THE DAILY EVENING TELEGRAPH .--- PHILDELPHIA, THURSDAY, OCTOBER 18, 1866.

THE INDIAN WAR.

Messacres in Montana and New Mexico-Murders on the Powder River Route-Inefficiency of the Authorities.

The Leavenworth Times publishes the following statement of Charles Miller, late City Mar-shal, just returned from the Powder River country :--

Every one who has passed over the Powder river route is convinced that the Laramic Peace Commissioners and Colonels Maynadier and Carrington are to blame for the loss of life, pro-perty, and sufferings of those who have travelled that road. Almost every train that went that route would have gone 'by Salt Lake had they not been assured by the Government officials at Laramie that the Powder river route was sale, and that Colonel Carrington had force sufficient to protect emigrants. The value of that assuto protect emigrants. The value of that assu-rance can be testided to by the bones that now lie bleaching on the road. The Indians turned upon us the very guns, powder, and balls they received from the suiler at Fort Laramie in exchange for presents given by the Commissioners. Carrington can scarcely protect himself, much less the lives of travellers. Three times in four hundred miles we had to beat off the Indians. Near the Yellow Stone we thought we were out of danger, and the wagons with the lightest loads struck out ahead. A band of Arrapaboes followed spoon after and discovering the the

followed soon after, and discovering that the train had been divided, they attacked it, and killed and scalped three persons.

The Montana papers say that three hundred Cheyenne Indians made an attack on the mines at Green River Diggings, and killed forty of a party about seventy strong. The remainder have abandoned that country, and scattered to the settlements; also, that small parties going down the Missourian "mackinaws," from Fort Benton, have been murdered by the Indians, and that the Seneca Falls Company have been murdered and robbed on their way home in a small "mackinaw."

The Denver News says that the Tabegaucheutes have commenced active hostilities against the Mexican residents at Trinidad, and along the Purgatore. There is a report of a twelve hours fight. The Indians being determined upon a general massacre, the settlers in the region of reneral massacre, the settlers in the region of the disturbance are said to be panle-stricken, and, leaving their herds scattered and crops un-gathered, are flocking to Puebla and other places for protection. There has been great danger of an outbreak by the New Mexican tribes. It may be stopped by the arrival of their ansuity goods. By arrivals direct from the plains I learn that Ward, sutler at Fort Laramie, has borrowed

By arrivals direct from the plains I learn that Ward, sutler at Fort Laramie, has borrowed seventy-five kegs of powder from Colonel May-nadier to give to the Sioux and Cheyennes. Colonel Carrington, at Fort Kenney, is openly charged with the furnishing of powder to the Cheyennes, and placing troops on picket with empty muskets and no ammunition, with instructions to satute Indians. It is said he has instructed freighters not to fire upon them, but to allow them to come into their camps. The Indians ride mto camps and massacre all they can, shooting teamsters and others. The sutlers at Fort Laramie have furnished the Indians with Hawkins rilles, and traded war implements to

them for their annesty presents. Colonel Carrington has an interpreter married to a Cheyenne squaw, who keeps the Indians fully informed of the movements of troops. The Indians visit Fort Kearney with stolen Government horses and mules, which Carring-ton allows them to keep, and also orders out the head to there there I also been here is the band to play for them. I also hear he is posted as a coward by his troops, and will not afford protection to trains when needed. Indian squaws and traders are at all posts on the route, obtaining information for Indians. General Sherman did not visit the Powder river posts. The treaty was not signed by the chiefs. They left when they ascertained that the Powder river road would not be abandoned. The Indians are very hostile, and are warring on all white account the second second second whites except those in posts, stealing Govern-ment stock under the guns of the forts, and they are supplied with rations by the military commanders.

The Indians Concerned in the Massacres-The Late Treaty-An Army Officer's Statement.

WASHINGTON, October 16 .- It having been reported that the road to Montana was impassable, owing to the uprising of the Indians and the attacking of every emigrant train, the following facts are reported by an official lately in the Powder River country, and who has had considerable communication with all the tribes:-The tribes in the Upper Platte agency number in all about 10,382 persons, and up to the spring of 1865 had been the most hostile Indians on the Plains. Emigrant trains were attacked only thirty miles from Fort Kearney, and but two hundred miles west of Omaha. The road to Montana was constantly besieged. The military expeditions that were sent out to punish these Indians effected but very little good; but the winter of 1864-5 having been one of unusual severity in that region, the Sioux, the more powerful of the tribes, reached for Fort Laramie in February, and applied for lood and clothing. An arrangement was made for a peace conference with all the tribes and the United States on the 1st of June, and all hostilities ceased along the Montana route. At that conference all the tribes and bands were represented, but a band of three hundred Ogalalians, styled "bad faces," headed by Red Cloud. These were desperate char-acters, who had broken some of the police arrangements of the tribes, and now refused to be governed by the will of the majority. The treaty that was there effected has been kept in good faith by seven-eighths of the Indians; but these "bad faces" have committed several out-inges upon the newly opened Powder river route to Montana. If the tribes with whom amicable relations are now maintained can be subsisted or aided in obtaining the necessities of hie so as not to necessitate their visiting the Powder river hunting grounds now infested by the "bad faces," it is believed that a general Indian war upon the Plains may be averted. One hundred and eighty lodges of the Cheyen-nes and Arapahoes are to come into Fort Laramie about the 1st of November to ratify the con-clusion of their treaty, and every effort is being made by the Indian Department to have there made by the indust D-partment to have there at hand enough subsistence and clothing as will secure their hearty approval of the Govern-ment's intentions, and place these tribes in a comfortable condition. The military force at Laramie is to be increased, and General Terry is to be placed in immediate charge of this Montana route, and there need be little lears but that it will be kept well protected and safe for emigrants. Each tribe is settled upon a reservation, excenting those of the mpon a reservation, excepting those of the Upper Agency, known as the "Blanket In-dians," who subsist chiefly by the chase. They have little knowledge or taste for agricultural pursuits. Some years since a band of the Bru'e made an attempt to raise corn, but the contourise hear discoursed by the great enterprise being discouraged by the great body of the band, was abandoned. These are now known as the "Corn Band." They look upon labor as degrading. The following is a list of the Indians of the Northern Agency:-

pany with the Bloods against the White. They killed in the Beave Raw Mountains last winter two white men named Huniche and Legree, who were returning from the Gros Ventres Camp with their horses which the Gros Ventres had stolen from them. Those Blackfeet Indians are very wild, and it is at times difficult in sending messengers to their camp or seeing many of

messengers to their camp or seeing many of their tribe. The Bioods are also of a very wild, and seem-ingly ungovernable Lature, with the exception of some forty lodges, who live with the lower Piegans. Father of all children is the Chiet of their Lodges. These Indians are located near the headwaters of Milk river. They have, ac-cording to the last year's distribution, 6-22 of the goods sent. This year, however, the goods designed for them are properly balled and marked, as well as the bales and boxes for the other tribes. The balance of the Blood Indians are with the upper Piegans in the British pos-sessions.

The Lower Gugons have some 375 lodges. They are located on the Marcas river. They are quiet at the present time, although last winter they were rather inclined to trade with the traders without giving a fair exchange. I my-self think they are disposed to be triendly and quiet. Big Lake is their head chief. The Upper Regans emigrate extensively, liv-ing at times with the Lower Regans and at

mg at times with the Lower Regans and at others with the Bloods. It is the opinion of Mr. Upham that these Indians burned the Agency buildings at Siero river farm, on the 22d of last April, from the description given of the Head Chief, who commanded a force of about thirty at the time of the burning. There seems no doubt they were led on by Bull's Head, one of the chiefs of the tribe. No measures have yet been taken to rebuild the agency houses or cultivate the farm as it does

agency houses or cultivate the farm, as it does not seem advisable until military troops are stationed near enough to protect those located upon it. The upper and lower Plejans are united under the head of Plejans in the distribution of annulties. The Gros Ventres Indians live with the Lower Crows on the Milk river, They are very quiet and are the only tribe who have kept in good faith every requirement of last fall's treaty. These indians have three hundred lodges. Farmasee is their head chief, The Gros Ventres and Piejans are constantly at war with each other, and they each therefore have separate days assigned them in which to receive their annuities. So soon as I arrange the distribution of my goods, I trust to be able to give you a more

satisfactory account of affairs here. Respectfally, your obedient servant,

GEORGE B. WRIGHT, Agent.

A Welsh "Eisted dfod."

OBSERVANCE OF AN ANCIENT CUSTOM. It will be gratifying to those who can pro-

nounce the names, to know that at the recent Eisteddfod in Wales, the Talhaiarn presided with great unction, and that among the vocalists of the happy occasion was a young lady who received a reward of fifty pounds sterling for her admirable singing of the touching air of "Llwyn Onn." Another damsel had a gratuity of two guineas from a "patroness" living at Llanfairynghornwy, who was fond of encouraging native talent.

The place where these things happened was the Welsu town of Chester-time, September-occasion, the annual gathering of the Welsh bards and harpists.

From most elaborate reports of the proceed-ings of the Eisteddfod, published in the English journals, we gather that the meeting was unusually large and animated. Mr. Matthew Arnold's ardent admiration of the Welsh language, expressed in his series of papers on that subject in the *Fortnightly Review*, perhaps aided to attract an uncommon degree of atten-tion to Wales and Welshmen, and Welsh cus-toms. Mr. Arnold has combated the increasing tendence to abelia. welsh tongue, insisting that its poetry should not be permitted to die out; but he admits that the small knowledge of English possessed by the common people of Wales prevents their par-ticipation in the every-day benefits of English life.

The London *Times* takes up this latter point, and passes the following comment upon it:--"If measures are taken to 'preserve' Welsh, the knowledge of English will decay; and such, we believe, has already been the effect of these Welsh demonstrations. The native language was giving way, but has since taken another false start, and the people, therefore, have been so far thrown back in their civilization. If GIRARD FIRE AND MARINE Wales and the Welsh are ever thoroughly to share in the material prosperity, and, in spite of Mr. Arnold, we will add, the culture and the morality of England, they must forget their isolated language, and learn to speak English, and nothing else. As for Welsh literature, it may be left to antiquarians and historians, and to critics who have nothing more solid to occupy them. The literature is curious, no doubt, and interesting in its way, but it is rather too abourd to send us to Ossian and Taliesin for mental culture. All that is valuable in the language belongs to the past; and the Welsh literature of the present day is about as original and valuable as the Latin verses of a public school For all practical purposes Welsh is a dead language." The Eisteddfod, this year, however, was unde-niably a success. "Pennillian" singing, harping, odes, ballads, and several speeches made up the programme. The proceedings were opened with quamt proclamation by the presiding officerthe "In the year one thousand eight hundred and sixty-six, the sun approaching the autumnal equinox, at the hour of noon on the fourth day of September, after due proclamation, this Gorsedd is opened in Chester, with invitation to all who may assemble here, where no weapon is unsheathed against them, and judgment will be pronounced upon all works of genius submitted or adjudication in the face of the sun-the eye of light. Mr. T. Gruffydd (Cerddor y Dwyrain), a blind harper, performed on the old Welsh harp, which is triple-stringed. Four choirs competed in a performance of a part song and a madrigal, and the prize of ten guineas, as awarded by the applause of the audience, was adjudged to the Marthyr glee party. A prize of 25 and a silver medal was awarded for the best English poem on any subject, to Morgan Evans, of Mabus, Haverfordwest. The subject was "The Laborer," and among the lines were the tollowing :ind among the lines were the following:--"How gently does the night return again, The purple hills stand with their notched peaks Sharply defined against the fading ught of the setting sun, whose centle, mellow beams Tremble in their last giance o'er the world. The daisy westward turns its half-closed eye, To catch a blessing in the last fond rays--A good-night kies to sleep and dream till morn, of all the plory of the coming day. The beetle hums along in circung flight, And some late warbler chirrups in the fence. And some fate warbler churups in the fence. All size is signif, and I wearied turn, To spend, once more, the few short hours of night In my old shattered cottage." Mr. Morgan, who, with Miss Conway Griffith, adjudicated the prize, said he thought this poem was a good answer to the charge that the geniu of poesy, except as regarded their own language, had left the Welsh.

INSURANCE COMPANIES INSURANCE COMPANIES. 1829-CHARTER PERPETUAL DELAWARE MUTUAL SAFETY INSURANCE DELAWARE MUTUAL SAFETY INSURANCE COMPANY, INCORPORATED BY THE LUGISLATURE OF PENNNYLVANIA, 1835, OFFICE, S. E. CORNET THIED AND WALNUT BTREETS, FHILADKLPBIA MARINE INSURANCE ON VERSELS, CARGO, To all parts of the world, FREIGHT, INLAND INSURANCES En Goods by River, Canal. Lake and Land Carriage to all parts of the Union FIRE INSURANCES OR Merchanduse generally Franklin Fire Insurance Co. OP PHILAN ELPHIA. On Merchandize generally On Stores, Dwelling Houses, etc \$11.467.53.
 200 000
 Trensury Notes
 919 per cent. tom
 94,875.00

 160.600
 State of Pennsylvania Five Fer Cent
 96,835.00
 90,555.00

 54,000
 State of Fennsylvania Six Fer Cent
 90,555.00
 53,250.00

 25.000
 City of Fhiladelphia Six Per Cent
 53,250.00

 25.000
 Loan
 112,812.50
 7.150 143 Shares Stock Pennsylvania Bail-Marset value \$990,590-00 #1,636,850 Par. 40.511 40 2,910 00 - 55,635 8 \$1.253 639-18 CASELS. DIRECTORS. Sannel E. Stoles, J F. Penistan, Henry Sloan, William G. Boulton, Edward Darington, U. Jonas Brooks D Thomas C. Hand, John C. Davis, Edmund A. soutier, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dahett, Jr., James C. Hand William C Ludwig, Joseph H. Seal, George C Leiper, Bugh Crale, Bobert Burton, John D. Taylor, TE Edward Darington.j H Jones Brooks, Edward Lafourcade, Janes B McFarland, Joshus F. Erre: Spencer McIlvain, J B. Semple, Pittsburg, A. B. Berger Pittsburg, A. B. Herger Pittsburg, C. DAVIS. Vice President, C. DAVIS. Vice President, INSURANCE COMPANY, affected the system. PHILADELPHIA. Annual Policies issued against General Accidents all descriptions at exceedingly low rates. Insurance effected for one year in any sum from \$100 to \$10,000, at a premium of only one-shalt par cont, securing the full amount insured in case of death and a compensation each week equal to the whole pre-mium, paid In extreme cases of Debility, mium paid Short time Tickets for 1, 2, 3, 5, 7, 6r 10 days, or 1, 3, 6t 6 months, at 10 cents a day, insuring in the sum of \$300d, or giving \$16 per week if disabled, to be had at the General Office, No. 133 S. FOURTH Street, rhiladel-phia, or at the various Enlinead Ticket offices. He sure to purchase the tickets of the North American Transit Insurance Company. For circulars and further information apply at the Seneral Office, or of any of the authorized Agents of the

Assets on Jannarv 1, 1866. \$2,506,851 96. LOSSES PAID SINCE 1829 OVER \$5,000,000. Ferpetual and Temporary Policies on Liberal Terms. DIRECTORS. Charles & Bancker, Toltas Wagner, Samuel Grant, Isnac Lea, CHARLERS & BANCKER, CHARLERS & BANCKER, EDWARD C DALE, Vice-President, JAS. W. MCALLETER, Scoretary protem, 23 119 FIRE INSURANCE EXCLUSIVELY.-THE PENNSYLVANIA FIRE INSURANCE COM-PANY-Incorporated 1825-Charter Perpetuai-No. 510 WALNUT Street, opposite Independence Square. This Company faverably known to the community for over forty years, continue to insure against loss or gammas by the on Public or Frivate Buildings either permanently or for a limited time. Also on Farniture, stocks of Goods, and Merchandlse generally, on liberal terms. terms. Their Capital, together with a large Surplus Fund, is invested in the must carcuit manner, which enshies them to offer to the insured an undoubted security in the em to oner to the monotones. Den to oner to the monotones. Daniel smith, Jr., John Deversanz, Alexander Benson, Thomas Smith, Isano Hazlehurzt, Henry Lewis, Thomas Robbins, J. Gillingham Fell, Daniel Haddock Jr. DANIEL SMITH, JR., President, 3303 Folk lephik, returning from Downlagtown at 740 A. M. and 1200 roop.
 NEW YORK EXPRESS FOR PITTBBURG AND THE WEST
 Leaves New York at 9 A. M. and 8400 P. M., passing Reading at 105 and 11 55 A. M. and 146 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Pittsburg, Chicago, Willamsport, Eimira, Balumore, etc.
 Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 05 A. M., and 915 P. M., passing Reading at 449 and 1052 A. M., and 245 P. M., Stopping cars accompany those trains through between Joraey City and Pittsburg, the A. M.
 A mail train for New York leaves Harrisburg at 210 P. MEDICAL. GLAD NEWS FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES Are warranted in all cases for the SPERDY and PERMA-NENT CLEE of all diseases arising from excesses in youth. Physical and Nervous Debility, etc. etc. NO CHANGE OF DIET IS NECESSARY. They can be used without defection, and never fall to effect a Cure, if used according to instructions. change. A mail train for New York leaves Harrisburg at 2-10 P.
M. Mail train for Harrisburg leaves New York at 12 M.
ScHUYLKILL VALLEY RAILROAD.
Trains leave Portsville at 7 and 11:30 A. M. and 745 P.
M. returning from Tamsqua at 735 A. M. and 140 and 4 15 P. M.
SCHUYLKILL AND SUBQUEHANNA RAILROAD.
Trains leave Anburn at 750 A. M. for Pinearoya and BELL'S SPECIFIC PILLS, Price One Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small, Price Three Dollars. From four to six boxes are generally required to curs ordinary cases though benefit is derived from using a single box SCHUYINHLL AND SUBQUEHANNA RAHROAD. Trains leave Auburn at 750 s. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tre-mont at 750 A. M. and 575 P. M. Through first-class tlekets and emigrant tickets to all the principal points in the North and West and Cauada. The following tickets are obtainable only at the office of S BIADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphis, or of G. A. NICOLLS, General Superintend-dent, Reading :ingle box In Chrome Cases, where Nervous Prostration has BELL'S TONIC PILLS

Are recommended as the most briteacious, Rejuvenating and invicorating Remody in the world. A Fackage Frice Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Debility, BELL'S EXTERNAL REMEDY. Price Two Dollars, sufficient for a month, can be use to good advantage. It gives Strangth to the system, and, with, the Pills will effice that a complete flexiontion: A Pamphlet of 100 pages, on the ERRORS OF YOUTH. designed as a Lecture and Caution to Young Men, sont iree. Ten Cents required to pay postage.

If you cannot purchase BELL'S SPECIFIC REMEDIR.

 Company, LFWIS L. HOUPT, President, JAMES M. CONRAD, Troasurer BENEY C. BROWN, Score ary, JOHN C. BULLITT, Solicitor FIRECTORS.
 L. L. Houpt, late of Pennsylvania Rairoad Company.
 J. E. Kingsley, Confinential Hotel.
 Samuel C. Falmer, Cashler of Com National Bank.
 H. G. Leisenring, Nos. 237 and 239 Dock street. Tawes M. Conrad, firm of Conrad & Walton, No. 623
 Maket street. direct to DR. JAMES BRYAN, Consulting Physician, No. 810 BRO DWAY New York. And you will receive them by return of mail post-paid, and the from observation. For sale by DYOTT & Co., No. 252 N. SECOND 6115

WRIGHT'S TAR SYRUP

No. 771 South THIRD Street, Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheerin' y recommending the use of Wright's Tar Syrup for

RAILROAD LINES.

R E A D I N G R A I L R O A D. GREAT TRUNK LINE. HOM PHILADELIPHIA TO THE INTERIOR OF FENNSYLVANIA, THE SCHUTCKILL, SUBQUE-HANNA, CUMBERLAND AND WYOMING VAL-LEVS. THE NORTH, NORTHWEST, AND THE CANADAR.

CANADAS. WINTER ARRANGEMENT OF PASSENGEE TRAINS. October 8, 1806. Leaving the Company's Depot, at THIRTRENTH and CALLOWHILL. Streets, FnBadelphia, at the following

145 P.M. HARRISRUEG ACCOMMODATION Leaves Reading at 7 20 A.M., and Harrisburg at 4 10 P. M. Connecting at Reacing with Afternoon Accommo-dation south at 6 30 P. M., arriving in Philadelphia at 9 10 P. M.

dailon south at 6 20 P. M., arriving in Philadelphia at 910 P. M.
 Market train, with passenger car attached, leaves Phila-deublia at 1245 moon for Reading and all way stations. Leaves Reading at H 30 A. M., and Downingtown at 1230 P. M., for Philadelphia and all way stations All the above trains run daily, Sundays excepted. Sunday trains leave Petreville at 600 A. M., and Phila-delphia an 315 P. M. Leave Petreville at 620 A. M., and Phila-delphia an 315 P. M. Leave Petreville at 620 A. M., and Phila-delphia an 315 P. M. Leave Petreville at 620 A. M., and Phila-delphia an 315 P. M. Leave Petreville at 620 A. M., and Phila-delphia an 315 P. M. Leave Petreville at 620 P. M. CHESTER VALLEY HAILROAD.
 Pastengers for Downington and intermediate points in a the 7 30 and 815 A. M. and 430 P. M. Gallis from Phila felphia, returning from Downlagtown at 740 A. M. and 1250 room.

Philadelphis, or of G. A. NICOLLS, General Superintend-dent, Reading :-At 25 per cent. discount, between any points desired, for tambles and firms. MILEAGE TICKETS. Good for 2000 miles between al points, 352:50 each, for complex and firms.

For three, six, none, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished cards entiting themselves and wives to there at talf fare. EXCURSION TICKETS From Philadelphia to principal statistics, good for Satur-day, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

For BE

VOX POPULI.

PRINCIPAL DEPOT.

Streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new Freigat Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 5 30 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Fottsville, Fort Clinion, and all points forward. MAILS Close at the Philadelphia Poot Office for all places on the read and its branches at 5 A. M., and for the principal tations only at 3 D v. M. 8 15

RAILROAD LINES.

PAIL HOAD LINES. PAILADELPHIA, WILMINGTON, AND BAL TIMORE BAILROAD. TIME TABLE. Commercing MONDAT, July 2, 1665, Trains will transfer and Washington, Stopping at Chester, Will-de Grace, Abernary, Ekstran, Nottheast, Perry Ville, Harris Montestan, Stansfer, Barryman's, Magnelia, Chano's and Montestan at 15 A. M. (Sundars excepted), for Lawrer Bailtord Train at 5 A. M. (Sundars ex-excepted), for Princess Anne, Milford, and Intermediate Express Train at 1146, A. M. (Bundars excepted).

stations. Express Train at 1146 A. M. (Bandays excepted), for Fairmore and Washington. Express Train at 3 P. M. (Sundays excepted), for Bel-timore and Washington, stopping at (heater, Ciaymont, Winnington, Newark, Fikton, Northeast, Perryville, Havre de Grace. Aberdeen, Perryman's, Edgewood, Mag-nolis, Chase's, and Stemmer's Eug. Might Express at 11 P. M., for Baltimore and Wash-ington.

aton. Passengers by Boat from Baltimore for Fortress Mon-e. Noriclk, City Point, and Elchmond, will take the

ree Norfelk, Old Four and ODATION TRAINS, II 48 A M Irafn. WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wil-

Stopping at all Stations A. Detwoon Philadelphia and Wils-mington.
 Leave Philadelphia at 9 A. M., 12 20, 430, 6, and 11 30 P. M. The 4'30 F. M. thein connects with Delawares Rainwal or Harrington and intermediate stations.
 Leave Wimington at 6 30 715 and 930 A. M., 4 and 6 400 P. M. The 715 A. M. train will not stop at stations between Chester and Philadelphia The Arm of Yes and Fill And Philadelphia The OCH TRAINS FROM BALTIMORE Leave Chester and Philadelphia THEOUCH TRAINS FROM BALTIMORE Leave Chester at 728, 755, 10 14 and 11 40 A. M., 4 48. Stud. 72, and 10 56 P. M. FROM BALTIMORE TO PHILA DELPHTA. TRAE Baltimore 770 A. M., 4 408 and 18 70 A. M., 4 48. Stud. 72, and 10 56 P. M. ENDERSTEN FOR PHILADELPHTA. TRAE Baltimore 770 A. M., 4 408, and 528 P. M. Leave Chester at 440 and 52 A. M., and 528 P. M. Leave Chester at 440 and 52 A. M., and 528 P. M. Leave Wimington at 52 and 53 A. M. and 518 P. M. Treight Trains with Passenger Cars attaoned will leave stations at 62 F. M. Expires 53 A. M. and 528 P. M. Leave Wimington of 7 677 VIII on differenced will leave stations at 65 P. M. Eathers for Have de Grace and intermediate stations of 7 677 VIII on differenced will leave stations at 65 P. M. Eathers for Have de Grace and intermediate stations at 450 A. M. train for Phile-bionediate stations at 450 A. M. Componed and the filles (DNDAY TRAINS Express Train at 405 A. M. for Baltimore and Watter Support of the filles at 450 A. M. for the filles (SUNDAY TRAINS

necting at Wilmington with Tib A. M. train for Phile-eiphia. SUNDAY TRAINS. Express Train at 425 A. M. for Builtmore and Wash-ington stopping at Chester, Wilmin ton, Newark, Eli-ton, Nor heart Perryville Havre-de-Grace, Aberdeen, Perry marks, Magnola, Cuake's, and Stemmor's Ban. Night Express, 11 P M for Baitmore and Washington and intermediate stations. BALTIMORE FOR PHILA DELPHIA. Leave Patimore at 826 P. M. stopping at Havre-de-Grac, Perryville, and Wilmington. Also stops at Elik-ton of Newark to the passengers for Philadelphia and Chester to leave passengers form Baltimore or Wash-ington.

ington. Accounsedation Train from Wimington for Philadet phis and intermediate stations at 6 30 P. M. 416 H. F. KENNEY, Superintendent.

FIG IL F. RENET, Superintendent. POB NEW YORK.—THE CAMDEN AND ompany's Lines. FROM PHILADELPHIA TO NEW YOUR AND Y PLACES, from Walnut Street What, will leave as follows, viz:-ALS A. M., via Camdea and Amboy, Accomu eda

The 6.35 P. M. Line will run daily. Alfothers Sundays excepted. At 7.36 and 11 A. M., 3 3:30, 6:30, 5, and 6:45 P. M a d hight, for Bristol, Trenton, etc. At 7.36 and 10 15 A. M., 12 M. S. 4, 6 b, and 6 P. M., for Corm-well's, Torrische Holmesburg, Tacouy, Wissinonning, Bridesburg, and Frankford, and at 10 15 A. M. for Bristol, Schenck's, Eddington, and 8 P. M. for Holmes-burg and intermediate stations. At 7:50 A. M., and 3:50 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigus, Elmira, Ithaca, Owego, Ro-chester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stoudsburg, Water Gap, Felviciere, Laston, Lambertville, Flemington, etc. The 3:50 P. M. Line connects direct with the trains heaving Edston for Mauch Chank, Allentown, Bethle

hem. efc. at 5 P. M. for Lambertville and Intermediate stations June 1, 1866. WILLIAM H. GATZMER, Agent

June I, 1866 WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD. SUMMER ARRANGEMENT. The Trains of the Petnsylvania Central Railroad leave the Depot. at Thirty-first and Market streets, which is reached by the cars of the Market Street Pas-screar Railway, running to and from the Depot. The last car leaves Fiol' street about 30 minutes prior to the departure of each Trains. On Sundays-Cars leave Eleventh and Markat streets 45 minutes before the departure of each Trains. Mann's Baggage Express will cai for and deliver

REIGHT LINES FOR NEW YORK AND

3 12

BENBY LYLEUEN, Secretary. NORTH AMERICAN TRANSPI

No. 133 South FOURTH Street

Indian Tribes on the Northern Border-Their Lodges, Churacter, Habits, and Depredations-Official Statement of the Government Agent.

The following report from the Agent in charge of the Blackfeet Indians was received at the In-

of the Blackfeet Indians was received at the In-dian Office October 5:— Foar BENTON, Montana Territory, August 30. —Hon. D.^{*}N. Cooley, Commissioner Indian Affairs, Washington, D. C.—Dear Sir:—I am un-able to give you any information respecting the Blackfeet tribe of my Indians, beyond the fact timi they are still, as they have been for some time past, in the British possessions. They trade at Fort Edmondton. Their lodges are not pre-cisely known, and what there are that generally come to the Agency for their annuities, they re-ceive the 3-22d part of all the goods sent. The treaty of last year they do not consider as

TECHNICAL WORDS.

In reading we frequently come across technics with which we are unacquainted, the under-standing of which is necessary to give us a correct idea of the subject. To obviate this diffi-culty we give a definition of some of the most common:-

| A firkin of Dutter | pounds. |
|--------------------------------------|--------------------|
| A sack of coa's | - 11 |
| A truss of straw | |
| A stave of hemp | |
| A sack of flour | |
| A quintal | - A - |
| A piggot of steel | 11. |
| A trues of hay | |
| A bash | inshels. |
| A kilderkin | gulions |
| A barrel | 11 HAR |
| A hombail | |
| A nunchoon Of | |
| | |
| | |
| price of wheat per quarter-to reduce | this to |
| | |
| | |
| ha the hered This. If whent is anot | me rate, |
| | A firkingot butter |

The treaty of last year they do not consider as binding on them, for they were numerically poorly represented at that treaty by their chiefs and head men. They are at open war in com-

INSURANCE COMPANY.

Market street.

Third street.

Enoch Lewis, late Gen. Sup't Penna R. R. Andrew Mehrlley, S. W. corner of Third and Walnut

G. C. Franciscus Gen. Agent Penna, R. R. Co. G. C. Franciscus Gen. Agent Penna, R. R. Co. Thomas K. Peterson, No. 2036 Market street. W. W. Kartz, Grm of Kuttz & Roward, 200 13 1000

QFFICE, NO. 415 WALN UTSTREET, FHILADELPHIA CAPITAL FAID IN, IN CASH, \$200,000. Tris company continues to write on Fare Risks only Its capital, with a good surplus, is saidly invested. 701

Losses by fire onvo been premptly paid, and more than

\$500,000 Distursed on this second within the past few years. For the present the office of this company with remain at Not 415 WALNUT STREET,

within a few months will remove to its OWS BUILDING S. E. CORNER SEVENTH AND CHESNET STREETS

Then as now, we shall be happy to insure our patronsa such tates as are conflictent with salety.

Such latter as are consistent with salety. Dilectors THOMAS CRAVEN, FURMAN SEEPFARD, TEOS. MACKELLAR, JOHN W. CLAGHORN, BILAS YERKES, JE., ALFRED S. GILLETI CHARLES I. DUPORT HE NRY F. KESNEY, JOSEPH KLAPP. M. D BILAS YERKES, JE., ALFRED S. GILLETI V. Fresident and Treisurer, JAMES B. ALVORD, Secretart, 1195

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY Capital and Assets, \$16,000,000.

Invested in United States, \$1,500,000.

Total Premiums Received by the Company in 1865, 84,947,175,

Total Losses Paid in 1865, \$4,018,250.

All Lones promptly adjusted without reterence to ATWOOD SMITH.

General Agent for Pennsylvania. OFFICE. No. 6 Merchants' Exchange 18 11 6:23

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELP 61A No. 111 South FOURTH Street. INCORPORATED 3: MONTH. 224, 1865. CAPITAL, 8160 600, PAID 18. Insurance on Lives. by Yearly Premiums; or by 5, 10, or 20 year Fremiums, Non-forceture.

of 20 year Premiums, Non-lorieiture. Indownenis, payabe at a uture age, or oh prior decesse by Yearly Premiums, or 16 year Premiums-both c a sets Non-forteiture. Annuties granited on favorable terms Term Policies. Children's Endownents This Company while giving the insured the security of a said up Ca. ffa, will divide the entitie prefits of the Lite buswess among its Policy holders. Moneys received at Interest, and paid on demand. Antherized by chariter to excent of russs, and to actis Excenter of Administrator. Assignee or Guardian, an in other fiduciary capacities, under appointment o any Court of this Commonwealth or of any person or er-sons, or bodies politic or corporate.

ons, or bodies politic or corporate. sons, or bodies politic or corporate. SAMUEL R.'SHIPLEY, JEREMIAII HACKER, JOSHUA H. MORBIS, EICHAED VOOD, CHARLES F. COFFIN. SAMUEL R SHIPLEY. THOMAS WISTAR. M. D., 7275 Medica Examiner, Legal Advisor.

 PHENNIX INSURANCE COMPANY OF PHI-IADELPHIA.

 CALLEPHIA.

 C

The undersigned citizens take pleasure in cheerin' y recommending the use of Wright's Tur Syrup for coughs, colds, consumption. whooping-cough, spotted (ever, iver complaint, pairs in the breast, oronchids, inflammation, and reatriculon of air vesses in the lungs, etc. The remedy should be in every family be that the treast, oronchids, inflammation, and reatriculon of air vesses in the lungs, etc. The remedy should be in every family be that the treast of the treas

N, E. corner Pine and Sixth streets

For sale also at JOHNSON, HOLLOWAY & COWDEN S, DYOTT & CO'S. A ad all principal Druggliss and Dealers. The subscriber would beg leave further to say that he is prepared to fill orders and forward the Syrup to any pirt of the country. Persons desiring other infor-mation by nail will inclose a postage stamp, and answers will admit Address WILLIAM B. WRIGHT.

320 No. 771 S. THIRD Street, Philadelphia, Pa.

SAMARITAN'S GIFT SAMARITAN'S GIFT!

THE MOST CERTAIN REMEDY EVER USED "YES, & POSITIVE CURE"

FOR ALL DISEASES ARISING FROM INDIS-CRETIONS.

Contains no Mineral, no Balsam, no Mercury,

Only Ten Pil's to be Taken to Effect a Oure. They are entitely vegetable, having no smell nor any unpleasant taste, and will not in any way injure the stomach or howels of the most delicate. Cutes in from two to four days, and recent cases in "twenty-four hours."

sent by mail. Price, Male packages, \$2. Fema'o, \$3 SAMARITAN'S ROOT AND HERB JUICES,

The Great Blood Parifier, and Remedy for

scrofula, Ucers, Sores, Spots, Tetters Scales, Boils, Etc.

For the above complaints the Samaritan's Root and Berb Julces, is the most potent and effectual romedy ever prescribed. It reaches and cradicates every par-tic coi the venereal poison. Will remove every vestige of impurities from the system, as well as all the bad effects of mercury. Price, \$125 per bottle.

chects of mercury. Price, \$125 per bottle. SAMARITAN'S WASH Is used in conjunction with the Boot and Herb Julces Full directions. Price, 25 cents. The old sickening and disgusting drups have to give way to remedies parely vegetable, pleasant to the taste an. A FOSITI VE CURE. Sold by DEMAS BARNES & CO., No. 21 PARK ROW and by Drug. Mas. DESMOND & CO., Proprietors. No. 915 RACE Street philedelphis. 9 15

A LL PERSONS WHO DO NOT ENJOY Consulting Dr. KINKELIN, German physician. Dr Kinkelin treats all diseases, propares and administers its own medicines. They are pure, safe, and reliable. He invites all persons suffering from disease to call on him. Consultation free during the day, and offices open till 9 o'clock in the evening. N. W. corner of THERD and ONION Streets, between Sprince and Pine treeds. 814 6m

Close at the Fhiladelphia Fost Office for all places on the read at dits branches at 5 A. M., and for the principal intions only at 375 P. M. 815 PHILADELPHIA, GERMANTOWN, AND NORRISTOWA RAILROAD. On and a ter WEDNESDAY, May 16, 1965, FOR GERMANTOWN Leave Philadelphia 6, 8, 0, 0, 0, 11, 12 A. M. 1, 2, 3°10, 36, 4, 5, 554, 6, 7, 8, 9, 10, 11, 72 P. M. Leave Celemantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M. 1, 2, 3, 45, 5, 66, 7, 8, 9, 10, 11, 72 P. M. The 520 down train, and 354 and 554 up trains will no stop on the Germantown Finnch. ON SUNDAYS. Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 45, 6, 664, 78, 9, 10, 11, 72 The 520 down train, and 354 and 554 up trains will no stop on the Germantown Finnch. Cleave Philadelphia 8, 8, 10, 12 A. M., 2, 34, 554, 7, and 11 P. M. Leave Chemut Hill 7:10 minutes, 8, 940, 1140 A. M. 140, 540, 540, 540, 540, 581, 70, 72 M. Leave Chemut Hill 7:10 minutes, 8, 940, 1140 A. M. 140, 540, 540, 540, 540, 540, 500 NORRISTOWN Leave Chemut Hill 7:10 minutes A. M., 2, 5, and 8 P. M. Leave Chemut Hill 7:10 minutes A. M., 12, 40, 640, an 925 minutes P. M. F. Leave Norritown 537, 750, 9, 11 A. M., 13, 434, 643 and 8 P. M. Leave Norritown 537, 750, 9, 11 A. M., 13, 434, 643 and 8 P. M. Leave Norritown 537, 750, 9, 11 A. M., 13, 434, 643 and 8 P. M. Leave Norritown 537, 750, 9, 11 A. M., 13, 434, 643 and 8 P. M. train will stop at School Lane, Wissa bickon, bi anayouk, spring Mil, and Conshoho. ken only ON SUNDAYS. Leave Philadelphia 6, 8 35 minutes, 11°05 A. M., 13, 45, 554, 654, and 113; P. M. Leave Norristown 7 A. M., 154, 410 Conshoho. ken only ON SUNDAYS. Leave Philadelphia 6, 8 35 minutes, 11°05 A. M., 13, 45, 554, 655, and 113; P. M. Leave Norristown 7 A. M., 254, 4 and 734 P. M. Leave Norristown 7 A. M., 250, 413, A. M., 25, 656 (55 P. M. ON SUNDAYS. Leave Philadelphia 9 A. M. 254, 4 and 734 P. M. Leave Norristown 7 A. M., 250, 4134, A. M., 25, 656 (55 P. M. ON SUNDAYS.

families and firms. SEASON TICKETS.

[6] P. M.
 ON SUNDAYS,
 Leave Philadelphia 9 A. M. 2M. 4, and 7% P. M.
 Leave Manayunk 7M A. M. 18, 6 and 9M P. M.
 W. S. WILFON, General Superintendent, [Depot NINTH and GREEN Streets

N ORTH PENNSYLVANIA RAILROAD. IN DEDO, THIRD Street above Thompson. For BETHLEHEM, DOYDESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES, BARRE.

BARRE. At 739 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazieton, Williamsport, and Solker berg. At 339 P. M. (Express) for Bethlehem, Easton, etc reaching Easton at 645 P. M. At 515 P. M., for Bethlehem, Allentown, Mauer

At 515 F. M. Jor Beillebem, Allentown, Mause Chunz. For Doylestown at 805 A. M., 250 and 415 P. M. For Doylestown at 805 A. M., 250 and 415 P. M. For Doylestown at 60 A. M. and H F. M. For Lansdale at 615 F. M. White cars of the Second and Third Streets Line City Fassenger Cars run direct to the depot. TRAINS FOR PHILADELFHTA, Leave Bethichem at 625 A. M. and 1225 Noon, and 15 F. M. Leave Boylestown at 640 A. M., 545 and 530 P. M. Leave Fort Washington at 1056 A. M. and 245 F. M. Deve Fort Washington at 1056 A. M. and 245 F. M. Philadelphia for Doylestown at 230 P. M. bethichem for Philadelphia at 7 0 A. M. Bethichem for Philadelphia at 439 F. M. Bethichem for Philadelphia at 439 F. M. Through Tickets mast be 300 cue of at the ticket offices. THIRD Street, or HENES Street. Vil

FREIGHT LINES FOR NEW YORK AND Fail the Stations on the CAMDEN and AMBOY and CHECK AND FAIL CAMDEN AND FAIL CAMDEN AND FAIL CAMDEN AND THE CAMDEN AND AMBOY BALLOAD AND AMB

THED Street, or MEARS SIFES. ST ELLIS CLARE, Agent, ALLS CLARE, Agent, 1866 - Phil, ADELPHIA AND ERIE RAIL 1866 ROAD. - This great inc traverses the North-ern and Northwest Counties of Pennsylvania to the city of Frie on Lake Erie. It has been leased and is operated by the Pennsy, annia Railroad Company. TIME OF PASSE NGLE THAINS AT PHILADELPHIA. Arrive Eastward-Erie Mail Train, 7 A. M.; Erie Ex-press Train. 12 M. Leave Westward-Erie Mail Train, 7 A. M.; Erie Ex-press Train. 12 M. Tasse cars run through on the Frie Mail and Ex-press trains both ways between Philade pha and Erie. New York CONNECTION. Leave Key ard 465 P. M., arrive at Erie 930 A. M. Leave Key at 465 P. M., arrive at New York 410 P. M. Elegant Sleeping Cause on al the night trains. For nformation respecting passenger basiness, apply at corner 7 HILTIFIE and MARKET Streets, Phila. And for 7 cuth business, of the Company's Agents, A. B. Kingston. J., corner Thirteenth and Market Agent, Phila. H. H. HOUSTON, General Frought Agent, Phila. H. M. HOUSTON, General Frought Agent, Phila. H. W. GWINNER General Treest Agent, Phila. H. W. GWINNER General Treest Agent, Phila. H. W. GWINNER General Treest, Star. M. Strest, JERSEY RAILROAD LINES, FROM

be sent with each load of goods, the best for the given. N.B.-Increased incliftles have been made for the transformation of live stock. Drovers are invited to try the route. When stock is inraished in quantifies of two the route. When stock is inraished in quantifies of two is street near the Drove Yard, or at Fier No. 1, oh street near the Drove Yard, or at Fier No. 1, white the shippers may designste at the time of stability of other information, apply to For terms, or other information, apply to No. 226 S. DE FAWATER Avenue. White dephase is not street.

<text><text><text><text><text><text><text><text><text><text>

A.L. TYLER G crafts Diministrative WEST JERSEY RAILROAD LINES, FROM mencing MONDAY, September 24 1866 LEAVE PHILADELPHIA AS FOILOWS: LEAVE PHILADELPHIA AS FOILOWS: Soft Stidgeton, Ralew, Millville, and all intermediate stations, at 8 A.M. Mail. 350 P. M., Passenger. For Usedbury, 8 A.M. 350 P. M., and 6 P. M. For Case Bay, at 350 P. M. RETURNING TRAINS LEAVE Woodbury at 715 A.M. 3640 A.M., and 4 54 P. M. Bridgeton at 765 A.M. and 350 P. M. Freight, 6 30 P. M.

Salem at 6 60 A. M. and 3 45 P. M. Freight 5 45 P. M. Multville at 6 55 A. M., and 3 98 P. M. Freight, 6 10

P. M. Cape May at 11 45.A. M. Parsenger and Freight. Freight will be received at Socond Covered Whart below Wainut street, from 706 A. M. until \$00 P. M. That received before \$60 A. M. will go through the same day.

day. Freight Delivery, No. 228 S. DELAWARE Avenue. 125 J. VAN RENBSELAER, Superintenser

Strange f. in