

Evening Telegraph

PUBLISHED EVERY AFTERNOON (SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET, PHILADELPHIA.

The price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

THURSDAY, MARCH 10, 1870.

A BOARD OF INDIAN INSPECTORS.

This bill recently introduced in the Senate by Mr. Wilson "to promote the civilization of Indians, and to prepare them for the rights and duties of citizenship," is apparently designed to systematize the work which the President entrusted, some months ago, to a commission composed of gentlemen of the highest standing. The efficiency of their labors was much weakened by the conflict of authority arising from diverse laws and the want of a clear understanding in regard to the extent of their powers. The new bill, if passed, will obviate, to a great extent, these difficulties. It will entrust to the proposed board (of which the Secretary of the Interior and the Commissioner of Indian Affairs, for the time being, are members) the supervision of all expenditures for the benefit of "Indians in amity with the United States," and with the general management of the friendly tribes, while the hostile Indians will be left to the control of the War Department. The experience of the country has demonstrated that the first essential step in civilizing the Indian is a thorough flogging. Nearly every formidable tribe has in turn undergone this process, and there can be no enduring peace on the frontiers until those tribes which are still wild and foolish enough to imagine that they can defy the Government and massacre white men with impunity are overwhelmingly defeated and humbled by American soldiers. The great defect in our system arises from the inadequacy of the means hitherto provided for the management of the Indians after they have been compelled to sue for peace. The practical working of the machinery of the Indian Bureau has been to the last degree disgraceful and deficient. An expenditure of millions of dollars per annum has been so badly managed that it has done, on the whole, infinitely more harm than good. It has tended rather to foment new wars than to maintain peace. It has done more to brutalize the Indian than to elevate him. It has served to enrich a horde of white rascals, from the heads of bureaus and pretensions superintendents down to cheating agents, while it has contaminated the Indian with all the curses, and endowed him with none of the blessings, of civilization. White tax-payers and the nominal red recipients of the liberal appropriations which are continually made by Congress have been alike victimized, without any substantial and permanent good being accomplished, or any other positive result being clearly perceptible than the perpetual reiteration of the old story that Indian agents, superintendents, and contractors amass wealth, while the Indians under their charge grow poor, and in some cases literally starve to death.

If this system cannot be improved it had better be abolished in toto. It would be quite as honest and creditable for the nation to abrogate all the old treaties by a sweeping law, as to continue to permit swindling agents to rob the Indians of the benefits we have only pretended to confer. The new bill, however, embodies a reform which may do much good, and can in no event make bad worse. It will prove a difficult task, under the most favorable circumstances, "to civilize, Christianize, and make productive citizens of the Indians." The experiment has been tried over and over again on American soil. The labors of the Moravians, the Jesuits, the Quakers, and other sects have not unfrequently been attended with partial success, but they have rarely been able to render any considerable body of Indians proof against the contaminating vices of civilization. Judicious labors conducted among tribes which saw no white men save the few who exercised a positively good influence have nearly always proved fruitful, but such isolation has been, as a rule, a prime requisite of success, and it is extremely difficult to guard the friendly tribes from contaminating associations. In a few instances even this difficulty has been partially overcome, however, and it may still be possible, by a vigorous and combined effort of the Government and the religious bodies of the country, to save and elevate a considerable proportion of the aborigines. If Senator Wilson's bill becomes a law, this question will probably be thoroughly tested. The nation has demonstrated its ability to safely incorporate in one body politics not only all the diverse races of Europe but the sable African, and it is opening up a place for John Chinaman. So let us not settle down into the conviction that extermination affords the only permanent solution of the Indian problem until the new Board of Inspection has had a fair chance to try its hand at civilizing the natives.

PUBLIC EXECUTIONS.

In spite of the law providing that criminals sentenced to death shall be privately executed, means were devised at Huntingdon on Wednesday last to enable thousands of persons to witness the execution of Bohner and Bodenber. Thronging crowds are as eager now as in the days of our ancestors to witness "a hanging match," and while the injunctions of the law are fulfilled with the utmost fidelity in Philadelphia and a few of the more populous interior counties of the State, they are practically a dead letter in many localities. When other devices fail, deputy sheriffs by the hundred are sworn in, and the spirit of the existing

statute is shamefully disregarded. This evil, coupled with the analogous one of imperfect arrangements made by bungling sheriffs, clearly indicates the necessity of new legislation on the subject. In France, we believe, one man superintends all the executions in every part of the empire, and if we must doubt that this unpleasant duty would be more skillfully and humanely performed if it were entrusted to an official who was fully impressed with the necessity of a strict compliance with the law requiring privacy, and at the same time competent to avoid the painful scenes of legal butchery which are from time to time reported in this and other States.

OUR CENTENNIAL ANNIVERSARY.

In the National House of Representatives yesterday, Hon. D. J. Morrell, of Pennsylvania, introduced a bill to provide for the proper celebration of the centennial anniversary of the signing of the Declaration of Independence, to take place at Philadelphia in the year 1876. The bill, which was referred to the Committee on Manufactures, is an excellent preliminary step in the direction of a definite arrangement for the grand national event, and it ought to receive the candid consideration of Congress. It provides for the creation of a commission, to consist of not more than three delegates from each State, whose duty it shall be to prepare a plan for holding a great international exhibition, after conference with the authorities of the city of Philadelphia, and to select a suitable site for the erection of the necessary buildings within the corporate limits of the said city. The commissioners are to be appointed within one year after the passage of the act, by the President of the United States, by and with the advice and consent of the Senate, and in addition to these, three alternate commissioners for each State are to be appointed, who shall assume the place and perform the duties of the original commissioners when they shall be unable from any cause to attend the meetings of the commission. The commission is to report to Congress at its next session a complete plan for the reception and classification of articles intended for exhibition; a suitable date for opening and for closing; a schedule of appropriate ceremonies for opening or dedicating the exhibition; a plan or plans for proper buildings; a plan for conducting the finances and guaranteeing the expenses that may be incurred; the requisite custom house regulations for the introduction into this country of articles from foreign countries intended for exhibition, and all other necessary details. The commissioners are not to receive any compensation, and their travelling expenses are not to exceed the mileage of members of Congress, and the commission is not authorized to incur any expense, except for a competent clerk, unless authorized according to law.

Whenever the President of the United States shall be informed by the Governor of the State of Pennsylvania that provision has been made for the exclusive control by the United States of the proposed exhibition, the President is to make, by the Department of State, a proclamation of the same, setting forth the year in which the exhibition will take place, and the city in which it is to be held, and he is to communicate to the diplomatic representatives of all nations copies of the same for publication in their respective countries.

Independently of every other consideration, there is an historical propriety in celebrating the centennial anniversary of the signing of the Declaration of Independence in Philadelphia that cannot be disputed, but in addition to this there is no other city on the continent that presents so many advantages for the proper holding of a great international exhibition. New York some years ago attempted to rival the first great exhibition in London in 1851, and made a dead failure of it, which ought to be sufficient to prevent Congress from attempting anything of the kind in that locality again. Here we have ample space in our Park for all the necessary buildings, and we have ample accommodations for the comfortable lodging of all the strangers who may come to rejoice with us in the celebration of the one-hundredth anniversary of our national existence. There are certainly a sufficient number of disinterested men in Congress to acknowledge the proper claims of Philadelphia in this matter, and we do not doubt that all the essential features of Mr. Morrell's bill will receive the votes of a large majority of both houses.

THE BILL for the payment of the State Historian and his clerical force for the last year was passed by the State Senate yesterday, with an amendment reducing the clerk hire from \$5800 to \$3200. It would be a matter of great gratification to us if we could discover what benefits are derived from the labors of the State Historian by anybody but himself. If in the matter of clerk hire alone he contrives to run up a bill of \$5800, what must his own expenses be? The fact is that the State Historian is a job for the especial purpose of taking as much money as possible out of the State Treasury for the benefit of certain individuals, and it would not be continued for a day if the Legislature were composed of honest men who had the interests of the public at heart. It is not as great a swindle, perhaps, as some others perpetrated under legislative auspices, but it is a swindle of sufficient magnitude to demand emphatic condemnation.

NORTHERN PACIFIC RAILROAD.—The stockholders of the Northern Pacific Railroad held their annual meeting in New York yesterday, when the following gentlemen were elected as the Board of Directors: J. Gregory Smith, St. Albans, Vt.; Richard D. Rice, Augusta, Me.; Thomas H. Canfield, Burlington, Vt.; William E. Ogden, Chicago, Ill.; J. Edgar Thomson, Philadelphia, Penn.; George W. Cass, Pittsburg, Penn.; William G. Fargo, Buffalo, N. Y.; Benjamin F. Cheney, Boston, Mass.; Frederick Billings, Woodstock, Vt.; William Windon, Winona, Minn.; Samuel E. Felton, Philadelphia, Penn.; Charles E. Wright, Philadelphia, Penn.; James Sisson, Chicago, Ill.

of the company by electing J. Gregory Smith, President; R. D. Rice, Vice-President; A. H. Barrett, Treasurer; Samuel Whitcomb, Secretary. Arrangements were also made for the immediate and energetic prosecution of the great work. The first section to be undertaken will be from DuBois to Red River, and the expectation is that that portion of the road will be constructed before the close of the present year.

SPECIAL NOTICES.

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SPECIAL NOTICES.

GRAND TEMPERANCE MEETING.

ADADRY OF MUSIC, March 16.

SENATOR WILSON.

MAJOR GENERAL HOWARD.

GOVERNOR DEARY, Speakers.

Twenty-fifth Anniversary of FRIENDSHIP DIVISION, N. Y. Branch Temperance.

Reserved Seats, 25 cents.

For sale at Garrigue & Co.'s Bookstore, No. 509 ARCH Street.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

March 7, 1870.

The Directors have this day declared a dividend of SEVEN DOLLARS AND FIFTY CENTS per share on the Stock of the Company for the last six months, which will be paid to the Stockholders or their legal representatives at the following places:

WILLIAM G. O'BROWELL, Secretary.

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.

CAPITAL, £500,000.

SALINE, ALLEN & DILLON, Agents.

FIFTH AND WALNUT STREETS.

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FINANCIAL.

THE BONDS

OF THE

Chicago, Danville and Vincennes

RAILROAD CO.

UPON EXAMINATION WILL BE FOUND TO BE

The Cheapest and the Best

Yet Offered to the Public.

THIS WILL BE BORNE OUT BY

The rich country the Road traverses,

with its agricultural and mineral resources;

The cash subscribed to the Capital Stock;

The excellence of the 55 miles already built, and its full equipment;

The plans completed and money expended for vigorous finishing of the Line in the Spring;

The excessive earnings to accrue from the completion of the whole line;

The ample Sinking Fund for the certain redemption of the Bonds;

The very liberal interest, running over a term of 40 years;

The security afforded by Registry;

The Mortgage covering the entire Road, Equipment, Franchises, and all Property, present and future—indeed the security of twice the amount of Bonds issued;

The low currency price they are now offered at.

All this is verified in detail in the complete Pamphlet, which can be had of us.

WE KNOW these Bonds to be good, and we know the character and capacity of the Company's estimates can be implicitly relied upon to give these Bonds the highest standard. We therefore freely and fully recommend them.

W. BAILEY LANG & CO.,

MERCHANTS,

No. 54 CLIFF Street, New York,

Agents for the sale of the Bonds.

We have these Bonds at 95 and ACCRUED INTEREST, and heartily recommend them to our friends and the public.

DE HAVEN & BRO.,

No. 40 South THIRD Street,

PHILADELPHIA.

OF WHICH OVER ONE MILLION HAVE ALREADY BEEN SOLD.

WE BELIEVE THERE WILL BE NO MORE FAVORABLE TIME TO SELL GOVERNMENT, AND BUY REALLY FIRST-CLASS RAILROAD SECURITIES—SUCH AS THESE—THAN THE PRESENT.

Pamphlets, with map, may be obtained, and subscriptions will be received at the COMPANY'S OFFICES, No. 32 PINE Street, New York, and of its authorized agents.

After a full examination, we have accepted an Agency for the sale of the above First Mortgage Bonds, and desire to recommend them to our customers AS A THOROUGHLY SAFE AS WELL AS PROFITABLE INVESTMENT. We have no hesitation in saying that in our opinion the CENTRAL RAILROAD OF IOWA will be one of the most important and valuable roads in the West.

A FIRST-CLASS SECURITY.

DREXEL & CO.,

No. 34 South THIRD Street,

PHILADELPHIA.

THE BEST HOME INVESTMENT.

FIRST MORTGAGE SINKING FUND,

SEVEN PER CENT. GOLD BONDS OF THE

FREDERICKSBURG AND GORDONSVILLE

RAILROAD COMPANY OF VIRGINIA.

PRINCIPAL AND INTEREST PAYABLE IN COIN,

"FREE OF U. S. GOVERNMENT TAX."

The road is sixty-two miles long, and forms the

SHORTEST CONNECTING LINK

in the system of roads leading to the entire South,

Southwest, and West to the Pacific Ocean.

It passes through a rich country, the local trade of which is more than enough to support it, and as it has three important feeders at each end, its through trade will be heavy and remunerative.

Maps and pamphlets furnished, which explain satisfactorily every question that can possibly be raised by a party seeking a safe and profitable investment.

The mortgage is limited to \$10,000 per mile of completed and equipped road, and the Security is FIRST-CLASS IN EVERY RESPECT.