THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, AUGUST 14, 1867.

THE INDIAN QUESTION. To the Editor of The Evening Telegraph .-

Who can withhold the tear of sympathy for the oppressed red man, and the deep regret at the wretched policy of settling the present troubles? Some demand action in the "Indian style" of warfare, with all the borrors of extermination, while from every side come carnest inquiries for a better plan. There is a division of sentiment in the National Government, and chairman of Indian affairs recently said:-If the red man has any friends, now is the time for them to act." Let every one give of the light within.

My mind is drawn more to a presentation of convictions for the scalement of the difficulty than to add to the vast testimony of outrages already before the nation, though I cannot omit a reference to the latest report of Captain Hughes, which has come to my notice. A valuable horse had been stolen from the whites, and a demand was made of the Crow Indians for the thicf. The chief surrendered him, and he came out armed to the teeth. He was lassoed, and then hanged in the presence of his tribe. Under the laws of the United States theft is not punish with death, not even when the thief is said to be civilized, and surely, if among those who are called savage, there is need of greater charity. We always grant the accused a trial and a fair hearing, and where there is a prompt surrender and a frank confession, as in this case it is horrible to take life on the spot. No wonder the Indian becomes exasperated. I have no doubt but the good old plan which

was found to answer two hundred years ago would at least form the basis of successful action.

A few months since, when a delegation of In-dian chiefs were in the city, one of the Chip-pewa tribe, Enmeyanbown, called on me and said :-- 'The Quaker speaks from his heart; in Washington the white man speaks from his pocket. We have heard of William Penn; we want to see his grave "

want to see his grave." There are certain principles which never die, and which never fall in producing satisfactory results. These principles are understood by the Friends, who, from experience, tuition, and suffering, make them the basis of their faith. They may be comprehended in pure universal

love, peace, and good-will. The requirement, then, of the hour is a prac-tical use of this belief, by those who know the truth and feel that the way is revealed unto them.

Our pioneer settlers'are in imminent danger, the poor wronged red man is deceived and dis tracted, armies are in motion, and who can tell the blood and treasure, the loss and cost that will requite the great mistake of our age. tremble for the suffering of the coming winter. No pation in the world treats its avorigines worse than this nation has done and is doing.

I am convinced that we should reverse the present order. Instead of driving the Indians further and further off, we should draw them nearer and nearer to us; we require certain ele-ments, which they possess, in the blood and body pelitic of the nation. Rather than herd them together, let them mingle with us. Instead of erecting forts in their very faces and placing standing armies in their midst, a course at once calculated to provoke resistance, we should place the teacher and the friend among them.

The same treatment given the black man will serve for the red man. With all the schools and teachings and preachings for the colored people, nothing has been so efficient as the single simple secret of proving there was love in our hearts for them. They had long known of hate, and it was death to them; now they respond to love, and it is life to them and to the nation. So with the Indian; he is in insurrection against wrong and oppression; let him know we love him, and how quickly will he reply with friendship and peace! Give him an interest in the great railroads of the West, show him their use, and when he visits us, let him touch the heart of the people. Take out of the Constitution the words "Indians not taxed," for this is in connection with slavery. We should retain no invidious distinctions, and if the tax is the requisite of the vote, and conse quentity of representation and equality, take off the stigma. The cause of equal rights and absolute justice must comprehend this duty, for without it our republican idea is compromised. am further convinced that, as Pennsylva-

nians, enjoying the security and repose of a home vouchsafed by the friendly treaties of

we feel to be from the Great Spirit, the common loving Father of us all. He has antinated us with a desire to thus communicate with you, and He will, we feel, keep our affection warm towards you, for His love "anoweth no distinction of nation, tongue, or people, and extendeth to the remotest parts of the carth."

In addition to this, if a delegation would visit Washington with the protest against the present system, and offer practical suggestions for a better one, asking for permission to cross the mil-tary lines, and that the army be kept back, while the right hand of love and peace is extended to the Indians, and the comforts of life given them, it seems very clear to me it would be success-tul, and again realize that "one may chase a thousand.

I am well satisfied the Government way is not our way. True, the recent act of Congress is a very great improvement, but the commission spointed is mainly military, of which General Sherman is a member. This policy is one of extermination. A recent letter from the Com-missioner of Indian Affairs is somewhat encour-aging. He writes me on the 2d Instant:-"The genuine spirit of the Christian philanthropy has invariably distinguished the Society of Friends in all its history, and the tender of the services of Friends in the re-establishment of peace, does honor to them, and is very gratefully ap-preciated by me." He goes on to speak of the Act of Congress and of the commission already appointed, and says he will present these propositions to the first meeting thereof.

But their plan is for reservations, and one of the principal objects is to push the Pacific Rail-road through with the sword and the bullet, if it cannot be done in any other way. The railroad had better not be laid if it must be laid in blocd. The civilization that is opposed to Christianity is a failure. Then they vote \$150,000 to carry out such provision, \$300,000 for the support of such friendly In-dians as may separate from the hostile bands, and if the Commission fail to secure peace and the consent of the Indians to remove to the selected reservations, the Secretary of War is authorized to accept the services of mounted volunteers, to the number of four thousand, for the suppression of hostilities. This is a species of the cld colonization plan, with the bullet behind it. It never answered for the negro; it

will never satisfy the Indian. But all this proves the necessity of our acting. It is estimated that one million of dollars a week are required to carry on the present campaign, and if the contemplated additions are

made it will cost that much per day. May we not ask all Friends, either men or women, who feel a sympathy in this movement, to send their names to the office of this paper? Thus we may find enough who will aid in forming the proposed delegation; and if it seem bet-ter to await the action of the present Commission-though if it go not in the spirit of love, justice, and peace, it will surely fail-we will do so, and perhaps merely visit Washington, or correspond with the proper persons prior to the starting of the Commission, for there is as much. if not more, to correct at home, as there is abroad, and our time for action will come.

Already sincere triends have consented, who will willingly co-operate with any persons who are filled with the divine spirit of good, irrespective of sect or name, and in the mysterious workings of truth by our love for the wronged, the needy and suffering, and our determination to "break every yoke and let the oppressed go free," we may cement again those bonds of brotherhood which never should have been broken. ALFRED H. Love. Philadelphia, Eighth month 5th, 1867.

WOMAN AND HER POSITION.

"With regard to the doctrine of Woman's Rights, the venerable Dr. Todd, of Pittsfield, says the root of the great error of our day is, that woman is to be made independent and self-supporting - precisely what she never can be, because God never designed she should be. Her support, her dignity, her beauty, her bonor and happiness, he adds, ite in her dependence as wife, mother, and daughter,"-Ledger. To the Editor of The Evening Telegraph:-

The above paragraph is going the rounds of those newspapers whose pious editors seem willing to concede to women the divine right to starve, steal, and prostitute themselves by marriages of expediency, rather than see them use the talents and energy which God has given them to acquire an honorable name and position among **RAILROAD LINES.**

NORTH PENNSYLVANIA RAILROAD.-N ORTH PENNEYLVANIA RAILROAD.-THE MIDDLE KOUTE.-Shortest and most direct route to Betblehem, Allentown, Mauen Chunk, Haselton, White Haven, Wilkesbarre, Mahanoy City, Mount Caimei, and all points in the Lehigh, Ma-hanoy, and Wyoning cosis regions. Passenger Depot in Philadelphia, N. W. corner of BERES and AMERICAN Streets. EUMMER ARRANGEMENT. NINE DAILLY THAINS. On and sher WEDNESDAY, May 5, 1867, Passenger trains leave the New Depot, corner Berks and Ameri-can streets, daily (cunnays excepted), as follows.-A1746 A. M.-MorLing Express for Bethlehem and Principal Stations on North Pennsylvania Rairoad, connecting at Bethlehem with Lehigh, Maiby Hairoad for Allentown, Caimanuqua, Elatington, Manch Chunk,

connecting at Bethiehem with Lehigh Valley Railroad for Allentown, Catananuqua, Siatington, Mauch Chunk, Wentherly, Jeansville, Hazelton, White Haven, Wilkenbarre, Kingston, Pittston, and all points in Lebigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Hailroad, for Rahanoy City at 2 P. M., Mauch Chunk at 1208 A. M.; at Wilkes-barre at 8 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, pussing Eethichem at 1155 P. M., for Easton, and points on New Jersey Central Bailroad to New York.

At 145 A. M .- Accommodation for Doylestown, stop-At 8'45 A. M. -- Accommodation for Doylestown, Atop-ping at all intermediate stations. Passengers for Willow Grove, Hathoro, and Hartsville, by this train, take the stage at Old York road. At 8'15 A. M. -- Accommodation for Fort Washing-ton, stopping at intermediate stations. At 1'8', P. M. -- Express for Bethelsem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Malanoy City, Centralis, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quaker-town.

At 245 P. M .- Accommodation for Doylestown, topping at all intermediate stations. Passengers take inge at Doylestown for New Hope: at North Wales

for Sumneytown. At 4 P. M. — Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington: for Lumberville at Doylestown. At 520 P. M. — Through accommodation for Bethle-bern and all stations on main line of North Pennsyl-vania Kaliroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Clunk. alley Evening train for Easton, Allentown, and fanch Clunk. At 0.20 F. M.-Accommodation for Lansdale, stop-

ning at all intermediate stations. At 11:36 P. M.-Accommodation for Fort Wash-

AT 11:36 P. M.-Accommodation for Fort Wash-ington. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 915 A. M., 206 and 8:40 P. M. 2:05 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 11:20 A. M. arrive in Philadelphia at 2:05 P. M. Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 6:15 P. M., and arrive in Philadelphis at 8:40 P. M. From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M. From Lansdale at 7:30 A. M.

From Doylestown at \$25 A. M., 510 P. M., and 740 P. M. From Lansdale at 730 A. M. From Fort Washington at 1150 A. M. and 335 P. M. ON SUNDAYS. Philadelphia for Bethlenem at 930 A. M. Philadelphia for Doylestown at 245 P. M. Doylestown to Philadelphia at 730 A. M. Bethlenem to Philadelphia at 730 P. M. Bethlenem to P. M. Bethlenem to Philadelphia at 730 P. Bethlenem to P. M. Bethlenem to P. Bethle

No. 105 S. FIFTH Street.
 W EST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
 SUMMER ARRANGEMENT.
 Gand atter MONDAY, June 44, 1987. Trains will leave Depot. THIRTY-FIRST and CHESSNUT Streets, west Philadelphia, as follows: Leave Depot. THIRTY FIRST and CHESSNUT Streets, west Philadelphia, as follows: Leave West Chester, at 715 A. M., 10.2, M., 730 P. M., 415 P. M., 450 P. M., 700 P. M., and 10.20, M.
 Leave West Chester for Philadelphia, from Depo. on East Market street, at 615 A. M., 715 A. M., 730 and 1046 A. M., 155 P. M., 400 P. M., 301 Peav-ing Philadelphia at 62 P. M., will stop at B. C. Junc-ton and Media only.
 Tatios leaving West Chester at 7.30 A. M., and leav-ing Philadelphia at 62 P. M., will stop at B. C. Junc-ton and Media only.
 Basengers to or from stations between West Ches-er and B. C. Junction going east, will take train leaving West Chester at 7.36 A. M., and going west will take train leaving Philadelphia at 630 P. M. transfer at B. C. Junction.
 Leave Media for Philadelphia at 640 P. M.
 Stopping sta ill stations.
 The Market Street cars will be in walting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving front and Market streets thirty minutes previous to conta the market street thirty minutes previous to conta the market street the cars connect with

Front and Market streets thirty minutes previous to detarture. The chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Cam-den and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot. ON SUNDAYS. Leave Philadelphia at 5% A. M. and 2 P. M. Leave West Chester at 7% 5 A. M. and 2 P. M. Leave West Chester at 7% 5 A. M. and 2 P. M. The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market street shirty-five milnites before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city. Trains leaving Philadelphia at 7% A. M. and 4% 9 P. M., connect at E. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate pointa. Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case he responsible for an amount exceeding one hun-dred dollary unless a special contract is made for the

RAILROAD LINES,

TDENNSYLVANIA CENTRAL RAILROAD

SUMMER TIME, TAKING EFFECT JUNE 2, 1897, The trains of the Pennaylvania Central Railroad leave the Depot, at THIETY, FIRST and MAIK ET streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chee-nut and Walbut Streets Railway run within one sonare of it.

Market Street Frasenger Railway. Those of the Chee out and Walbut Streets Railway run within one square of it. On Sundays-The Market Street cars leave Froni and Market Streets thirty-five minutes before the departure of each train. Steeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesnut streets. Agents of the Union Transfer Company will call for and deliver bassage at the Depot. Orders left at No. 50 (chesnut street, or No. 1 South Eleventh streets, will redeliver street, or No. 1 South Eleventh streets, will redelive street, or No. 1 South Streets the Street, will redelive street.

TRAINS LEAVE DEPOT, VIZ .receive at

	MB11 Train and an and
14	Paoli Accommodation, No. 1
1	Fast Line and Erie Express
21	Paol Accommodation, No. 2 100 P. M.
ы	Harrisburg Accommodation \$30 P. M.
1	Lancaster Accommodation 4'00 P. M.
	Lancaster Accontinousion
-1	Parkenburg Train
ч	Western Accommodation Train 5'40 P. M.
1	Cincinnati Express
1	1/2/10 Mail 730 F. Ma
- 1	Paoll Accommodation, No. S
1	Phindelphia Express
- 1	Finite arout leaves daily awound Salarday

Erie Mail leaves daily, except saturday, All other trains

Philadelphia Express teaves daty, an one daily, daily, except Souday. The Western Accommodation Train runs daily except Sonday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent,

accommodations, apply to FRANCIS FUNK, Agent, No. 137 DOCK Street TRAINS ARRIVE AT DEPOT, VIZ .:-Chelman Exures 175 A. M.

1	Philadelphia Express,	7*10	A.:	M.
1	Fuindeiphin Faintens.	Sec. Sec.	-	100
1	Erie Mall	1.10	49.4	29.
1	Paoli Accommodation, No. 1	8.20	As	м.
ł	Parkesburg Train	9*20	Α.	M.
1	Inventor Train	2540	2.	M
1	Fast Line and Eric Express	1.10	P.	M.
	Paoll Accommodation, No. 2	4.10	\mathbf{P}_{i}	M
1	Day Express	6.20	\mathbf{P}_{i}	M
1	Paol Accommodation, No. 8	79.42	P.	M
	Phon A Commodation 1 1 0 0	0 80	5.	125
1	Harrisburg Accommodation	8.00	A. 1.	41,

by special contract. EDWARD H. WILLIAMS,

..... 8.00

lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edge water, Riverside, Riverton, and Palmyra, At 5 and 10 A. M., 1. 4, 6, and 11:30 P. M., for Fish

The 1 and 11'30 P. M. Lines leave from Market

Street Ferry, upper side, LINES FROM KENSINGTON DEPOT

Will leave as follows:--At II A. M., 4'30 P. M., and 12 P. M. (night), via Ken-nington and Jersey City, New York Express Lines.

The state of the s

At 8 and 10'15 A. M., 2'30, 4'30, 5. and 12 P. M., for Schencks. At 10'15 A. M., 2'30 and 5 P. M., for Eddington, At 7'30 and 10'15 A. M., 2'30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. BELVIDERE DELA WARE RALLROAD LINES, From Kensington Depot. At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigna, Elmira, Ithaca, Owego, Rochester, Binghamion, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc, etc.

etc. etc. At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-hem, etc.

At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-

At 120 A. M., and 130 and 630 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3 25. The 120 A. M. and 6 30 P. M. Lines will run daily. All others, Sundays excepted. July 15, 1857. WM. H. GATZMER, Agent,

FOR CAPE MAY BY BAILROAD, FROM

R E A D 1 N G E A I L E O A GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OI PENNSYLVANIA, THE SCHUYLKILL, SUB QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, KORTHWEST, AND IHE CANADAS SUMMER ARANGEMENT OF PASSENGEE TRAINS, May 6, 1807, Lesving the Company's Depot, al THIRTEENTE and CALLOWHILL Streets, Philadelphia, at the fol-lowing bours-<text>

RAILROAD LINES.

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SHIPPING

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED BATES, DRAFTS AVAILABLE THROUGHOUT ENGLAND INCLAND, SCOTLAND, AND WALES, FOR SAILCUIRTS ADDIVID

THOUGH AIR LINE TO NEWBERN. AND VEST. THROUGH AIR LINE TO THE SOUTH AND WEST. THROUGH RECEIPTS TO NEWBERN. Also, all points in North and South Carolina, Vis Seaboard and Randoke Kallroad, and in Lynchburr. Va., Tennessee, and the West, via Norfolk, Peters burg, South-Side Railroad, and Richmond and Dane ville Railroad.

ville Railroad, The regularity, safely, and cheapness of this route commend is to the public as the most desirable mass dlum for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Eteamships insure at lowest rates, and leave regu-larly from first wharf above Market street. Freight received daily. WM. P. CLYDE & OO. No. 14 North and South Wharves. W. P. PORTER, Agent at Richmond and Chy Point.

T. P. CROWELL & CO, Agents at Norfolk. 61

T. P. CROWELL & CO, Agenis at Noirolk. II THE PHILADELPHIA AND SOUTHERN MAIL STREAMSHIP COM-FANY'S REGULAR SEMI-MUNTHLY LINE, TOM NEW ORLEANS, LA. JUNIATA, EIS tons, Captain J. F. Hozle, TIOGA, 10% tons, Captain J. F. Hozle, STAR OF THE UNION, (1078 tons,) Captain T. H. STAR OF THE UNION, (1078 tons,) Captain T. H. STAR OF THE UNION will leave for New Orleans on SATURDAY, August Sith, from Fler Ne. Is (second wharl below Spruce street). The TIOGA will leave New Ofleans for this port August 17.

The TIOGA will leave New Orleans for suits poer August 17. Through bills of lading signed for freight to Mobil a. Galveston, Natchez, Vicksburg, Memphis, Nashvill or Cairo, St. Louis, Louisville, and Cincinnais. WILLIAM L. JAMES, General Agent, 412] No. 314 S. Delawaro swanne. Agents at New Orleans, Creevy, Nickerson & Co.

Agents at New Orleans, Creevy, Nickerson & Os. THE PHILADELEPHIA AND SOUTHERN MAIL STRAMSHIP OUM-FOR SOUTHERN MAIL STRAMSHIP OUM-WY OMING, 550 tons, Captain Wm, Jonningt, WY OMING, 550 tons, Captain Jacob Tesl. Those tesmship TONA WANDA will leave for the above port on Saturday, August 17, at 5 o'clock A. M., from second whard below Sprace street. Through passage tickets sold and freight taken for all points in connection with the Georgie Central Rall-road. WILLIAM LI JAMES, General Agent, Agents at Savannah, Hunter & Gammell. [41]

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-FANY'S REGULAR BEMI-MONTHLY LINE FOR WILMINGTON, N. C. The steamship PIONEER, Siz tons, Captain J. Ben-nett, will leave for the above port on TUESDAY August 29 at so'clock A. M., from Pier 18 (second whar below Surgestinget).

August 20 at so clock A. M., from Fier is descent below Spruce street), Bills of lading signed at through and reduced rates to all principal points in North Carolina, Agents at Wilmington, Worth & Daniel. WILLIAM L. JAMES, General Agent, WILLIAM L. JAMES, General Agent, 11 No. 314 S. Delaware avenue.

CARRYING THE UNITED STATES MAIL

For Freight or Passage apply to THOMAS WATTSON & SONE, 518 No. 140 N. DELAWARE Avenu

leamers leave regularly from the first wharf above

etc. etc. For further information, apply to JOHN D. RUOFF, Agent, 5 161 No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELA ware and Karitan Canal. Express Stamboat Company Steam Pro-petiers leave Daily from first wharf below Marked street. Through in twenty-four hours. Goods for warded to all points, North, East and West, freed

ommission. Freights received at the lowest rates. WM. P. CLY Dic & CO., Agents, No. 14 South Wharves.

FUR NEW TURK. -SWIFTSUR Transportation Company Despatch and Swiftaure Lines, via Deisware and Earlian Canal, on and after the 15th of March, leaving daily at 18 M. and 5 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken upon scoommoda-ting termin, apply to WILLIAM M. BAIRD & OB., 132 No. 162 S. DELAWARE Avenue

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JAMES HAND, Agent, No. 104, Wall street, New York,

ginia.

A KAR

HAVANA STEAMERS.

TARE.

STEAM TO LIVERPOOL-CALL-

Leaving in Company's Jonobi at Arita and the fol-and CALLOW HILL Streets. Philadelphia, at the fol-lowing bours:-MORNING ACCOMMODATION. At 7:30 A. M., for Results and Intermediate Stations Returning, jeaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M. MORNING EXPRES. At 5:15 A. M., for Reading, Lebanon, Harrisburg, Potaville, Pinegrove, Tamaqua, Sunbury, Williams-ort, Elmira, Rochester, Niasara Falla, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc. The train connects at EkaDING with East Penn-sylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at POET CLINTON with Catawissa Ballroad trains for Will hamsburg, Lock Haven, Elmira, etc., at HARRIS BUHG with Northern Central Comberiand Valley and Schuylkill and Susquebanna trains for Northorm-berand, Williamsport, York, Chamberaburg, Pine-grove, etc.

and Schuylkill and Singuehanna Grans for Northomberiand, Williamsport, York, Chambersburg, Pinegrove, etc.
 AFTERNOON EXPENSE
 Leaves Philadelphia at 8'30 P. M., for Reading poinwille, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
 POTISTOWN ACCOMMODATION
 Leaves Philadelphia at 6'30 A. M., stopping at Internediate Status at 8'45 P. M., Returning, leaves Philadelphia at 6'30 P. M.; arrives in Philadelphia at 9'00 P. M.; arrives in Potatown at 8'45 P. M., Returning, leaves Philadelphia at 6'00 P. M.; arrives in Potatown at 8'45 P. M., Returning, leaves Philadelphia at 6'00 P. M.; arrives in Potatown at 8'45 P. M., Returning, leaves Philadelphia at 6'00 P. M.; arrives in Reading at 7'46 P. M.
 Trains for Philadelphia leave Harrisburg at 8'10 A.
 M., and Potaville at 5'45 P. M., arriving in Philadelphia at 6'00 F. M.; arrives in the file of the statistic stration for the state of the state of

Leaves Reading at 715 A. M., and Harrisburg at 410 F. M. Connecting at Reading with Atternoon Accommodation south at 830 P. M., arriving in Phila-delphia at 910 P. M. Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Pottsville and all way stations. Leaves Pottsvilleat 706 A. M. for Philadel-phia and all way stations. All the above trains run daily. Sundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 317 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 426 P. M. CHESTER VALLEY RAILBOAD.

Reading at 5'00 A. M., returning from Reading at 4'26 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:20 A. M., and 5'00 P. M. trains from Philadelphia, returning from Downingtown at 6'10 A. M. and 1'00 P. M. NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 1'80 A. M and 1'50 and 10'06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pitts-burg, Chicago, Williamsport, Elmira, Balifmore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 3 and 8'45 A. M. and 9 P. M., passing Reading at 4'3 and 1'80 A. M., and 9'P. M., passing Reading at 4'3 in New York at 10'10 A. M., and 4'40 and 5'20 P. M Sleepingcans accompany these trains through between Jersey City and Pittsburg, without changs. A mail train for New York leaves Harrisburg at 2'11 P. M. Mail train for Harrisburg leaves New Yori at 2'M.

P. M. Mall train for Harrisburg leaves New Yori at 2 M. SCHUYLEILL VALLEY RAILROAD, Trains leave Fotsville at 7 and 1120 A. M., and 71 P. M., returning from Tamaqua at 735 A. M. and 114 and 415 P. M. St HUYLEILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and from Tre-mont at 735 A. M. and 525 P. M., and from Tre-mont at 735 A. M. and 525 P. M. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

all the principal points in the North and West and Canada. Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Poitstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Poitstown Accommodation trains, at reduced rates.

stations, by Reading and Polistown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadeiphia, or of G. A. NICOLLS, General Superintendent, Reading:-COMMUTATION TICKETS

COMMUTATION TICKETS At 25 per cent, discount, between any points desired for families and firms. Good for 2000 miles between all points, \$52:50 each for families and firms. EASON TICKETS, For three, six, nine, or twelve months, for holders only, to all points, at reduced rates, CLERGY MEN Residing on the line of the road will be furnished cards entilling themselves and wives to tickets at half fare. EXCURSION TICKETS

EXCURSION TICKETS

William Penn, we should declare that the children of an All-wise Creator should be recognized and treated as members of the human tamily and that the Indian, being created for some wise and beneficent purpose, is a proper object for our care, protection, and regard, and that while some may cry exterminate, we reply perpetuate and civilize; while some say die, we say live; while some say suffer, we say prevent suffering. That love, justice, protection, and assistance are better than hate, oppression, neglect, and in-jury, and the Indians, loving the same joys, and ieprecating wrongs, should share in such control over the homestead and the appropriated domain as is granted to others, located on other sections, territories or States of our country: and that tair and proper representation from their own people, chosen by themselves, is in the spirit of equal justice; this representation to receive compensation and present the needs, the sufferings, and the demands of the different tribes.

That care should be exercised in sending out agents; they should be free from selfish and avaricious motives. They should be of known integrity of heart and purpose, never trading in freeims and intoxicating liquors, but careful that the funds appropriated shall' be faithfully disbursed.

That in placing teachers among them, it should be with the view of more intimate association, as well as instruction in all the branches of industry and the comforts and customs of civilized life; and while keeping aloof from sectarian teachings, and respecting as far as possible their sincere religious devotion, opening the avenues of a kind, fraternal intercourse and reciprocal commerce, and thus prepare them for full citizenship.

That a communication and correspondence should be opened with such tribes as can be reached, with a message in the following spirit: I can friends, neighbors, and children of the same Great Spirit, illed with love, sympathy, and peace, we now address you. Thinking you may not fully understand that there is a deep, abiding interest in your welfare and happine existing in the hearts of at least a portion of the American people, we, as Pennsylvaniaus, grateful for the friendly treaties of our foreathers, desire to make known to you that we harbor no animosity; that we wish to give you our knowledge, growth, happiness, and abandance, so far as the gift may be in our power to bestow and in yours to receive.

We would have you know that our Govern-ment is from the people, and changes in accordance with popular sentiment, and we encourage and a participation therein, that you may state your grievances, your sufferings, and your re-quirements, and thus mould public opinion, and obtain that assistance which will make you happier, and give to us of your wisdom, endurance, and bravery, and thus contribute to the common welfare of humanity.

We deeply sympathize with you in your trials and persecutions, and the reported injuries to our pioneer settlers have filled us with sorrow. know you have many provocations, and me shall strive to prevent them, and at the same time do most carnesily call up a you to with-hold the hand of violence and bloodshed. We abhor and deprecate war. It is always attended with suffering, and fails to establish the bless, ings of amity and peace. If there are wrongs to be redressed, or rights to be vindicated, we can better settle them before than after a war, and we urge you to desist and meet with our represcrtatives, and then agree upon a plan mutually acceptable-alike fair, kind, and just.

It good and true teachers offer to come among you, we would have you accept them; they will not seek to disturb your sincere religious faith in the Great Father, to whom we all how in reverence, but will give you the means whereby your minds may be cultivated, and thus aid you in a closer bond of union with the Republic. should be to you ever a hope and a helo. And if a delegation of sincere triends visit you, as way may open, welcome them, for they with leave endeared homes to carry from us the faith and affection in our hearts for you, which ! nd independent.

A CONTRACTOR OF THE OWNER OWNER

the world's workers and benefactors.

It is presumed that the entire female sex will agree with Dr. Todd that a woman finds her most acceptable occupation and greatest happiness in wife duties and mother duties; but that her "support, her dignity, her beauty and her honor, lie in her dependence upon man," is an assertion as false as it is toolish, and is unworthy any enlightened or liberal divine.

It is pleasant for all women to be tenderly cared for and carefully sheltered from the rough winds of adversity. It is great happiness, in all times of joy and prosperity, to see gladness reflected in eyes we love, and it is very comforting in days of sorrow to take refuge in the affection of a true heart, and rely for succor or defense upon a strong arm; but there are thousands of women who find neither this refuge nor this detense, but who are, with sad hearts and fainting frames, almost hopelessly combating these oldtime superstitions which pronounce it unwo-manly for women to be independent, in the hard endeavor to gain for themselves and others, who look to them for help, the bareat necessaries of life. It is not for the daughters of ease and luxury, the adored of fathers, husbands, and brothers-the lilies that toil not and spin not and are yel arrayed more gorgeously than was Solomon in all his glory— that the advocates of female suffrage are working for. Orphaned girls, widowed mothers, homeless, toiling single women, are those for whom they seek this right. The present writer regards the advantage to be obtained for women their own votes as mythical or loconsiderable, and believes that better educational privilege, a more extended field of labor, and living wages, are the rights which underlie all others, and which will prove the stepping-stone to all others really desirable. This, however, is not intended as a disclatmer against sympathy with others whose opinions are more radical.

Probably the Rev. Dr. Todd would decline to answer if he were asked, Why, if God designs women to be dependent upon men (as he as-serts), should He permit so many to lack husbands, fathers, brothers, sons? And why allow these husbandless, fatherless, and brotherless females to have the sole care of a family of helpless little ones, and perhaps the support of aged or invalid female relatives resting upon them? If God never intended them to become self-supporting, independent human beings, it is certainly not in accordance with what we have been taught to believe of His providence, that He should remove from or fail to bestow upon them those natural protectors(?), who give to them all they must hope to possess of "honor, dignity, and beauty." Does Christ, or His Apos-, enjoin marriage as obligatory upon women? St. Paul specially advises against it, though this advice is ignored almost universally by those who quote most frequently "I at momen keep silence in the character; and if any would learn wisdom, let them seek it of their husbands at

Christ said to His chosen disciples, "Feed my sheep," and perhaps the reverend clergy who so violently protest against the moral, mental, and pecuniary independence of women, have at last arrived at the conclusion that it is their duty to supply those children of the Almighty Father not alone with spiritual food, but with the solid and material sustenance which nature demands. Probably, instead of making them the begrars of the Church, and the almoners of its scanty alms, and inciding them to bold and unwomanly efforts to obtain money to sustain home and foreign missions, and educate plous young men for the Gospel ministry, they have decided (each believer in woman's right to be idle comberers of the ground) to set apart a goodly portion of their fat salaries, and forego their yearly visit to Europe and elsewhere, in order that these women who have no male relatives to support them may not violate any of the Gospel declarations by becoming what God never designed them to be, self-sustaining MAC. WATER Internet in the second

case be responsible for an amount tact is made for dred dollary unless a special contract is made for HENRY WOOD. forithe 4 182 General Superintendent. PHILADELPHIA AND ERIE RAILBOAD.-

SUMMER TIME TABLE. Through and direct route bötween Philadelphia, Balumore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania. ELFGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Erie Ballroad will run as follows:-

I		WESTWARD.			
I	Mall Train les	ves Philadelphia	7.00-1	2.	M
1	AA 43 1441A	ves Williamsport 4	*30.2	Δ.,	M
1	47 47 BTT	ives at Erie	4:08	Ρ.	M
ł	Erle Express	leaves Philadelphiai	1001	10	on
1	1	eaves Williamsport	8.46]	Р.	M
1	1. 1. 1	arrives at Erielo	100 4	Δ.	M
I	Elmira Mail le	eaves Philadelphia	·00 /	1.	M
1	1 10 10 10	eaves Williamsport	645	Ρ.	M
1	46 44 8	rrives at Lock Haven	8.10	Ρ.	M
1		EASTWARD.			
		man Trant at	C+16.0		

 PHILADELPHIA AND BALTIMORE CEN TRAL RAILKOAD, Summer Arrangements, on and atter SATURDAY, June 1, 1857, Trains will cave Philadeiphia, from the Depot of the West chester and Philadeiphia Railroad, corner of dephile, at 715 A. M. and 450 P.M.

 — Market Train, with Passenger Car attached, will fun on Tuesdays and Fridays, leaving the Rising Sun at 150 A. M. and 450 P.M.

 — Market Train, with Passenger Car attached, will fun on Tuesdays and Fridays, leaving the Rising Sun at 165 A. M., Oxford at 1200 M., and Kennett at 1900 P. M., connecting at West Chester Junction with a train for Philadeiphia at 230 P. M., run ing through to Oxford.

 — The Train leaving Philadeiphia at 718 A. M. con-fects at 0xrord with a daily line of Stages for Peach fortom, in Lancaster county. Returning, leaves peach Bottom to connect at 0xford with the Atter-tor. Train ice Philadeiphia at 430 P. M. runs to Rising.

 — The Train leaving Philadeiphia at 430 P. M. runs to Rising Sun, Md.

 — Basengers allowed to take wearing apparei only and the Contract be made for the same contarts on philadeiphia.

 — Basengers allowed to take wearing apparei only and the Contract be made for the same contarts on philadeiphic Stages on hundred collars, under a amount exceeding one hundred collars. M. M. M. SCHORM OND, General Son's.
 DHILADELPHIA AND BALTIMORE CEN

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Phila telphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro Newbern, Charleston, Savannah, Raleigh, Charlotte,

Columbia, Macon, Augusta, Montgomery, Mobile New Orleans, and Intermediate points, For tickets and information inquire at Offices, Nos 411 and 525 CHENNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue. [713m] H. V. TOMPKINS, General & gent. Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

WEST JERSEY RAILROAD.

BUNDAY MAIL TRAIN FOR CAPE MAY, Commencing SUNDAY, June 25, 1867, the SUNDAY MAIL AND PASSENGER TRAIN will leave Phila-delphia, foot of Market atteret (upper farry), at 7 A. M. Returning leave Cape Island at 8 P. M., stopping at principal Stations only. Fare sout. Excursion Tickets, 64 80. Good this day and train only. WILLIAM J. SEWELL,

WILLIAM J. SEWELL, Suparintendent,

6 20 19

Commencing SATURDAY, July B. 1867, 9.60 A. M. Morning Mail, Due 1225 P. M. 3.00 P.M. Cape May, Passenger, Due 718 P. M. 4.00 P. M. Express, Due 706 P. M. RETURNING TRAINS LEAVE CAPE ISLAND.

630 A. M. Morning Mall, Due 1047 A. M. 900 A. M. Fasi Express, Due 1047 A. M. 900 P. M. Cape May Express, Due 207 P. M. 5000 P. M. Cape May Express, Due 325 P. M. The SUNDAY MAIL and PASSIENGER TRAIN leaves Philadelphia at 700 A. M., returning leaves Cape Island at 500 P. M. Commutation tickets, good for ONE

Cape Island at 500 P. M. Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J. Through tickets can be procured at No. 328 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their bag-mus obscked at their residences.

purchasing increment at this office can have their bag-gage checked at their residences.
WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1867.
8'00 A. M. Morning Mail, for Bridgeton, Salem.
Millville, Vincland, and intermediate stations.
9'00 A. M. Cape May Morning Mail.
5'00 P. M. Cape May Morning Mail.
5'00 P. M. Cape May Accommodation.
3'30 P. M. Bridgeton and Salem Passenger.
4'00 P. M. Cope May Express.
6'00 P. M. Cool May Accommodation.
Cape May Freight leaves Camden at 9'20 A. M.
West Jersey Freight Train leaves Camden at 12 M.
(noon).

(noon). Freight will be received at Second Covered Wharf below Walnut street, from 7'00 A. M. until 5'00 P. M. Freight received before 9'00 A. M. will go forward the

me day. Freight Delivery, No. 228 S. DELAWARE Avenue 7 2 17 WILLIAM J. SEWELL, Superintendent,

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD,

TIME TABLE,

Leave Philadelphia 9 A. M., 230 and 7-15 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. FOR MANAYUNK.

FOR MANATUNK. Leave Philadelphia 5, 75, 9, and 11:05 A. M. 1%, 5. 05, 55, 65, 3:05, 95, and 11% P. M. Leave Manyunk 5:10, 75, 8:20, 55, and 11% A. M. 2 Leave Manyunk 5:10, 78, 8:20, 55, and 11% A. M. 2 ON SUNDAYS.

Leave Philadelphia 9 A. M. 25 and 7 P. M. Leave Manayunk 75 A. M. 6 and 9% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILBOAD. THROUGH IN TWO HOURS. Five Trains daily to Atlantic City, and one on Sun-

Special Excumion..... Express (through in two hours)..... -7.08 A.

SUNDAY MATHER STORE AT 700 A. M., and Atlantic at Leaves Vine street at 770 A. M., and Atlantic at 740 P. M. Fare to Atlantic \$2. Round Trip Tickets, good only for the day and train on which they are issued, \$3. Tickets for sale at the Office of the Philadelphia Local Express Company, No. 62 CHESSNUT Street Local Express Company, No. 62 The Philadelphia Local Express Company, No. 62 CHESNUT Street, will call for baggage in any part of the city and subarbs, and charge to hotel or cottage at Atlantic City. D. H. MUNDY, 624M Agent. COTTON AND FLAX, BAIL DUCK AND CANVAS, Of all numbers and brand Tent Awning, Trunk, and Wagon Cover Duck, Ale Paper Manufacturers' Drier Felts, from one toneve feet wide; Pauling, Belting, Sail Twine, etc. JOHN W, EVERMAN & CO., JOHN W, EVERMAN & CO., COLUMN TWO IS NOT THE 6 24 11

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EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Oflice, at THIRTEENTH and CALLOWHILL Streets. FREIGHT.

and CALLOW HILL Streets. FREGET. Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 5'30 A. M., 12'45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Potts-ville. Port Clinton, and all points forward. MAILS Close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2'15 P. M. 453 NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchborg, Briatol, Knoxyille, Nashvillo, Dalton, and the Southwest.

Market street. farket street. Freight received daily. WM. P. CLYDE & CO., No. 14 North and South Wharves. J. B. DAVIDSON, Agent at Georgetown. M. ELDRIDGE & Co., Agents at Alexandria, VK 61

on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. 489 The principal stations only at 215 P. M. 489 The principal stations only at 215 P. M. 489 The principal stations only at 215 P. M. 489 The principal stations only at 215 P. M. 489 The principal stations on the principal stations of the principal station of the principal station of the principal station of the principal static principal statis principal static principal statis principal static principal

Stopping at all Stations between Philadelphia and Winnington. Leave Philadelphia at 12:50, 2:00, 4:30, 6:00, and 11:38 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate ata-tions. The 6:00 P. M. Train const. to New Castle. Leave Winnington 6:30, 7:15 and 8 A. M., 4:00 and statistics between Cheuter and Philadelphia, TROM BALTIMORE TO PHILADELPHIA. Leave Baltimore 5:25 A. M., Way Mail, 9:35 A. M. Express, 215 P. M., Express, 6:36 P. M., Express 5:56 P. M., Express. UNDAY TRAIN FROM BALTIMORE Leaves Baltimore at 5:35 P. M., stopping as Havre de Grace, Perryville, and Winnington. Also stops at Northeast, Elkton, and Newark to take passengers from Washington or Baltimore. Trongh Tickets to all points West, South, and Southwest, may be procursi at the Ticket Office, No. 25 CHENNUT Street, their hagest chein the fore, where, also take-rooms and berths in sileeping care can be secured during abe day. Persons purchasing tickets at the file of the Hone, Hern NEY, Superminedent, 4.2 H. F. KENNEY, Superminedent, TO PERSONS GOING OUT OF TOWN.

TO PERSONS GOING OUT OF TOWN. -CALL AT SMITH'S,

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112 No. 122 S. DELAWARE Avenue. TO SHIP CAPTAINS AND OWNERS. —The undersigned naving leased the KEN-SINGTON SCREW DOCK, begs to inform his friends and the partons of the Dock that he is prepared with increased facilities to accommodate those having ves-sels to be raised or repaired, and being a practical ion to the vessels entrusied to him for repaire. —The underside to him for repaired, and Machinista having vessels to repair, are solicited to call. —The agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper paint, for prepared to furnish the same on reasonale terms. JOHN H. HAMMITT, Kensington Screw Dock, 1.1 DELAWARE Avenue, above Laurel street.

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912 ARCH STREET. -- GAS FIXTURES, CHANDELLERS, BRONZE STATUARY, ETC.--VANKIRK & CO. would respectfully direct the attention of their friends and the public gene-rally, to their large and elegant assortment of GAS FIXTURES, CHANDELLERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prior will find it to their advantage to give us a call base purchasing elsewhere.

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