THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, SEPTEMBER 3, 1869

THE MORMONS.

An Interview with the Brigham Young What He Says of His Talk with Senator Trumball-Also, What David Hyram Smith and Brigham, Jr., Think and Say.

A correspondent of the Chicago Evening Journal gives, in a letter dated Salt Lake City, Aug. 18, an account of an interview with Brigham Young, from which we quote the following;-

The conversation turned upon commonplaces, or at least topics outside of the main issue of Civilization against Polygamy. Gov-ernor Hawley had been appointed chief spokesman of the party, and preferred not to introduce any subject upon which it was known there was a decided difference of opinion among those in the room. In the course of the conversation his Majesty "let on" that he had about one hundred and twenty thousand people under him, and that he expected his railroad along early in October. We talked a good deal about the resources of the valley, and I asked the "President" what changes in the productive industry of his realm he proposed to make in view of the completion of the railroad; but he didn't think it worth while to say, notwithstanding he is con stantly studying on such subjects, and directing, from this back room of his office, the whole industry of the country under his influence. Brigham is Commissioner of Agriculture as well as high priest, king, and supreme judge. He examines every proposed to carry on their work in the plan or implement which promises improvement to the natural resources of the Territory, and recommends it in next Sunday's sermon, provided it is not, in its nature, demoralizing to the discipline of the Church. Of this demoralizing class is, I believe, the railroad, which Brigham accepts and helps along, either because he underestimates its effects or overestimates the strength of his institutions. During the interview Brigham manifested the utmost affability of manner. and, doubtless, left on most of his visitors a

pleasant impression of his personality. Touching the Trumbull interview, Brigham tells me that he did get a little excited by what he deemed impertinent advice on the part of his visitors, and that, under the influence of this feeling, he told the wise men of the East, in effect, to mind their affairs and he would mind his. He denies, however, the threat to set the United States authorities outside the Territory. He does not by any means speak apologetically of his course on this occasion, but considers it entirely justified by the emergency. His friends, in a more wholesale way, pronounce the whole story false-doubtless from force of habit in crying "lie!" to all stories about their institutions. From the declaration o fYoung and his foremost men, and from the indications which have come under my notice, I cannot doubt that the monarch of Utah contemplates forcible resistance in certain emergencies, or more probably a show of force wherewith to overawe the timid party or the nation at large. Brigham has an organized militia of 15,000. This force has existed for some time, but there seems to be an unusual activity pervading it at present. Regiments are being mustered and drilled, and reorganized to correspond with Upton's tactics. Scarce a day has passed since I came here that the Church newspaper has not contained some account of a muster or an organization. Daniel H. Wells, who is one of the President's Council and Mayor of the city of Salt Lake, is Lieutenant-General of the forces, What show this body of militant fanatics might make in a case of actual collision can only be surmised from the record of similar bodies in other countries and other ages. They have usually more than compensated in fiery zeal for their lack of military esprit and drill.

ON OF THE PROPHET JOSEPH

taking a seat on the porch, conversed with me very freely for a quarter of an hour concerning the work which he has undertaken. He comes here entirely in behalf of his brother Joseph, who is, according to the book of Mormon, and more particularly the book of Doctrines and Covenants, the legitimate successor of the prophet Joseph. He showed me the passages in support of this, and also those inhibiting polygamy. He denies, what the Brighamites assert and claim to be able to prove, that his tather had more than one wife, or kept iny concubines; confirms the account pubished in the Post some weeks ago of his interview with Brigham; announces the policy of his branch of the Church, as distinguished from the Salt Lake branch, to be free speech free thought, and free action, uninfluenced by any factitious associations between Church and State-a thing unwarranted, he says, by the Revealed Word, which term, besides the Old and New Testaments, includes the 'Book of Mormon' and the 'Doctrines and Covenants.' The Josephites frame their religious views largely on the New Testament, while the Brighamites are continually harping on the ambiguous phrases of the Old Testament. the wives and concubines of Abraham, Jacob, David, Solomon, and other ancient worthies the command to 'multiply and replenish, etc. The policy of the Josephite Church is opposed to all isolation, and its preachers claim to find instructions, in their oracles, world, reclaiming as many as possi-ble, but exercising all charity for other sects, and associating with them freely. David estimates the number of these Josephites at 20,000, located principally at St. Louis, at Plano, Ill., and throughout Illinois, Missouri, Iowa, Wisconsin, and Michigan. His plan in his campaign is to baptize all who renounce their adhesion to Brigham Young, and help them out of the Territory-a policy which will, I think, be modified in this respect. He estimates the proportion of actual polygamists among Brigham's subjects at only one-fifth of the whole adult male membership, and claims to have information of a vast amount of disaffeetion among the balance. He has baptized a good many already, and reports a strong feeling against Brigham's rule-his tithing and his arbitrary acts: but there is also, he says, a great fear of persecution, and perhaps assassination, for those who renounce. David believes that Joseph, if he should venture within the Valley, would be assassinated in short order. He is disposed to laugh at Brigham's style of sermonizing. He says that while apostles and clergymen usually feel called upon to preach the Gospel, Brigham preaches the etiquette book and the almanac, and neglects the texts of the Inspired Word. while he tells them how large a bustle to wear, or when to plant their beans, or datterthem in their own evil practices by raving about the wickedness of the outside world. David is 22 years old, fairly educated, plea sant and ready in conversation, and rather prepossessing in appearance. He is slight of frame, has a large blue eye, and a pale thin face, with as much of beard upon the chin and upper lip as could be expected of one of his age and temperament (nervous). I heard a portion of his discourse on Sunday, He speaks with much fervor and fluency, and with perfect boldness as regards all dignified denunciation of the Brighamite doctrines and the usurper himself. There is no doubt that he and his brother Alexander, who accompa-

hundred and thirty settlements within its pale in this Basin; that all were loyal to Brigham Senior; and that they were a happy, prosperons people. He also gave hint that Salt Lake City might not always be the capital. (His father owns considerable property at Provo City, and keeps one of his best wives there; but it must be remembered; on the other hand, that he has twenty times as much property and twenty times as many wives here in Salt Lake.) Brigham Junior also referred to the success of the propagandists in England. But his talk was chiefly of material things, especially of the big serpent which is alleged to exist in Bear Lake, a hundred and fifty miles to the north of here. The Utes have long had a legend of a monster whom they name Devil, and believe to exist in Utah Lake, to the south of here. Stories are told by them of its fatal apparitions, and they hold that any person venturing within the waters of the lake, though but to bathe his ankles, will certainly be seized and de-stroyed by the monster. The Snake Indians, living in the northern valley, around Bear Lake, have a similar legend; but while there is no reliable evidence to support the former, the Bear Lake scrpent has been seen by a dozen credible witnesses, sagacious and veracions, (if such qualities coexist in this community), whose affidavits, says Brigham Junior, the 'President' has taken, being determined to sift this matter to its uttermost grain, and ascertain whether of a truth it be an honest tale of a serpent, or only a fish story. These men, whom Brigham Junior says it were impossible to deceive in such a matter, all depose and say that they jointly and severally beheld dashing through the waters of Bear Lake a monstrous-looking creature, with a head like the head of a horse, projecting far out of the water, and a body apparently stretching back many yards to the rear, and lashing the water into a terrible foam. This testimony has been put upon record during the present year, and has no trouble in getting credited hereabouts. A venerable trapper at the lake has procured a cable and has attached to it a huge hook, the like whereof was never yet seen of Mormon or Gentile. If he catches the scaly monster (as of course he will) I will cheerfully render Brother Moody any assistance in my power toward procuring this Devil Fish for exhibition in behalf of the Young Men's Christian Association, confident that he will outdraw the Century Plant by ten to one. And this is the substance of what the son of Brigham said to me. RAILROAD LINES. 1869. -FOR NEW YORK. -THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON KALLROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT STREET WHAP.F.

well alarm the "President" and his apos-tles. The hall in which he speaks seats,

Trepton. At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Deianco. At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry (upper side). FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol At 7'30 and 11 A. M., 2'30 and 5 P. M. for Morrisperhaps, 500 persons. It was so densely At 5:30 and 10:15 A. M., 200 and 07: At 107 Morris At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington. At 7:30 and 10:15 A. M., 2:30, 4, 6, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sine ming, Bridesburg, and Frankford, and at 8:30 packed to the very outermost doors of the lobby, and interested listeners swarmed about every window and entrance. When the meeting broke up it was evident that, while some P. M. for Holmesourg and intermediate stations. FROM WEST PHILADELPHIA DEPOT,

FROM WALNUT STREET WHAPF. At 630 A. M., via Camden and Amboy Accom. \$225 At 8 A. M., via Cam and Jersey City Ex. Mail 3 00 At 2 P. M., via Camden and Amboy Express.. 300 At 6 P. M., for Amboy and intermediate stations. At 630 and 8 A. M. avd 2 P. M., for Freebold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. K. R. At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Treoton. Depot.

RAILROAD LINES.

or Baltimore, stopping at all regular stations, connecting with Delaware Railroad at Wilmington or Cristicid and intermediate stations. Express Train at 12 M. (Sundays excepted), for Salitmore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-

Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestowa, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia. Passeagers for Fortress Monroe and Norfolk will ake the 1200 M. train. WILMINGTON TRAINS. Stopping at all stations between [Philadelphia and

Withington. Leave Philadelphia at 11:00 A. M., 2:00, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:35 and 8:19 A. M., 1:20, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily ; all other Accom-modation Trains Sundays excepted. From Ealtimore to Philadelphia—Leave Balbimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:25 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Ballimore at 7:25 P. M. subaring at Mag-

Leaves Ballimore at 7 25 P. M., stooping at Mag-nola, Ferryman's, Aberdeen, Havre-de-Grace, Per-ryvine, Charlestown, North-East, Elston, Newark, Stantoa, Newport, Wilmington, Claymont, Linwood,

and Chester,
 PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
 Stopping at all stations on Chester Creek and Fhiladelphia and Baltimore Central Railroad, Leave Philadelphia for Port Deposit (Sundays ex-cepted at 700 A. M. and 455 F. M. Leave Phila-delphia for Chadd's Ford at 700 P. M. The 700 A. M. train will stop at all stations be-tween Philadelphia and Lamokin.
 A Freight Train, will Fassenger Car attached, will leave Philadelphia dainy (except Sundays) at t-so P. M., running to Oxford.
 Leave Port Deposit for Philadelphia (Sundays ex-cepted) at 540 A. M., 925 A. M., and 2% P. M.
 Leave Chadd's Ford for Philadelphia at 545 A. M.
 A Sunday Train will leave Philadelphia at 840 A.
 M. for West Grove at 430 P. M.

 turning, will leave West Grove at 4:30 P. M.
 Trains leaving Wilmington at 6:30 A. M. and 4:15 P.
 M. will connect at Lamokin Junction with 7:30 A. M. nd 4:30 P. M. Trains for Baltimore Central Railnd. Through tickets to all points West, South, and

Southwest may be produced at Ticket Office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi-dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

DENNSYLVANIA OFNTRAL RAILROAD

AFTER 7 P. M. SUNDAY, AUGUST 20 1869. AFTER 7 P. M. SUNDAY. AUGUST 20 1869. The trains of the Fennsylvania Central Kaliroad leave the Fencit, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-bet street cars, the last car counseting with each train leaving Front and Market streets unity minutes before its departure. The Obesnut and Walnut streets cars run within one square of the Denot

Depot. Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut street, and at the Depot. Agents of the Union Transfer Company will call for any deliver baggage at the depot. Orders left at No. 904 Chesnut street, or No. 116 Market street, with use for antention.

Pooli Accommodatin,10:40 A. M.,1 19 and 19 89 P. M. 4 00 P. M. Lancaster Accon modation . Parkesburg Train Cincinnati Express Erie Mail and Pittsburg Express 8.00 P. M. Philadelphia Express, 12 olght. Erie Mail leaves daily, except Sunday, running on Saturdas night to williamsport only. On San-day night passengers will leave Philadelphia at 8

Fhiladelphia Express leaves daffy. Cincinnati

Express daily, except Saturday. All other trains daily, except Saturday. The Westers Accommodation Train runs daily,

wayst Sunday. For this train tickets must

RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

MORNING ACCOMMODATION. At 730 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 630 P. M.; arrives in Philadelphia at 945 P. M.

MORNING EXPRESS. At S15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Preston, York, Carlisle, Chambersburg,

The 7:30 A. M. train connects at READING with The 7:30 A. M. train connects at READINS with East Pennsylvania Raliroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-burg, Pinsonave, etc. burg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelpula at 2:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at inter-mediate stations; arrives in Fhiladelphia at 8-30 P. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 5-40 s. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Phila-delphia at 10-15 A. M. Extension Insease Philadelphia at 5-40 M. ex-

doiphia at 10°15 A. M. Keturning, leaves Philadelphia at 5°15 P. M.; ar-rives in Reading at 5 P. M., and at Pottsville at 9°40

Trains for Philadelphia leave Harrisburg at 5:10 A.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 9 A. M., arriving in Philadel-phila at 1 P. M. Afternoon tridus leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 7-15 A. M., and Harrisburg at 4-10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Potsville and all way stations; leaves Potsville at 5:40 A. M., connecting at Reading with accommodation train for Philade All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and Philadelphia at 3'15 P. M. Leave Philadelphia for keading at S A. M.; returning from Reading at 4'25 P. M.

CHESTER VALLEY RAILROAD. Pussengers for Dowingtown and intermediate points take the 730 A. M., 1245, and 430 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-00 and 5-45 P. M. PERKIOMEN RAILROAD.

FERRIOMEN RAILROAD. FERRIOMEN RAILROAD. Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 5:15 A. M. and 1:00 P. M. Stage lines for the various points in Perktomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., pass-ing Reading at 1:05 A. M. and 1:00 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for PHISburg, Chicago, Williamsport, Elmira, Baitt-more, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 250 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 Å. M. and 1250 P. M., and arriving at New York at 11 Å. M. and 1250 P. M., and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without

through between Jersey City and Pittsburg without change.
 A Mail train for New York leaves Harrisburg at \$10 A. M. and \$205 P. M. Mail Train for Harrisburg leaves New York at 12 M.
 SCHUYLKHL VALLEY RAHROAD.
 Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 5415 P. M.
 SCHUYLKHL AND SUSQUEHANNA RAHROAD.
 Trains leave Andurn at 835 A. M. and 320 P. M.
 Thins leave Andurn at 835 A. M. and 320 P. M.
 Trains leave Andurn at 835 A. M. and 320 P. M.
 Threegrove and Therisburg and at 1210 noon for Pitegrove and Tremout, returning from Harrisburg at 746 A. M. and 540 P. M., and from Tremont at 640 A. M. and 55 P. M.
 Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommonation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

AUOTION SALES.

M. THOMAS & SONS, NOS. 139 AND 144

Assignces' Sale - Estate of Brombey Wharton Illins. FIXTURES OF AN ALOOHOL DISTULERY AND RECTREYING ESTABLISHMANT. On Baturday Morning. September 4. at Il o'clock, at No. 225 Moth Third street, will be sold at public sale, by order of Win. Vogdes, As-signce in Bankrupter, the Fixtures of an old Alcohel Dis-tillery and Kerliging Fixtablishment, all in good criler, consisting of Trench column still of 450 gallons, with all the apportenances, in working order; 5 receiving stands and copper fixtures, complete: 1 syrup kettle, 35 rectifying tubes 2 cistorns. OFFICE FURNISHERS

ade copper names, of FIOF FURNITURE. 1 stove and scuttle, 3 old chairs, 1 old desk. Also, is asshed of premises, which expires August 12, 1870. Rent, 81000 per annum, considered worth 825.94

STOCKS, LOANS, FTO.
 September 7, at 12 Ociock moon, at the Exchange-do shares Efficience moon, at the Exchange-do shares Girard Life Insurance Company.
 Show Encading Ealiread 6 per cent. It shares Marrisburg, Portsmouth, Mount Joy, and Lancestor Railread.
 Schares Marrisburg, Portsmouth, Mount Joy, and Lancestor Railread.
 Schares Railread.
 Schares Sweicesboro Railread. REAL, ENTATE SALE, September 7, will in clude.
 Porempiory Sale. By Order of Heirs VERY VALUA. ELF, BUSINESS STAND -THREESSTORY BRICK STORE, No. 38 North Third street, above Vine, 20 by 180 (cet.
 VERY VALUABLE EUSINESS STAND THREES

VERY VALUABLE BUSINESS STAND THREE STORY BRICK STORE and DWELLING, S. E. Corner A Ninth and Cherry streets, TWO-STORY BRICK FACTORY, Steam Engine, Soiler, Saws, etc., Ashland street, Doylestown, Bucks

Boiler, Sawa, etc., Alminic Service, RESIDENCE, MCDERN THREE STORY, BRICK RESIDENCE, No. 52 North Sixth street, above Spring Garden. Has all the modern conveniences. Immediate possession. Executor's Peremptory Sale-Estate of George Fox, deceased LOT, Howard street, south of Cambria, Twenty-

bird ward. GENTFEL THREE STORY BRICK DWELLING, No.328 North Tenth street, below Parrish. Immediate DESCRIPTION OF THE PROPERTY OF

BUNTING, DURBOROW & CO., AUCTION-D EERS, Nos. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO. PEAN DRY GOODS. On Monday Morning. Sept. 6, at 10 o'clock, on four months' credit, including a

ange special and attractive sale of 600 CARTONS BONNET RIBBONS. [8 31 fb Also, 150 pieces black and colored bonast velvets.

SALE OF 1000 CASES BOOTS, SHOES, BROGANS,

ETC., ETC. On Tuesday Morning, Sept. 7, at 10 o'clock, on four months' credit, 9155

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY COODS, On Thursday Morning, Sept. 2, at 10 o'clock, on four months' credit. [9354

No. 229 CHESNUT Street, rear entrance from Minor. Sale by order of the Pennsylvania Milk Company, at Nos. 223 3346, and 3342 Market street. TWO SUPERIOR MORSES, SIX LIGHT WAGONS, GRAIN AND FEED WAGON, HARNESS, I HORSE POWER HAY OUTTER, FAIRBANKS' SOALES, MILK PANS, CHURNS, CANS, BUCKETS, CAST-HRON FEED BOXES, MARVIN FIRE PROOF SAFES HANDS ME WALNUT AND OAK OFFICE FUENITURE, CARPETS, MARVIN FIRE PROOF On Saturday Alternoos. At 2 o'clock, on the premises, Nos. 3238, 3340, and 3342 Market street, by order of the Pennsylvania Milk Com-pany.

ų	May be	seen on	the day of sale.	9136

THOMAS BIRCH & SON. AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

utniture etc. The calanet furniture is of superior quality, manu-actured by Henkels, and has been in use but a short

ame. Catalogues can be had at the auction store on and after

L IPPINCOTT. SON & CO., AUCTIONEERS

BSCOTT'S ART GALLERY, No. 1020 CHESNUT

RAILROAD LINES.

CHORTEST ROUTE TO THE SEA SHORE.

Through trains leave Vine Street Ferry as fol-

Oakman's Local Express, No. 30 S. Fourth street

will call for haggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic

The 2 P. M. Express Train will be discontinued

WEST CHESTER AND PHILADELPHIA RAILROAD. - SUMMER ARRANGE-MENT.-On and after MONDAY, April 12, 1859, Trains will leave as follows:-

Leave Fbliadelphia iron New Depot, THIRTY-FIRST and UHESNUT Streets, 7:25 A. M., 9:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:39

Leave West Chester from Depot, on East Mar-

Leave M., at 6 25 A. M., 7 25 A. M., 7 49 A. M., 10 10 A. M., 155 P. M., 4 50 P. M., and 6 45 P. M. Leave Philadelphia for B. C. Junction and Inter-metiate points at 12 30 P. M. and 5 45 P. M. Leave

B. O. Junction for Philadelp) in at 5.30 A. M. and

Train leaving West Chester at 740 A. M. will

Train leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Fhiladeiphia at 435 P. M. will stop at Media, Gien Riddle, Lenni, and B. C. Junction. Passeneers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 725 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Fhiladeiphia at 435 P. M., and will change cars at B. C. Junction.

trein leaving rinhaderphis at 100 r. m. and change cars at B. C. Junction. The lepot in Philaderphis is reached directly by the theorem and Walnut streets cars. Those of the theorem and Walnut streets cars. The

the Market street line run within one square. The

ON SUNDAYS.

curs of both lines connect with each train upon its

D. H. MUNDY, Agent.

0WE:--

ued. 45.

rom this date.

City.

6 19

SALE OF A PRIVATE COLLECTION OF AMERICAN AND FOREIGN COINS AND MEDALS. On Monday, Tuesday, and Wednesday Sept. 6, and 8, set 2% of closer, at the auction, stores, will be sole, the collection of Captain Edward P. Thorn, of Ph infield. N.J., comprising 1000 lots of American and Isotign gold, silver, and copper colus and medals. Catalogues are now ready for distribution at the auction store. 9346 dore. Sa'e at No. 1806 N. Broad street. ELEGANT FURNITURE, RICH VELVET AND KRUSSELS CAEPETS, LARGE FRENCH PLATE MANTEL MIRRORS FRENCH MANTEL CLOCKS, FRENCH CHINA DINNER SERVICE, WEBER CONCERT GRAND PLANO. FORTE, ETC. On Wednesday Morning, Sept. 8, at 10 o'clock, at No. 1666 N. Froad street, will be sold the turniture of a genleman going to Europe, com-prising elegant walnut parlor turniture, covered with ailk reps, rosewood Weber concert grand plane forte. large French plat- mantel mirrors, 3 elegant French manted clocks, rich velvet and Brussels carpets, walnut chamber and library turniture, 3 French china dinner services, curtains, splendid musical box, dining room and kitchem turiner, etc.

But I have wandered from our interview with "President Young," which, indeed, is all told already; and I have nothing to do but to pass immediately to my talk with David Hyrum Smith, the representative leader and missionary of the "Josephites" in this valley. David Hyrum is the third son of Joseph Smith, the founder of Mormonism. He is the child concerning whom, while yet unborn, the martyred prophet uttered the prophecy that he would deliver his people from a bondage under which they would fall; but he is not, as is generally supposed, the claimant of any temporal power or rulership. That belongs. according to the Josephites, to Joseph Smith, Jr., who has long been the head of the antipolygamous Mormons, and who lives at Plano, Ill. David Hyrum came here with his elder brother, Alexander, some weeks ago. Their purpose was a peaceable but thorough crusade against the doctrine of polygamy and the theocratic form of government.

which may be denoted as Brighamy, for the sake of rhyme. On arriving the brothers reported to Governor Durkee, to whom they announced their mission, and appealed for protection (!) They then called upon Brigham and asked the use of the Tabernacle to discuss the questions mentioned above. The interview ended in a virtual refusal of the privilege, and a storm of words over the character of the boys' mother, Emma. The only other public hall of any size in the city was Independence Hall, used by the Gentiles for church services and other purposes. In this hall the boys have preached every Sunday since their arrival, to audiences at least double the comfortable capacity of the hall, and I found them and their mission a general topic of discussion among the people here, all except the leading Brighamites, who are disstrangers, though the regular church devotes

a meeting to them every day. I was told that David Hyrum was to be found at the residence of Samuel Smith, in the Seventeenth Ward. Proceeding thither, I inquired for David Hyrum in a subdued tone, so as not to bring upon the occupants of the premises a terrible death of the destroying Danites. Here I learned that the Child of Prophecy was probably at the house of John Smith, about half a mile away. (There are rather more Smiths in Salt Lake than in other towns of equal size.) At John search was at the house of another person, distinguished for not being a Smith. Another Joseph half-mile in this city of magnificent distances. and I had cornered my game. There was the I knew that the Child of Prophecy was there. there was no meeting-that I could go right in. Presenting myself at the open door, and demanding in my most solemn manner to see David Hyrum Smith, I suppose I had quite the semblance of one of Brigham's much-talked-about 'Destroying Angels.' (I may add, too, that a very Mormonish-built straw hat which the scorching heat of this basin has forced me to don, doubtless contributed to heighten the impression among the handfull of Josephites before me.) I soon, however, convinced them that a blunt Faber pencil was the most

few were Gentiles and some few had come attracted by curiosity, at least four-fifths of the audience were those who had come as sympathizers or candid inquirers after the truth. I overheard many remarks of approbation, especially from women in the audience as the people were dispersing. I know of David from other sources than Salt Lake, and am satisfied that he is a young man of excellent character and more than average ability. He seems a little too modest for a leader, and is physically and mentally the very opposite of the man against whom he is pitted in this contest.

BRIGHAM JUNIOR.

Another great light in Mormondom which has shone upon me since my arrival here is Brigham Young, junior, who proposes to play "Elisha" to Brigham senior's "Elijah," in the rulership of this independent nation. Brigham junior is an exceedingly substantial piece of workmanship. Nothing spiritual about Brigham junior. He will turn your scale at 240, though by no means high of stature. The great Mormon leader, evidently realizing in what peril the necks of a perse cuted sect must ever be, omitted that particular section from the physical constitution of Brigham junior, so that his puffy head sits square on his broad shoulders. The result, with the florid features and gross form of the young apostle, is an impression upon the stranger of a somewhat bestial nature. I must say, however, that Brigham junior very agreeable companion alf hours' conversation. I a a half for found him in the office of the Church Historian, George A. Smith. This office is a remarkable affair. Its shelves are filled with the best collection extant of the works upon Mormonism, upon Utah, upon everything perposed to ignore them in talking with taining to this people. The works upon Mormonism are both pro and con, and embrace

many books which are now very rare. A dezen or two of scrap-books are pasted full of newspaper correspondence from Utah, of all grades of merit; so that it is no vanity to exect that 'these few lines' will enjoy the same blessing. Of church records and documents there is no limit; indeed, one may safely allege that everything pertaining to the Church since its organization has been reduced to black and white and hemin deposited, chiefly through the assiduity of Mr. Smith. When we entered we found Brigham, Smith's I learned that the object of my Jr., and two Smiths, one of them a son of George A., and another a nephew of Joseph and Hyrum, poring over some apparently ancient documents, which I imagined to pertain to the voice of singing and exhortation within, and Josephite fend now agitating this community. Brigham Junior gave me a chair and vaulted, After waiting for a time for the meeting to as an elephant vaults, upon a stout copying rise, I was told by a man outside that stand, which fortunately proved adequate in area and strength. Brigham Junior talked contemptuously of David Hyrum, and of the enemies of the President and the Church; thought the Josephites could hardly pick off as many Brighamites as we could produce; colonies of a thousand and upward were arriving every month, and 'we are producing them pretty fast here at home,' said Brigham Junior. 'Our peculiar institution works well. I came here myself eleven years old, and I have twelve already," said the proud pro-genitor of a dozen. 'And I've just begun,' he added, and we shrunk in awe before deadly weapon I had about me, and that my this puissant procreator. Brigham Junior mission was a peaceful one. David Hyrum, | informed me that the Church already had one

Via Connecting Railway. At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$2:25. At 11:30 P. M., Emigrant Line. Fare, \$2: At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. for Tren-

ton. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tuliytown, Schenck's, Eddington, Cornwell's, Torreadule, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:33 A. M., 8, and 12 P. M. Lines will run delle, All others burden as availed

ally. All others, Sundays excepted, For Lines leaving Kensington Lepot, take the

cars on Third or Finh streets, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philaderpain Depot Chesnut and Walnut within one square. On Sandays the Market Street cars will run to connect with the 9'80 A. M , 8, and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWAKE KALLKOAD LINES. FROM KENSINGTON DEPOT. At 7:30 A. M. 107 Nagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bond, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc. Manch Chunk, Allentown, Rethlehom, etc. At 11 A. M. and o P. M. for Lambertville and intermediate stations.

AMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2 15, 3 30, 6, and 6 30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville,

At 10 A. M., for Lewistown, Wrightstown, Cooks-tewn, New Egypt, and Horneratown. At 10 A. M., for Lewistown, Wrightstown, Cooks-tewn, New Egypt, and Horneratown. At 7 A. M., 1 and 3:30 F. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Croam Ridge, Imlaystown, Sharon, and Hightstown. Hightstown. 110 WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-INSTOWN RAILROAD.

TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9:95, 10, 11, 12 A. M., 2, 5%, 3%, 4, 4:55, 5:05, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 M. F. 30. Leave Germantown at 6, 7, 7%, 8, 8*29, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8*20 down train and 3% and 5% up trains will

not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia at 9/15 A. M., 2, 4/05, 7, and 10%

Leave Germantown at S-15 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILBOAD.

CHESNUT HILL RAILROAD, Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 1:40, 5:40, 6:40, 8:40, and 10:40 P. M.

Leave Chesnut Hill at 170, 8, 940, 1140 A. M. 140
 S 40, 5 40, 6 40, 8 40, and 10 40 P. M.
 Leave Philadelphia at 9 15 A. M., 2 and 7 P. M.
 Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and
 9 25 P. M.
 FOR CONSHOHOCKEN AND NORRISTOWN.
 Leave Philadelphia at 5 75, 9, and 11 05 A. M., 156

FOR CONSHOHOCKEN AND NORMSTOWN. Leave Philade phia at 6, T_{N} , 9, and 11:05 A. M., 1%, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 A. I. 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop t Mogee's, Potts' Landing, Domino, or Schur's Int.

The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken. ON SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., U₂, 3, 45¢, 6, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 3%, 5, 6%, 8:30, and 10:1. M. The 5 P. M. train from Philastelphia will stop only at School lane and Manayank. ON SUNDAYS. Leave Philadelphin at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Soperintendent, Depot, NINTH and GREEN Streets.

procured as d baggage delivered, by s P. M., at No. 11c Market street.

The Market, Street,
The Arks AR RIVE AT DEPOT, VI2.: Cincinnati Express
Patris AR RIVE AT DEPOT, VI2.: Cincinnati Express
6 20 A. M.
Patris AR RIVE & 20 A. M., 4*0 5 and 0 60 P. M.
Frie Mail
9 35 A. M.
Parkesburg Train
9 10 A. M.
Parkesburg Train
9 10 A. M.
Parkesburg Train
12 30 P. M.
Parkesburg Train
12 30 P. M.
Partie Express
1:00 P. M.
Pacific Express
1:00 P. M.
Pacific Express
1:00 P. M.
Partie Express
1:00 P. M.
No. 901 Of ESA UT Street.
FRANCIS FUNK, Ticket Agent, NO. 116 MA 3KEE Street. TEAINS ARRIVE AT DEPOT, VIZ.: -

No. 116 MARKET Street. SAMUEL H. WALLSCE,

Ticket Agent at the Depot. The Pennsylvania Ealiroad Company will not assume any risk for Haggage, except for Wearing

Apparel, and limit their responsibility to One Huu-dred Dollars in value. All Baggage exceeding that amount in value will be at tue risk of the

owner, unless taken ov special contract. FDWAROH, WILLIAMS, 429 General Superintendent, Altoona, Pa.

FOR CAPE MAY, VIA WEST JERSEY RAIL-

COMMENCING MONDAY, AUGUST 50, 1389. Leave Philadelphia, foot of Market street, as fol-

lows:-0.00 A. M., Cape May Express, due 12:25, 3:15 P. M., Cape May Passenger, due 7:15, Sunday Biall Train leaves at 7:15 A. M., due 10:45, Sunday Biall Train leaves at 7:15 A. M., due 10:45, Cape May Freight leaves Camden Gally at 9 20

RETURNING, TRAINS LEAVE CAPE MAY.

EFTIMING, TRAISE LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 10-03 A. M. 5 00 P. M., Passenger, due 5-22 P. M. Sunday Mail Train leaves Cape May at 5-10 P. M. Cape may Freight irain leaves daily at 5-40 A. M. TIOKETS.

TICKETS. Annual Tickets, \$100: Quarteriy Tickets, \$50: to be had only of the Treasurer, at Camden. 20 Com-pon Tickets, \$40: 10 Coupons. \$25 Excursion dense tickets, \$40: 10 Coupons. \$25 Excursion An accommonation train for Woodbury, Mantua, Barnsboro, and Glassboro Icaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at 0:5 0A. M.

30A. M

Commutation books of 100 checks each, at re-duced rates, between Philadelphia and all stations. PREIGHT TRAINS LEAVE CANDEN

For Cape May, Miliville, Vineland, etc., etc.,

For Bridgeton, Salem, and way stations, 12:00

Freight received at first covered wharf below

Walbut street. Freight delivery, No. 228 S. Deinware avenue. 11 WM. J. SEWELL, Sup't W. J. R. R.

PHILADELPHIA AND ERIE RAILBOAD.-SUMMER TIME TABLE.-THROUGH AND DERECT ROUTE BETWEEN PHILADELPHIA, BAITIMORE, HARFISBURG, WILLIAMS FORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Siceping Cars on all Night Trains. On and after MONDAY, April 23, 1869, the trains in the Philadelphia and Life Railroad will run as

follows:- wkerwABD MAIL TRAIN leaves Philadelphia . 10.45 P. M. Willansport . 8:15 A. M. 8 15 A. M. 9 30 P. M. a arrives at Frie

ERIE EXPRESS leaves Philadelphia 1160 5. M Williamsport 850 P. M " Williamsport 8:50 P. M. " arrives at Erie . . 10:00 A. M. ELMIRA MAIL leaves fhiladelphis " Williamsport 8:50 P. M. " Williamsport 8:50 P. M. " " Williamsport 8:50 P. M. 5:50 P.

General Superintendent,

"he furniture can be examined early on the morning 9 9344 Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate ata C. D. MCCLEES & C. C. D. MCCLEES & CO., AUCTIONEERS, tions by Reading and Potistown Accommodation Trains, at reduced rates.

Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Beading, COMMUTATION TICKETS, SALE OF 1500 CASES ROOTS, SHOES, BROGANS, ETC. On Monday Morning, Sept. 6, at 10 o'clock, including a large line of city-made N. B. Sale every Monday and Thursday. b. [9236

At 25 per cent, discount, between any points de-sired, for families and irms, MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$2:50 each, for families and firms. SEASON THCKETS, SEASON TICKETS, For three, six, nine, or twelve months, for holders only, to all points, ar reduced rates, CLERGYMEN CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 1% HOURS. TARES EFFECT SEPT. 1, 1869.

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to he had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT. Goods of all descriptions forwarded to all the above

and Willow streets. MAILS is from the Company's new freight depot, Broad MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 Å. M., and for the principal stations only at 215 P. M. FREIGHT TRAINS

Leave Philadelphia daily at 455 A. M., 1245 noon, and 745 P. M., for Reading, Lebanon, Harrisburg,

Pottsville, Port Clinton, and all points beyond. BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 925 S. Fourth street, or at the Depot, Thirteenth out Callored U streets. and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.-For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCE, AND SCRANTON.

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays

excepted), as follows:--At 745 A. M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hasiston, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

At 046 A. M. (Express) for Bethlehem, Easton, Atlentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

At 145 P. M. (Express) for Bethlehem, Easton, Mauel Chunk, Wilkesbarre. Pittston, Scranton, and Hatleten. At 5-00 F M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For logilestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and

11-30 P. M.

For Abington at 1:15, 8:16, 5:20, and 8 P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union Cky Passenger Rallways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9'00 A. M., 2'10, 4'45, and 8'38

From Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:20, 10:35 A. M., and

From Abington at 2.35, 4.35, 5.45, and 9.35 P. M.

ON SUNDATS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 200 CHESNUT Street, forwards Parcels, Pack-ages, Merobandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cilles is the United States. E. COLEMAN, Summiniandant

4 105

arrival.

. D1.

Leave Philadelphia for West Chester at 8.00 A. M. and 2.30 P M. Leave Philadelphia for B. C. Junction at 746

P. M. Leave West Chester for Philadelphia at 7.45 A. M. and 4.45 F. M. Leave B. C. Junction for Philadelphia at 6.00 A. M. WILLIAM C. WHEELER,

General Superintendent.

