Evening Telegraph

(SUNDATS EXCEPTED). AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET, PHILADELPHIA.

THURSDAY, MARCH 24, 1870.

THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser, and Evening Express. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. We have now entered into a special contract by which THE EVENING TELEGRAPH has the exclusive use of the news furnished in the afternoon by the Associated Press to its own members, the North American, Inquirer, Ledger, Press, Age and German Democrat, of this city, and the leading journals of the East, North, West and South; and hereafter THE TELEGRAPH will be the only evening paper published in this city in which the afternoon despatches of the Associated Press will appear.

GENERAL SHERIDAN ON THE IN-DIAN SITUATION.

LIEUTENANT-GENERAL SHERIDAN has addressed a letter to General Sherman in which he reviews the Indian situation with especial reference to the severe criticisms that have been bestowed upon him and the army under his command, for the recent attack upon the Piegan Indians. This letter sets forth the difficulties of the subject, from an army point of view, in a plain, direct, and forcible manner, and the statements of the Lieutenant-General are well worthy of the consideration of all who are interested in our Indian affairs, or who desire that some effectual means shall be devised for putting an end to the contests between the white race and the aboriginal savages. The General complains bitterly that he and his soldiers are abused no matter what policy they may adopt. If they allow defenseless people on the frontier to be scalped and ravished, they are, he says, burnt in effigy and execrated as soulless monsters insensible to the sufferings of humanity; while if the Indians are punished to give security to the people, the soldiers are denounced as the same soulless monsters by another class of critics. This is certainly a pretty accurate description of the position in which Sheridan and the men under his command find themselves, and we think that most persons will be inclined to sustain the General in his determination to stand by the people whom the Government has sent him to protect.

According to General Sheridan's statement, he has in his command at least five thousand | lish armaments to fight the battles of Jeff. miles of frontier settlements, and his chief Davis, their real mission was to fight the and only duty is to give protection to the families residing on these long lines against the outrages of Indians. The Government has invited these settlers by opening lands to them for pre-emption and improvement, and it is bound to protect them to the utmost of its power. There is not a day, from one year's end to the other, that these families are exempt from the fearful thought of being murdered in the most fiendish manner-the men scalped, the women ravished, and the brains of the children dashed out. Since 1862 at least 1200 persons have met this fate. and the alternative is forced upon the military commander of choosing whether he shall regard their appeals, or allow them to be butchered in order to save himself from the hue and cry of people who know not the Indians, and whose families have not the fear, morning, noon, and night, of being scalped and ravished by them. The General reminds those who are inclined to censure him that the wife of the man at the centre of wealth, civilization, and refinement is not more dear to him than is the wife of the pioneer of the frontier; and that, so far as he is concerned, he intends to extend the protection of the military arm of the Government to the best of his ability. There are not enough troops on the frontier to place a separate garrison at each man's house, and it is sometimes necessary to take the offensive and to punish crimes already committed. in order to prevent the perpetration of others. General Sheridan has never been esteemed

other than a humane man, and he is entitled to belief when he expresses a regret that under the pressure of any necessity women and children should be killed. The army, however, is obliged to take the offensive at the season when the Indians can be caught, and it would prevent any offensive military operations whatever if the fact that the savages have women and children with them must be taken into consideration before commencing an attack. The General says that during the war for the suppression of the Rebellion we did not hesitate to attack a village or town because women or children were within the lines, and that, so far as the Indians are concerned, the women often fight with greater fury than the men. He contends that the soldiers do not want to kill the Indians, and we believe that he is not far from the truth when he asserts that they are the only good, practical friends that the savages

With regard to confining the Indians on reservations, the General contends that the only way to get them there is by force, and that they will have to be kept there by the presence of troops. The troops are necessary not only to keep the Indians within bounds, but to prevent the encroachments of settlers.

| Last year, as soon as the soldiers were withdrawn from the Sac and Fox reservations, the emigrants took possession, and a flood of emigration, almost ten thousand strong, moved in solid mass, and occupied the Osage reservation because there were no troops to

keep them off. The truth of this statement no one will probably deny, and it exhibts in a striking manner the difficulties of the situation with which the army has to deal. We are more ever convinced from this letthan ter of General Sheridan that the only tree policy for the Government to adopt is to compel the savages to go upon reservations at all hazards, by force if they will not go by fair means. When once located they must be penned in by the military and protected from encroachments by the whites. They must be supplied with the means of cultivating the ground, and then, if they will not work for their living, as other men are compelled to do, they must be left to their own resources until the pangs of hunger force them to make some effort in their own behalf. With the increasing tide of emigration the necessity for a speedy settlement of the Indian question is pressed upon the attention of the Government, and while true humanity must never be lost sight of, measures of severity will undoubtedly have to be adopted if any satisfactory solution of the Indian problem is to be arrived at, and if years of bloodshed and outrage are to be spared.

THE REVIVAL OF AMERICAN COMMERCE.

THE message sent by the President to Congress yesterday, which he terms "an earnest plea" for such action as will "insure the increase of American commerce," will heighten the public interest in this important subject. The extent of the decline in our shipping interests during the present decade is almost incredible. Up to 1860 the American tonnage had steadily increased with a rapidity unparalleled in maritime history. Our registered tonnage was nearly equal to that of Great Britain, the difference in her favor being only a little more than half a million of tons, and as matters were then progressing there was a fair prospect that we should soon surpass her. From 1861 to 1868, however, our tonnage declined more than a million of tons, while the British tonnage was increased by the addition of more than a million of tons, and now she has nearly three times as much tonnage engaged in foreign trade as the United States. As a practical result, we are compelled (in the language of the message) "to pay from twenty to thirty millions of dollars annually, exclusive of passage money, which we should share with the vessels of other nations, to foreigners, for work which should be done by American-owned and American-manned vessels.

The causes of this decline are numerous. One of the most important is the insidious course pursued by Great Britain during the Rebellion. Her ship-owners, jealous of the skill, activity, and success of their American rivals, saw in the war a long-coveted opportunity to strike a deadly blow at dangerous competitors; and they improved it to the utmost. While the Alabama, Shenandoah, and other Rebel piratical cruisers were nominally fitted out with English money and Engold battle of John Bull for supremacy on the ocean, and they succeeded in doing a thousand fold more for the spiteful English ship-owners than for the treacherous and deluded people of the Confederacy. In a direct war with Great Britain we would have returned blow for blow, which would have equalized losses; but by her contemptible and cowardly policy American commerce was made the sole sufferer. While each merchantman, as it was driven from the ocean, covered Semmes and his infamous compeers with disgrace, British ship-owners joyfully hailed each act of destruction as a triumph redounding to their immediate benefit.

Another cause of the decline of our shipping interests is no doubt to be found in the diminution of our exports, more especially of cotton. The quantity sent abroad since the war is scarcely half as great as the amount exported previous to 1861, and this decline has caused, in itself, a great diminution in

the demand for American vessels. Beyond these causes the rapid substitution of steamers for sailing vessels, and the contemporaneous neglect of our authorities to recognize and provide for this fact, have exercised a powerful influence against us. Great Britain and the commercial nations of the Continent, foreseeing the approaching change, were prompt to secure all the advantages to be derived from it, by granting liberal subsidies to such companies as were willing and able to establish steam lines on important routes, while the American Government neglected or refused to adopt a similar policy. This difference, in itself, places the United States at a fatal disadvantage, and if it is not destroyed all efforts to restore our commercial prestige will be abortive.

The Special Committee on Navigation Interests, whose report is referred to and endorsed by the President, discusses the importance of subsidizing steam lines, and it states that it would "be a matter of economy if our Government should build vessels adapted to the uses of commerce in time of peace, and readily convertible into fighting ships in time of war, giving the free use of such ships in time of peace to merchants who would take care of and use them until required for the national defense." If means can be devised to carry out this policy in a just and equitable manner, and to make it faithfully serve a great public end without contributing in an undue degree to the enrichment of a few private individuals, Congress should adopt it at once. There is money enough squandered on the navy to speedily restore our decaying shipping interests, and statesmen should be honest and wise enough to devise methods to render the inevitable naval expenditures a source of immediate and direct gain to the people. There is, I

perhaps, no other method in which an adequate amount of aid can be granted without undue oppression of tax-payers, and, although the proper regulation of this subject involves many difficulties, we believe that by earnest effort they could be surmounted.

The bills reported by the special committee provide that foreign materials used in the construction of American ships shall be imported free of duty, that a slight bounty shall be paid to American vessels running to foreign ports, and that State and municipal harbor dues and pilotage fees shall be abrogated. These provisions will, at best, grant only petty aid, when great assistance is needed; and it is vain to expect that they will, in themselves, secure the attainment of the desired end. If Congress is really anxious and determined to revive the shipping interest, let it go to work in dead earnest, and put this whole subject on a footing that will insure the construction of an abundance of American ships out of American material.

THE MINERAL WEALTH OF GREAT BRITAIN, -- In the following are given the amount and value of the minerals raised to the surface in Great Britain in the year 1868, the value of the coal being calculated at the actual cost of raising, before any charges for movement are added :-

	A 191974	F381/96,
Coal	108,141,157	£25,785,28
Iron ore		3,196,60
Tin ore.	18,950	770,20
Tin ore	157,335	649,10
Lead ore	95,206	1,150,76
Zinc ore		39,19
Iron pyrites (sul. ores)		53,63
Gold quartz		1,00
Arsenic		9.71
Gossans and ochres		6,37
Wolfram		6
Fluor spar	60	4
Manganese		7,65
Barytes	100000000000000000000000000000000000000	8.79
Convolitos		71.50
Coprolites	1 510 840	927.92
Clays, fine and tire	1.019.479	317,77
Earthy minerals not retur	med (mutten) ber	650,00
makeny minerais nos resus	men (cantilineer)	- County to st

Total value of the minerals produced, £33,687,855 The following shows the quantity and value of the metals obtained from the ores above enumerated :-| Iron, pig. | Tons | Value, 9,800

835,549 229,718 Silver, ounces..... Other metals (estimated)..... Total value of metals produced, ... c15,736,416 The absolute total value of the metals and coal, with other minerals, not including slates, lime, building stones, or common clays, produced in 1868,

Value of the metals..... Value of coal..... 25,785,289 Other minerals not smelted, salt, baryles, £43,525,524

During the year 1868 the following were the more important exports of coal and of metals obtained from British ores, as compared with the exports of the previous year:-

Coal (tons)......10,957,962 10,5eb,829 401,233 1rou, pig.......1,945,246 1,882,650 62,596 Iron, pig. . . . 1,945,246 Tin, unwrought . 4,125 4,125 8,184 33,697 8,435 4,226 Copper, aitto 9,630 19,726 7,837 1446 13,971 Lead, pig..... SPECIAL NOTICES.

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The Annual Meeting of the Ntockhelders of the WEST-MORRLAND COAL COMPANY will be held at the office of the Company on WEDNESDAY, April 6, 1870, at 12 o'clock M., when an election will be held for eleven Directors to serve during the ensuing year.

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after Lobrichon.
after Mrs. Anderson.
after Mrs. Anderson.
after J. G. Brown.
after J. G. Brown.
after Coomans. Why Don't He Come! (companion). Christmas Memories...... The First Lesson in Music. The First Lesson in Music.

Fast Asloep. after Mrs. Anderson.

Wide Awake. after Mrs. Anderson.

The Queen of the Woods. after J. G. Brown.

Little Bo-Peep. after J. G. Brown.

Family Scene in Pompeii. after Coomans,

Dotty Dimple. after Mrs. Murray.

The Monastery in Winter after Jacobson.

A Wet Sheet and a Flowing Sca. after De Haas.

Surset on the Coast. after De Haas.

The Launch of the Life-boat after K. Moran.

Yo Semite Valley. after Thomas Hill.

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LOST.

REWARD.—LOST ON FRIDAY OR SATURDAY, 18th or 19th of March, a POCKET-BOOK, containing about eighty-five or ninety dollars in money, and notes of hand, as follows:—One for \$1600, drawn by Thomas Pierce, One for \$400, drawn by Thomas Pierce, One for \$400, drawn by William Stillman, One for \$400, drawn by William Stillman, One for \$400, drawn by Marshall Atmore, and several others. Name of David S. Newbold, the owner, was on the pecket-book. Return the same to CHARLES H. WHITE, Office of The Evening Telegraph, No. 108 S. THIRD Street, between the hours of 10 and 3, and receive reward.

LOST-LAST SATURDAY NIGHT, A COM-

MAN BE FROM BUTTER BEING

have.