPER. WILLIAM BERGER.

The Land of this Company consists of about 1.0 Acres, in Necklenburg county North Carolina, about 35 miles from the fown of Charlotte.

On this property fif can sharts or pits have been opened and sunk to various depths, rum 16 to 85 test, de strating the existence of three parallel venus of ore o about 2 teet in width and about 15 teet apart, convergin strating the existence of three paras a vesses ore of about 2 teet in which and about 15 eet apart, conversing to a comb ch centre at the depth or about 150 set, join-ing one immense mass or velia of ore, extending in length through the property other venus of ore of unex-plored with the property other venus of ore of unex-plored with the above free suits having teen demon-strated by the rude working of the mines for severa work present, the risk of investment in underse ioped pro-perty is not incarred, and by the application of modern mining and reacong haschmery be compared anteleps e and mechanic and ange return for thermouse. Eaching and reacong haschmery be compared with some the sent mechanic made and be value of the property. With the present imperiect system of mining ten tons of his opecied, at an expense not exceed daily from every shat the camp or the constrated and reduced daily from every shat the taken out and reduced daily from every shat the company. The large working capital reserved will enable the

the Company The large working capital reserved will enable the Company at once to procure and erect the best mode, n machinery for manipulating the ores, by means or which the yield will be in gely increased.

These mines, whilst they produce ores richer than those of Colorado or Nevada, have many advantages over them, particularly in an abundance of usel and cheap labor, and the facility with which they can be worked during h entire year: whilst t dee of Colorado and Nevada can only be worked during the warm weather. weather.

A test assay of an average specimen of the ore from the Carson Mines was made as late as the 27th o January of the present year as will appear from the fol-lowing certificate of Pio essors Booth and Carrett, the Assayers of the Philadelphia Mint :--

Phenvers of the Frankerbian Mint:-Phila.opt.print. January 27, 1866 Treat Sir:-We have carefully assayed the sample of ore from 'Carson Mine.' North Carolina, and find it to yield it in ounces the bernyweights of pure gold to the it not ore. The coin value is therefore \$216 v2 per ton of ore. Yours, respectfully Dr. M. B. TAYLOR, No. 404 Wahnt street Philad. Subscriptions to the Canital St. to will be received at

* I ally except saturates founday. Monony, All other Trains daily, except Sunday. The Fem sylvania Eastross: Company will not assume any risk for Baggage except for Wearing Apparel and linkt their responsibility to One Hun red Dollars in that their responsibility to One Hun red Dollars in which their responsibility to One Hun red Dollars in the state response exceeding that amount in value will be at the risk of the owners, unless taken by special dentract Subscriptions to the Capital St. ck will be received at the Office of the Company, 1 o. 407 WALNUT street where samples of the ore may be een, and full information given. #ontract TICKET OFFICES Bave been opened at >0.621 Chesnut street, Continen tal Botel, and Girard House, where 'ickets may be pro-cur, d to all important points in Pennsylvania, as well as the West. Northwest and Southwest; and all particu-ars given as to time and connections by JOHN C. ALLEN. Ticket Agent. The Ticket Office at West Thi adelphia will be conti-ned a berginger, where all injoinnation respective. THE OLDEST AND LARGEST SADDLE AND HARNESS MANUFACTURING ESTABLISHMENT IN THE COUNTRY. LACEY, MEEKER & CO., 3 12 No. 1216 CHESNUT STREET. OFFER OF THEIR OWN MANUFACTURE: BUGGY HARNESS, from \$22.50 to \$150 LIGHT BAROUCHE do 50 00 to 350 rain 12 M. WAGON AND SELF-AFJUSTING 1500 to Bridles, Mountings, Bits, Rosetta, Horse Covers Brushes, Combs, Foaps, Blacking, Ladles' and Gents Travelling and Tourist Bags and Facks, Lunch Baskets Dressing and Shirt Cases, Trunks and Valises No. 1216 CHESNUT ST. 396mrp MARRIAGE GUIDE. A.L. TYLER, General Sup 4, Williamsport. 3 TREIGHT LINES FOR NEW YORK AND al the stations on the CAMDEN and AMBOY and connecting Rairoads, INCREASED DESPATCH. THE CAMDEN AND AMBOY RAILWOAD AND TEANSFORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street What at 6 o'dek F M. daily, Sundays excepted. Freight must be delivered before 4% o'dock, to be for waded the same day. Teaturning, the above lines will leave New York adviz noon. 2004 and 6 F M. Tright for Treaton. Princeton Kingston, New Bruns-wick, and al-points on the Camben and Amboy Rail road; asco, on the Betwidere Delivered and Jiamesburg and the Burlington and Mount Holly Ballroads, received and forwarded up to I F M. The Reividere Belaware Calchaware, Lackawanna, and other roints in Western New York at Hills-the New Jersey Railroad connects at Fillabeth with the New Jersey Railroad connects at Hillabeth with the New Jersey Railroad connects at H 20 BY DR. WILLIAM YOUNG. BY DR. WILLIAM YOUNG. MARRIAGE GUIDE, by DR. WM. YOUNG. MARRIAGE GUIDE, ""There are more things" twixt Heaven and carth. Horatio, than are dreamt of in onr philosophy." To the oyoung man enter the obligations of married life without reading every page of DR. YOUNG'S MAR-EIAGE GUIDE; or. Every One should be acquainted with 1 contains one hundred engravings explaining the ana-tons of the human system both male and female, with use'u information that every one should know. Price, 50 cepts, Sold st DR. WILLIAW YOUNG'S OFFICE, \$ 17 6 No. 466 SFRUCCE Street, above Fourth. HALLENGE LIGHT! Paragon Oil and Safety Lamps. BRIGHT LIGHT-THREE HOUES-ONE CENT No chimney ! No smoke ! No grease. KELLY & NEEL, AGENTS WANTED. Also, Deplete in Street Sold by Inventors. Also, Dealers in Scaps and Coal OF, Machinery Oli warranted not to gum or chill \$1°25 per galion. 315 THE STAMP AGENCY, NO. 304 CHESNO STREET, ABOVE THIRD WILL BE CONTINUED AB HERETOFORE. STAMPS GI EVERY DESCRIPTION CONSTANTL ON HAND, AND IN ANY MOUNT 11 RAILROAD LINES. ORANGE AND ALEXANDRIA RAILROAD,-On and anter MONDAY, February 12, two daffy trains will run between Washington and La nehburg, connecting at Gordoneyi le with Viryinia Central Hall-road trains to and from Richmond as follows:-MALL TRAIN. I tree Washington daily (Sunday excepted), at 6'45 A. M., and arrive at Lynorbhurg at 5'45 P. M. Leave Lynchburg at 7 A. M. and arrive at Washinz-ton at 5 26 P. M. EXPRESS TEAIN. Leave Washington defly (including Sunday) at 6'05 P. M. and arrive at Lynchburg at 6'00 A. M. Leave Lynchburg at 6'00 F. M. And arrive at Lynchburg at 6'00 F. M. I oth tr.ins making close connections at Lynchburg for all points Fouth and Southwest, and at Washington for all points Fouth and Southwest, and at Washington for Nor h and Northwest First-class scepus cars will be attached to the night 1 enve Norristowa 5%, 7, 750. 9, 11 a. M., 19, 49, 6, and 8P M.
The 5% P. M. train will stop at School Lane Wisse bickon, & anayunk, Spring Mill, and Conshohocken only. ON SUNDATS.
Leave Philadelphia 9 A. M. 2% and 7 P. M.
Leave Norristowa 7 A. M. and 5 P. M.
FOR MANAYUNK.
Leave Philadelphia 5, 850 minutes, 1145 A. M., 18, 36 5%, 6% 805, and 118 P. M.
Leave Chiladelphia 5, 75, 820, 04, 118, A. M. 2, 5, 36 F. M.
ON SUNDAYS.
Leave Philadelphia 65, 78, 820, 04, 118, A. M. 2, 5, 36 F. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 25, and 7 P. M.
Leave Willson, General Superintendes 4, W. B. WILSON, General Superintendes 4, W. B. WILSON, General Superintendes 4, W. B. Depot NINTH and GREEN Stree to Trains. The road is stiractive, not only for its comfortable accommodations, but for the fact that it passes the now hi torie localities of Fairfax, Buil Run. Maraasaa, Bris-toe, Cat ett's, Rappahannock, Cuipepar Orange, and Gordonsville, places of imperishable interest in the Gerdensville, places of imperiabable interest in the separar mind Through tickets to all points South and Southwest may be had in Boston. New York, Philadelphis, and Baltimore, and at the offices of the road in Washington Alexandris IW. B. MCCAFFERTY, General Sape intendent.

The vicket Office at west Philadelphia will be conti-nued as heretoiore, where all information rescetting routes, as well as Tickets, can be had on application to THOMAS II PARKE Ticket Agent at the Depot. An Emigrant Train runs duily (except Sanday). For full particulars as to fare and accommoda 'ons apply to FR 'N CIS FUNK. 3 12 No 127 DOVE Stread No. 137 DOCK Street. 1866 -PHILADELPHIA AND ERVERAIL. ERAD. -This great ine traverses the North-ern and Northwest Counties of Pennsylvania to the City of Frie on Lake Frie. It has been reased and is operated by the Pennsy vania Rairoad Company. TIME OF FASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward--Frie Mail Train, 7 A. M. ; Erie FX press Train, 1 P. Leave Westward-Erie Mail, 9 P. M ; Erie Express Train 12 M. Train 12 M. Faisenger cars run through on the Erie Mail and Fx press trains both ways between Philade phia and Frie NEW YORK CONSECTION. Leave New York at 9 A M. arrive at Erie 915 4. M. Leave Frie at 155 F. M. arrive at Key York 340 P. M. Elegant Sleeping Carson a 1 the night trains.

RAILFOAD LINES.

READING BAILBOAD.

3

GREAT TLUNK LINE. POM PHILADELPRIA TO HE INTERIOR OF TENNSYLVANIA, THE SCHUYLRILL, KUSQUE-LANNA, UMBERLAND, AND WYONING VAL-IIIYS, THE NORTH, NORTHWEST, AND THE CANADAS

SUMMER ARRANGEMENT OF PASSENGER BAINS. Leaving the Company's Depot, at THIRTFENTH and CAITOWHILL streets. Philadelphia, at the following

Jano, Williamsport, York Chambersburg, Phegiovo, etc. AFIERNOON EXPHESE.
 Leaves Philacelphia at 8% P. M. for Reading Totts-ville, Harrisburg sice, connecting with Reading and Columbia Bai road trains for Columbia, etc. READING ACLOMMODATION.
 Leaves Peading at 6 00 A. M., stooping at all way stations, aritving at Philadelphia at 5 50 A. M.; arrives in Resoling at 755 P. M.
 Troine for Philadelphia is a 5 50 A. M.; arrives in Resoling at 755 P. M.
 Troine for Philadelphia is a 5 50 A. M.; arrives in Resoling at 755 P. M.
 Troine for Philadelphia is a statistication of Philadelphia at 1940 P. M. Attention trains eave Harrisburg at 2 90 P. M. Potisville at 245 P. M., arriving in Philadelphia at 245 P. M.

HARRISBURG ACCOMMODATION. Leaves Reading at 7.35 A. M. and Harrisburg at 7.35 A. M., and Harrisburg at 9.20 P. M.

A. M., and Harrisburg at 9 20 P. M. A. M., and Harrisburg at 9 20 P. M. Antropy of the second second second second second second Philadelphia at 12 45 mecon for Heading and all sta forms. Leaves is second at 11 30 A. M and Downingtows at 12 30 P. S., for Philadelphin and all way with a line All the above rains run dally, undars excepted. Sunday trains leave Potteville at 8:00 A. M. and Phil-side phila at 2:15 P. M. Leave Philadelphis for Reading at 8:00 A. M. i. curning from Reading at 4:25 P. M. CHES EK VALLEY RAILROAD. Tassen, ers for Downingtown and Intermediate points take the 8:00 A. M. and 8:00 P. M. trains from Fhila-delphila, returning from Downingtown at 6:35 A. M. and 12:20 moon.

NEW YORK EXPLESS FOR PITTSBURG AND THE WEST

NEW YORK EXPLAESS FOR PITTISBURG AND THE WEST Leaves New York at 9 A M., and 820 P.M., passing Reading at 120 A. M and 148 P.M., and connecting at Harrisburg with Pennsylvania and Northern Central Ballroad express trains for Pittisburg. Chicago, Will, insusport Fimira, Falthmore, etc. Returbing, express train leaves Herrisburg on arrival of the Pennsylvania express trom Pitteburg, at 3 and arriving in New York at 10 A. M and 245 P. M. Teep-ing c ars accompany these trains through netween Jarsey (1) and Fittiburg Withort charge. A mail train for New York leaves Harrisburg at 200 P.M. Mail train for Harrisburg leaves Acew York at the SCHUYIKILL VALLEY RAILROAD. Trains leave Pottsville at a and 1135; V. M., and 745 (M. SCHUYIKILL AND ST OUTHANNA RAILROAD. Trains leave Pottsville at 755 A. M. and 1440 and 4155 M. SCHUYIKILL AND ST OUTHANNA RAILROAD. Trainsleave Auburn at 76 P. M., and from Tre-uont at 755 A. M. and 165 P. M. Troug, first-class tickets and emigrant tickets f at the principal points in the North and West an Chanda. The official points in the North and West and the principal points in the North and West and anades.

Intrody, Inst. Cass itekets and emigrant itekets i canada.
 The clowing tickets are obtainable only at the office of S. EFADFORD, Tressurer, No. 227 S. FOURTH street Philadeiphia, or to G. A. NICOLLS, General Superintendent Feadings— COMMUTATION TICKFTS
 At 25 per cent. discount, between any points desired, for an files ard firms.
 Geod for 5600 mHi, FAGE TICKETS,
 Geod for 5600 mHes, between all points, 852'50 each, for families and firms.
 SEASON TICKETS,
 For three, six, nine, or tweive months, for holders only, to all points at reduced rates.
 Besiding on the line of the road will be furnished with family.
 EXCURSION TICKETS

childs entitling themselves and wives to tickets at half inre. EXCURSION TICKETS From Philad. Iphis to principal souk ns. good for 8a thiday. Sunday, and Monday, at reduced ine. to be had on y at the licket office. at THELTEENTH and CAL-LOW HILL Streets. FREIGHT. Cools of all descriptions low arded to all the above politis from the company's new Freicht Depot, BROAD and WILLOW streets. FREIGHT TRAINS I eave Philadelphia daily at 5 20 A. M., 12:45 noon and 6 P. M. or Beading, Lebanon, Harrisburg, Potsville Port Clinton, and all points beyond. Cose at the Fhiladelphia Fost Office for sil places on the ford and its bis nches at 5 A. M., and all the principal stations only at 215 P. M. 815

General-Feldzeugmeister Louis Vondek, the Austrian Commander-in-Chief.

The danger of a general break-down of the whole The danger of a general break-down of the whole Europeun system, as it was established by the treatics of 1815, may prevent the j-alonsy of Prossia and Austria from taking the character of open hosillity for the time being. The doubtful policy of the smaller German kingdoms and principalities, and the hidden designs of Louis Bonararte in case of a war between the two great German powers, may de-termine either of them to deler for a few years longer the settlement of the question of dynastic supermacy he settlement of the question of dynastic supremacy in Germany by the chances of war. Nevertheless, a general war in Europe is to be expected before long, even if it hould not be the result of the partition of the Danish depicitation between the two growned robbers.

Ir, view of such an event, it seems to be of some If, view of such an event, it beens to be of some interest to make our readers usquanted with the principal generals on either bide, already designed and suggrested as the commanders-in-chief of the two great armies. In regard to the commanding of the Frussian forces there are a great many proposi-tions, made by outsiders only whilst it is already known that General Louis von Benedek is to be the commander of the Austrian army the now bears the title of General Folgougnesister, a designation used only in Austria for the highest rank in the mil-tary hierarchy, and corresponding nearest with the rank of a Field Marshal. General Benedek is the son of a highly respected

General Benedek is the son of a highly respected General Benedek is the son of a highly rest-setted Hungarian physician. He was born in 1804, and entered the army as an ensign in 1822. In 1843 he was promoted a Lieutenant-Colonel, and served with great success and bravery during the rebellions in Galicia and Poland, until in 1848 he was put in command of a regument of infantry in Lombardy. He distinguished himself at the battle of Novara, and received a command in Hungary, toge her with

bone by falling from a building. Daniel Butler, aged 27 years, while engaged in working on a building in Chester, Pa., tell and fractured his collar-bone, William Murphy, aged 19 years, had his left foot hadly mashed by being caught between the sumpers of two coal cars at Phoenixville

Jonathan Kinsler, aged 12 years, had his right toot severely injured by a barrel of sugar rolling on it.

POLICE ITEM .- William Dehaven, otherwise Dowling, had a further hearing at the Cen-tral Station, on the charge of obtaining bundles from errand boys by fraud. Three lads were examined, two of whom fully identified the prisoner as the man who met them on the street and took their bundles to hold until they went after a safe key which he pretended was at a neighboring store or hotel, and did not wait for their return. From one of the boys he got goods worth over ninety dollars; from another a package worth over eighty dollars, and five pairs of pantaloons from another lad. The accused was held for further hearing, as there are other charges against him.

VIGILANT FIRE COMPANY .- The Vigilant Steam Fire Engine Company, of Philadelphia, intend making an excursion to Chicago on the Intend making an excursion to Cincago on the 20th of June coming. Messrs, Daniel J. Barr and David S. Barry have already arrived there for the purpose of making arrangements for the company's visit. The Vigilant will take with them about eighty members and a famous brass band. It is stated in the Chicago newspapers that the fire department of that city will give the Vigilant a grand reception. The visitors will remain in Chicago three or four days.

BODY RECOVERED .- The body of Robert W. Smith, who disappeared on the night of February 2, was found in the Delaware yesterday, off Reed street. Deceased resided on Smith's Island, and, on the night of his disap-pearance, he started in a boat from below Chesnut street to go to the island. There was much Ice in the Delaware at the time, and it is is sup posed that the boat was crushed by it. Mr. Smith was fifty-three years old. He was well known to visitors to the island.

SERIOUS FALL .- Yesterday a lad named Charles Morris, employed in the hat manufac-turing establishment of Messrs. Donovan & Case, Sixth and Minor streets, fell through a hatch way in the factory, from the third to the first floor, and was seriously injured. He was attempting to place a bucket on the hook at-tached to the hatchway rope, and lost his ba-lance, coming down "200 his face. He was removed to the Hospital.

BREACH OF TRUST .--- A gentleman residing on Walnut effect started for Europe a few weeks since, leaving his horses and carriages in harge of his coachman. But a few days clapsed before the coachman sold one of the carriages and a horse, and then fled from the city. Four horses that were left in the stable without food over a day before the flight of the coachman was known.

FIRES .- The barn of Lewis Rementer, on Ridge avenue, above Washington lane, was de-stroyed by fire about 8 o'clock yesterday morning. Loss about \$1000.

Francis Martin's patent roofing establishment. on Gaul street, above Dauphin, Nincteenth Ward, was damaged to the extent of \$300, about halt-past 12 o'clock yesterday afternoon.

A VISIT TO PERKIOMEN,-The Water Committee of the City Councils will pay a visit to the Perkiomen valley to-day, to make an in-spection of that place, with the view of erecting water-works there, for a supply for Philadelphia. The Perkiomen stream at times is one of the widest in the State. wildest in the State.

DISTINGUISHED ARRIVAL .- Admiral Farragut and lady arrived in this city last evening, and are stopping at the Continental.

AGENTS FOR THE SALE OF Cotton and Woollen Machinery.

Dealers in Manufacturers' Supplies of every do scription. Oak Tanned Leather Belting, AND MACHINE CARD CLOTHING Of best quality and manufacture. [4 25 Smrp UNITED STATES BUILDER'S MILL. Nos. 24, 26, and 28 S. FIFTEENTH St. PHILADELPHIA. ESLER & BROTHER,

WOOD MOULDINGS, BRACKETS, STAIR BALUS. TERS, NEWEL POSTS, GENERAL TURNING SCROLL WORK, ETC. SHELVING PLANED TO ORDER.

The largest assortment of wouldings in this city constantly on hand-17. Jan 1 17.3m 2

corner THIRTE H and MARKET Streets, Phila. And for treight business, of the Company * Agents, S. B. Kingston, J., corner Thirteenth and Market streets, Philadelphia; J. W. Reymolds, Arie; William Brown, Agent N. C. K. R., Baltimore. H. U. HOUSTON, General Freight Agent, Phila, H. W. GWINNER General Ticket Agent, Phila, A. L. TYLER, General Sup't, Williamsport.

be sent with each load of goods, or no receipt will be given. N.B.-Increased iacilities have been made for the transportation of live stock. Drovers are invited to ity the route. When stock is urnished in quantities of two carloads or more. It will be delivered at the foot of For-tic h street near the Drove Yard, or at Pier Ne. 1 North Elver, as the shippers may designete at the time of shipment. Fur terms or other information, apply to WALTER FRJEE AN. Freight Agent. 111 No. 226 S. DELAWARE Avenue, Phi adelphia

FOR NEW YORK.-THE CAMDEN AND Amboy and Philadelphia and Trenton Raliroad Company a lines FICM PHILADELPHIA TO NEW YORK

be 645 P. M. Line will run dally. All others Sundays

The 645 P. M. Line will run dally. All others Sundays except d.
At 7:30 and H'15 A. M. 3, 3:30 4:30, 5 and 6:45 P. M., and 12 Midnight, for Bristol Trenton, etc.
At 7.4. M. 10:30 3, 5 and 5 P. M. for Cornwells, Torrisdia, 10:30 3, 5 and 5:45 P. M., and 12 Midnight, for Bristol Trenton, etc.
At 7.4. M. 10:30 3, 5 and 5 P. M. for Cornwells, Torrisdian, and the second seco

and Kensington. From Pier No 1 North river, at 6 A. M. and 2 P. M., via Amt oy and Camden. At 12 M. 3 and 6 P. M. (Freight and Passenger) via

Ambey and Camden. March 12, 1866. WILLIAM H. GATZMER, Ascat. 1

NORTH PENNSYLVANIA RAILROAD. A Depo, THIRD SILVANIA RAILROAD.-For BETHLEHEM, DOYLESTOWN, MAUOR UNIX, EASTON, WILLIAMSPORT, and WILLESS BARRE.

At 7 10 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazieton Williamsport, and wilkes-

Mauch thunk, Harleton Williamsport, and Wilkes-tere. At 300 P. M. (Express), for Bethiebern, Ension etc., reaching Easton at 645 P. M. At 515 P. M. for Bethiebern, Allentown, Wauch hunk, Danville and Williamsport. For Doylestown at 838 A. M., 230 and 415 P. M. For Fort Washington at 10 A. M. and 11 P. M. For Fort Washington at 10 A. M. and 11 P. M. For Fort Washington at 10 A. M. and 11 P. M. For Fort Washington at 10 A. M. and 10 GZ A. M. and 10 GZ A. M. Leave Bethiebon at 6250 A. M. 15 and 550 P. M. Leave Longenton at 630 A. M., 215 and 550 P. M. Leave Longenton at 650 A. M. 215 and 550 P. M. Leave Fort Washington at 10 GZ A. M. and 216 F. M. ON SUNDATE. Philadesphin on Beth enem at 54 A. M. Bethieber 10 Doylestown at 57 M. Doylestown for Philadelphia at 720 A. M. Bethieber or Philadelphia at 4 P. M. Drugab Tickets must be procured at the taket on cons. PHIRD STREES MARKED STORE. 263 EXILTS CLARE. Agent

W EST JERSEY RAILROAD LINES. W EST JERSEY RAILROAD LINES. Erom isot on MARKET Street (Opper Foriy). Dut 7, recept sundays PALL AND WINTER AIRANGEMENT. Con mencing WEDNEYDAY. November 15, 1280. For Bridgeton, Salem, and all Stations on West Jerney and salern Ballroads, at 9A. M. and 250 P. M. Po Mitville and all Intermediate Stations at 9 A. M. ad 3A. M For i ape May and infermediate Stations at 9 A. M. attackied for ' ape May, due 3'do P. M., and 3' F. M., through Lassenger cue 8.P. M. Por Ulanshoro and infermediate Stations, at 5' A. M., attackied for ' ape May, due 3'do P. M., and 3' F. M., through Lassenger cue 8.P. M. Por Ulanshoro and infermediate Stations, at 5' A. M., attackied for ' ape May, due 3'do P. M., and 3' F. M., through Lassenger cue 8.P. M. Por Woodbury Gloucester, etc. at 9.A. M. 1 30 and 5'0 P. M. Privich will be received at account covered wharf whow

and 3'30 P. M. Freight will be received at second covered wharf below walnut attreet. from 7 A M. unrils P M. Freight received before 9 a. M. will go forward same

day Freight delivery, No. 228 S. Delaware avenue J VAN NI NSSEL. EE Superintendent THE WEST JEESEY EXPRESS OG&FAST will attend to all the usual branches of express business, receive, deliver, and torward through other responsible Fxpress Companies, to all parts of the country say attende intrasted to them.

arbeie in rusted to them. A Special Messenser accompanies sacs through train. Office No. 5 Wannit street

A T Q UEEN'S NEWS STAND. S.W. comer SEVENTH and CRESS OF Strets, A S. W. Comer Str ALL THE DATLY AND WEEKLY PAPIERS and olds a 10 MAGAZINES. PERSODICALS, Fuc., May be obtained at current rates.