THE EVENING DAILY TELEGRAPH-PHILADELPHIA, MONDAY, JANUARY 17, 1870

MORMONISM.

Mormon Question in Congress and a sable Fight Over It-What the Saints cose to Do and What 7 hey Are Doleg. er Robert T. Burton, the leader of the crusade against the Morrisites, and ejoices in the possession of multifarious in Utah, departed last week for the nacapital. It is said by these who ought by that the visit of Mr. Burton to Washn has in it some connection with the six pon the Mormon question now awaiting tion of Congress.

MORMONIAM DOOMED.

Young and his delegate, Mr. gham gham roung and his delegate, Mr. er, although anticipating some action on art of Congress, did not expect the nu-hs and overwhelming efforts which have is and overwhelming efforts which have made by members to bring about a y solution of the Mormon question. aps Mr. Hooper and his chief rested e in the memory of past victories which had achieved over Congress, and ex-d to gain future triumphs by virtue of ms. Events have demonstrated. ver, that if they entortained any such they have been grievously disap-ed. The failing health of Mr. Hooper endered him incapable of successfully sting, unaided and alone, the powerful nce against him. Hence the necessity efficient ally and the presence of Mr. n in Washington.

THE CHAMPION OF THE SAINTS.

Burton is a man of considerable shrewd-Burton is a man of considerable shrewd-and tact. As a major-general in the polegion he is well versed in a great new tactics, and members of foreign ms will probably have an opportunity of them for taking lessons in diplo-movements of a high order, if they will early application to the Mormon envoy he here court of Brighten Young

Burton held the office of Collector of A Revenue for the Territory of Utah he administration of President Linad he relies upon that circumstance to a favorable impression upon the minds nds of the deceased President in his He is also a man who has been tried tor his fidelity, has advanced him to the fidelity has advanced him to the offices which he now holds in the on Church. Such a man is never sent n ordinary mission. His services are uable at home, especially during the ce of a schism which is shaking Brig-power to its foundation. The man on the hosts of Zion with rifles rtillery to imbrue their hands in od of a little handful of Morrisite diss cannot be very well spared in such a atous crisis which threatens the fate of perior. To be sure, a crisis is also g at Washington; but the distinguish-olities of Major-General Burton would to better advantage and be called into useful requisition at home, where he appear at the head of his legion, with a n one hand and a sword in the other, to own the vile heretics who dare dispute allibility of Brigham Young. Whether sustain the role which he has assumed shington equally as well yet remains to n. What effect the efforts of himself r. Hooper may have upon the members bably be better ascertained when the pon the Mormon question are called up nmittee of the Whole.

SECONDARY LIGHTS OF THE FAITH. the Mormon missionaries who arrived Salt Lake City, Henry McEwan and Saml. rrino still remain to edify and instruct ints. A general feeling of discourage-is felt by the missionaries at the poor s which they meet with in making con-Much of this they attribute to the aper correspondence and reports. They hat it is not their fault if, through , they are compelled to meet in the nilding with a liquor and

ers bid for them fiercely as men do in this degenerate age for a Titlan or a Murillo. All this was churming for people who liked good dinners; for, as in time of military rage every French soldier fights like a man in hopes of being rewarded with a bit of red ribbon, so in the days when cookery was ap-preciated every French cook fried, boiled, and roasted with a will in humble expecta-tion that some day or other the title of cortlon-blen would crown his well-meant cordon-bleu would crown his well-meant efforts. Who could tell, indeed, but that the quiet, well-dressed individual who had just entered the dining-room of the modest resentered the dining-room of the modest res-taurant and ordered a mayonnaise, a sol au gratin, and some cotelettes a la soubles for his dinner, was a peer of France in multi—a peer who, if pleased with his repast, might bring other peers after him and set the modest restaurant in fashion? Such things happened then. It had required no more than a frozen barrel of Romane and the accidental christening of poulet a la Marengo to found the reputation of the Trois Freress Provencaux; whilst a tureen of potage bisque —so the story goes—had been enough to start the fame of the Rocher de Cancal. The imagination of French cooks and scul-lions was on the alert. Every customer who ordered a clever dinner, and showed that he ordered a clever dinner, and showed that he knew what he was eating, raised golden hopes in the hearts below stairs. French hotels and restaurants were then really worth hotels and restaurants were then really worth dining at, and it was a fact which travellers never failed to record very tenderly in their memoirs that, whether one spent on one's dinner five frances or fifty, the fare was sure to be wholesome, well-cooked, and agreeable. Truth to say, however, this blissful state of things only lasted a few years, for one must not go back for excellent cookery further than the reign of Napoleon, nor hope to find the vestiges of it much later than 1830.

than 1880. Taken all in all, France may be no worse in point of cookery than England or Ger-many, but it is hardly better. Amongst British travellers there are still a few enbritish travellers there are shift a lew en-thusiasts who go into raptares over the fare provided at the monster kotels and the more famous restaurants. But Frenchmen them-selves are of a different opinion, and it is a significant fact that the restaurants most popular with French barristers, journalists, artists, officers, and well-to-do bachelors in general are precisely those where the dimper artists, officers, and well-to do bachelors in general are precisely those where the dinner is of an English kind, that is, where a cor-tege of solemn-looking joints is wheeled in at 6 o'clock and made to do duty as the staple article of the evening's dinner. And this, be it observed, is not a question of economy, for a dinner off the joint with accompaniment of the usual *et ceteras* is not any cheaper—often much less so, indeed— than a purely French dinner of three or four courses. But Frenchmen are placed on the horns of a dilemma. Long acquaintance has made them distrustful of stews. It is the old question of *timeo Danaos*. Under the old question of timeo Danaos. Under the heaps of mushrooms and olives lurks mischief. Those, therefore, who cannot afford to pay twenty france for a dinner at the Cafe Anglais, or to keep a cook of their own, prefer relying upon the simple joints set in fashion by England, and dine—from mulla-gatawney or oxtail to Stilton cheese inclusive -very much as if they were on the other side of the Channel. The only thing they have not yet been able to accustom themselves to entirely is the taking of beer whilst eating. entirely is the taking of beer whilst eating. But this is an innovation which, like the joints, is destined to have its day. Already, under pretext of trying British pale ale, many Frenchmen may be descried handling plate-tankards at luncheon. Inveterate patriots bewail the practice as another symptom of Anglo-mania; but the Anglo-maniacs contend that in this age of progress the French wines have shown a tendency to follow in the wake of the French stews, and that the only way of being certain that one is drinking of a sound vintage, wholesome, cheap, and unadulterated, is to drink beer. SHIPPER'S QUIDE. 1870. IMPORTANT TO SHIPPERS. ALL RAIL FREIGHT LINE BETWEEN Philadephia and the West, Via Baltimore and Ohio Route.

RAILROAD LINES.

Trenton. At 630, 6, and 10 A. M., 12 M., 2, 3:30, 4:00, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 6:30 and 10 A. M., 12 M., 3:30, 4:50, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton. The 11:30 P. M. Inc leaves Market Street Ferry, furner side).

The 11 SO F. M. HAR KENSINGTON DEPOT. (upper side). At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Fronton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and

Tullytown. At 7:80 and 10:45 A. M., and 9:80, 5, and 6 P. M. for

At 7:30 and 10:45 A. M., and 9:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-shoming, Bridesburg, and Frankford, and at 3:50 P. M. for Holmesburg and Intermediate stations. FROM WEST FILLADELPHIA DEFOT. Via Connecting Railway. At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 19 P. M. New York Express Lines, via Jersey City. Fare, 3:25.

At 11:30 P. M., Emigrant Line. Fare, \$3. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M., or Trentop. for Trenton. At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M., for

At 12 P. M. (Night), for Morrisville, Tullytown, At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9'30 A. M., 6'45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BEL.VIDERE DELAWARE RAILROAD LINES.

At 7:50 X. M. for Niagara Falls, Juifalo, Dunkirk, Eimira, Ithaca, Owego, Rochest J., Binghamton, Os-wego, Syracuse, Great Hend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc.

Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc. A. 7:30 A. M. and 3:20 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train traving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and Intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. FROM MARKET STREET FRRRY (UPPER SIDE). At 7 and 10 A. M., 1, 215, 4300, 5, and 6'80 P. M., and on Thursday and Saturday nights at 11'30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2'15 and 6'80 P. M. for Lamberton and Mediord.

Mediord. At 7 and 10 A. M., 1, 3-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 995, 10, 11, 12 A. M., 1, 2, 8%, 8%, 405, 435, 5, 5%, 6, 6%, 7, 8, 920, 10, 11, 12 F. M.

P. M. Leave Germantown at 6, 655, 7%, 8, 820, 9, 10, 10 to, 12 A. M., 1, 2, 3, 850, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The \$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% P. M.

P. M. Leave Germantown at 8:15 A. M., 1, 8, 6, and 9% P. M.

Leave Germantown at \$15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 920, and 11 F. M. Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 3%, 540, 649, 840, and 1040 P. M. ON SUNDAYS. Leave Chesnut Hill at 750 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 F. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Infindelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 505, 10 05, and 112 P. M. Leave Norristown at 540, 6295 T. 7.4%, 840, and 11 A. M., 1%, 8, 4%, 6%, 8 and 9% P. M. The 7% A. M. train from Norristown will not stop at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 9%, 4 and 7% P. M.

RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE rom Philadelphia to the interior of Pennsyl-vania, the Schuyikili, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the and Wyom Onnadas.

and wyoming valleys, the North, Northwest, and the Canadia. WINTER.ARRANGEMENT Of Passenger Trains, Docomber 20, 1869. Leaving the Company's depot at Thirteenth and Callownill streets, Philadelphia, at the following bours:-- MORNING ACCOMMODATION. At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 625 P. M.; arrives in Philadelphia at 925 P.M. MORNING EXPRESS. At 846 A. M. for Reading, Lebapon, Harrisburg, Pottsville, Pinepsove, Tamagua, Sunbury, Williama-port, Eimira, Rochester, Niagara Falls, Boffalo, Wilkesbarre, Pitteton, York, Carlisio, Chambersburg, Hagerstown, etc.

port, Elmira, Rochester, Niagara Falis, Buffale, Hagerstown, etc.
 The 7:50 A. M. train connects at READING with East Pennsylvania Haliroad 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 Baliroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehana trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
 AFTERNOON EXPRESS
 Leaves Philadelphia at 5:30 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATHON.
 Leaves Pottstown at 6:45 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrivos in Pottatown at 6:45 P. M.
 READING AND POTTSVILLE ACCOMMODATION. Leaves Pottstown at 6:45 A. M., stopping at 1:40 A. M., stopping at all way stations; arrives in Phila-delphia at 5:40 A. M. and Reading at 7:40 A. M., stopping at all way stations; arrives in Phila-delphia at 5:40 A. M., and at Pottsville at 9:50 P. M.

rives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M. Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Phila-delphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 F. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attaoned, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Pliftsdelphia at 2:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 F. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 150 A. M., 1250 and 400 P. M. trains from Philadelphia. Returning from Downingtown at 650 A. M., 1255 and 515 P. M. PERKIOMEN RAILROAD. Tassengers for Schwenksville take 750 A. M., 1250 and 400 P. M. trains from Philadelphia, retarning from Schwenksville at 506 A.M. and 1245 M. Stage ince for the various points in Perkiomen Valley con-uce twith trains at Collegoville and Schwenksville. COLEROOK DALE RAILROAD. This enter 500 A. M. and 400 P. M. trains from Philadel-bla, returning from Mt. Pleasant at 700 and 1100 A.M. NEW TORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 500 P. M., and connecting at 145 and 1006 P. M., and connecting the Harrisburg with Pennsylva-mis and Northern Central Hailtond Express trains for Fittsburg, Chicago, Williamsport, Eimira, Baith-mer and process train leaves Harrisburg on arore, etc. Returning Express train leaves Harrisburg on ar-

more, etc.
 Beturning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 525 A. M., and 1240 noon, passing Reading at 740 A. M., and 200 P. M., arriving at New York 1905 noon, and 635 P. M. Steeping cars accompany these trains through between Jersey City and Pittsburg without ohange.
 A Mail train for New York leaves Harrisburg at 540 A. M. and 205 P. M. Mail train for Harrisburg at 540 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.
 Schuytkillt VALLEY RAILHOAD.
 Trains leave Pottsville at 640 and 11:30 A. M., and 650 P. M. Mail train for Harrisburg leaves New York at 12 M.
 Schuytkillt AND SUSQUEHANNA RAILROAD.
 Trains leave Anburn at 8:55 A. M. and 2:40 P. M., for Pinegrove and Harrisburg. at 17:00 noon for Pinegrove. Tremont, and Brookside, returning from Parrisburg at 7:30 A. M. and 5:40 P. M., from Brookside at 6:00 P. M., and 5:40 P. M., from Brookside at 6:00 P. M. and 5:40 P. M., from Brookside at 6:00 P. M., and 5:40 P. M., from Brookside at 6:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.
 Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
 Excursion Tickets from Philadelphia to Reading

Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Traina, at

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1989. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKER Streets, which is reached directly by the Market street cars, the last car connecting with each train teaving Front and Market streets thirty minutes be-fore its departure. The Cheanut and Wainut streets cars run within one square of the Depot. Streets, and at the Depot. Streets, and at the Depot. Agents of the Union Transfer Company will cost for and deliver baggage at the depot. Orders last at No. 901 Cheanut street, or No. 116 Market street, will rective attention. TRAINS LEAVE EFOT, VIZ.:-

	TRAINS LEAVE MFOT, VIL :	30
	Mail Train	100.3
	Paoli Accommodath. 10 30 A. M., 1 106nd 630 P. M.	14
	Past Line and Eric Express	đ
	Lancaster Accommedation 410 P M	10
3	Partoshnry Train	and i
	Cincinnati Express 8 00 P. M.	246
2	Cincinnati Express. 8 00 P. M. Erie Mail and Pittsburg Express. 9 35 P. M. Accommodation 12 11 A. M. Pacific Express. 19 06 night.	1.00
	Accommodation 12'11 A. M	23
6	Erie Mail leaves dally, except Sunday, running on	63
	Saturday night to Williamsport only. On Sunday	10.7
2	night passengers will leave Philadelphia at 8 o'clock*	ling.
	Pacific Express leaves daily. Cincinnati Express	16.6
	daily, except Saturday. All other trains daily, ex-	122
2	The Western Accommodation Train runs daily,	123
5	except Sunday. For this train tickets must be pro-	100
5	cured and baggage delivered by 5 P. M., at No. 116	100
2	Market street.	100
	TRAINS ABRIVE AT DEPOT, VIZ. :	2.2
0	Cincinnati Express	100
6	Erin Mall. 630 A. M.	133
1	Erie Mail	10
6	Parkesburg Train	
	Fast Line	
6	Lancaster Train	100
20	Southarn Express. 700 P. M.	100
2	Southern Express	In
e	Pacific Express	1.44
61	Harrisburg Accommodation	1.0
2	For further information, apply to	1.0
12	JOHN F. VANLEER, JE., Ticket Agent, No. 901 CHESNUT Street.	1 24
	FRANCIS FUNK, Ticket Agent,	E
2	No. 116 MARKET Street.	1.00
61	SAMUEL H. WALLACE	100.0

BAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not a sume any risk for Baggage, except for Wearing Aj parel, and limit their responsibility to One Hundre Dollars in value. All Baggage exceeding that amoun in value will be at the risk of the owner, unless taken by special contract.

y special contract. EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

429 General Superintendent, Altoona, Pa.
PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAHROAD. TIME TABLE. Trains will leave Depot corner Broad street and Washing ton avenue as follows:Way Mail Train at \$300 A. M. (Sundays excepted) for Ealtimore, stopping at all regular station conceting with Delaware Railroad at Wilmingto for Cristicid and intermediate stations.
Express Train at 18 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington Perryville, and Harte-de-Grace. Connects at Wil-mington with train for New Casile.
Express Train at 19 M. (Sundays excepted), for Failtimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Statton, Newark, Ekkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chaso's and Stemmer's Run.
Might Express at 11'30 P. M. (daily), for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Statton, Newark, Ekkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chaso's and Stemmer's Run.
Might Express at 11'30 P. M. (daily), for Baltimore and Washington, Stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Ekkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Willaubgton. Leave Philadelphia at 11.00 A. M., 2.80, 5.00, and 7.00 P. M. The 5.00 P. M. Train connects with Dela-ware Kallroad for Marrington and intermediate

7:00 P. M. The 5:00 P. M. Train connects with Delaware Kallroad for Marrington and intermediate statious. Leave Wilmington 6:30 and 8:10 A. M. 1:30, 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 Accommodation Trains Sundays excepted. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Railroad.

A. M. 4 Railroad.

Railroad.
 From Baltimore to Philadelphia—Leave Baltimore 726 A. M., Way Mall; 935 A. M., Express; 236 P. M., Stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester. H. F. KENNEY, Superintendent.

HULADELPHIA AND BALTIMORE CENT RALLROAD COMPANY. WINTER ARRANGEMENT. On and after MONDAY, November 1, 1669, Trains off leave as follows, stopping at all Stations on Miladelphia, Baltimore Central, and Chester Creek

11 75

CHURCHES

half their prices.

AUGTION BALES. M. THOMAS & SONS, NOS. 139 AND 148 FALE OF REAL ESTATE AND STOORS, asparg 18, at 13 o'clock noon, at the Exchange, BROWN LINE AND GIRARD AVENUE, N. W. corner-Lange and Valuable Let, 299 feet trent, 100 feet deep, 4 fronts. Eale sizedute. See plans. BROAD AND THOMPSON, B. W. corner-Hierant Brown Lines Residence: has every moders convenience: 25 by 169 feet; two froms, immediate possession. CHOUND RENTS- 578'07', 8120', 803'06, 833'75, 8075. WASHINGTON AVENUE, No. 855 Genteel Dwell-TZWATER, No. 1114-Medisen Dwalling. FTEFBTH (Bonut), No. 558 Medison Dwalling. EVENTH AND FEBNUN, N. & corner-store and esiling. 9 OOD, No. 1815-Genteel Dwelling. 5ROOND (North), Nos. 2135, 2135, 2140-Valuable Stores. WEST DELANCKY PLACE, No. 2110-Modern Res-FORTY-FOURTH, South of Huron-Genteel Dwell-MONTEREY, No. 1212 Modern brick Dwelling. MREV INF. No. 1212 Modern brick Dwelling. NEW, No. 155 Wodern four-story brick Residence OARLION, No. 1960 Genteel brick Dwelling. TAEKER, No. 1642 Genteel brick Dwelling. 100 Schwyskill Nijfanties, common. 100 Schwylkill Nijfanties, common. 100 Schwylaw Information Co. 46 Northern Tinaportation Co. Intional Bank of the Republic, tellance Insurance Co. cademy of Music, with tiokat. Steubenville and Indiana, Railroad. ameten and Atlantic Bailroad. American Buttonhole Machine Co. Alladelphia Library. 0 bond Union Passenger Railroad Co. ares Fhomizville National Bank. aon Ticket Arch Strept Theatre, hares Republic Insurance Co. tisaburg. Cincimnati, and St. Lemis R. W. hares Contral Temporateion Co. 100021 00 1.84 1587 webuilt A LOUGH WING And and Addressed " STATE OF DESIGNATION OF asburg, Cincinnati, and St. Louis R. W. area Central Transportation Co. area Mammoth You Coal Co. haves Union Passenger Rallway Co. 20 Warren and Franklin Railcoad, 1st mortgage. 6 Susquehana Caral, 6 per cont. ares Pennsylvania Fire Insurance Co. alogues now ready. 114 m (PTO) (647) (Short A. MCCLELLAND, AUCTIONEER. NO. 1919 CHESNUT STREET. are st dwellings. Public saies of Furniture at the Auction Rooms, No. 194 CHESNUT Streest, every Monday and Thursday. For particulars see Public Ledger. [] 13 N. B.- A superior class of Furniture at private sale. MARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmen for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor, Bole at the Auction Rooms. Bale at the Auction Rooms. HANDSOME WALNUT HOUSEHOLD FURNITURE. FIRE PROOF SAFKE, MIRRORS, FINE CARPATS. EXTENSION TABLES. SIDEBOARDS. OHINA. GLASS WARE, ETC. On Wednesday Morning. January 19, at 10 o'clock, at the suction rooms. No. 529 Chesnut street. FINE COLE BOX BUGGY. Also, a very fine Cole box buggy, act of harness, etc. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 OHESNUT Street, rear entrance No. 1107 Samon street. Sale at No 1110 Chosnut street. Sale at No 1110 Chosnut street. FINE SHEFFIELD PLATED WARE FROM JO-SEPH DEAKIN & SON. MANUFAOTURERS, PEARL AND IVORY HANDLE TABLE CUTLERY. BOHEMIAN GLASS VASES, &TO. On Tuesday Morning. At 1035 o'clock, at No. 1110 Chosnut street, will be sold a large associment of fine plated ware, comprising test and collece sets, with urns and trays to match, dinner and breatfast easters: butter dishes, spoon holders, ladies, spoons, forks, etc. Also, a complete associment of poarl and ivory handle table outlery, of best quality. At 7% o'clock, the above sale will be continued. It Wants S COTT'S ART GALLERY AND AUCTION COMMISSION BALLSROOMS. R. SCOTT, Jr., Anctioneer, No. 1117 CHEENUT Street, (Grard Row).

CONTRIBUTORS' SPECIAL SALE OF OIL PAINT-INGS, On Tuesday and Wednesday Evenings, Jan, Frand Is, at 70 clock, at Scott's Art Gallery, No. 117 Chesnot street, will be sold, without the loast resorve, a number of paintings, elegantly framed, embraoing river and mountain views, landscapea, marines, etc. ALSO, ON ACCOUNT OF WHOM IT MAY OON-CERN, About 20 paintings, purchased at private sale, 11735

BY BARRITT & CO., AUCTIONEERS OASH AUCTION HOUSE, 111 245 No. 250 MARK LT Street, corner of Bank street. Cash advanced op consiguments without extra charge.

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THE MORMON MERTINGS. THE MORMON MERTINGS. baskets of oyster shells they regard as good substitute for railings to prevent a from going off the steps sideways on a and stormy night. But few strangers i their meetings, and they are drawn r by a curiosity excited by the news-reports, to see how the Mormons look, and worship, without having to take a ey to Utah for that purpose. The elders not yet been able to present a well-nticated case of conversion on the par-se visitors. It is stated that on account e visitors. It is stated that on accoun extreme poverty of many saints here a tion must be taken up every Sunday to y expenses and support the poor. It rather curious to talk about the poverty Mormons, when their leaders are rollwealth and luxury in Utah, through eans drawn from these poor saints in ape of tithing. As, however, every one e governed by his own notions in this it, it will be useless to comment upon ubject further. The elders also deny they are about to make any extra efforts opagate their doctrines by building places orship.

WHAT THE "LIGHTS" EXPECT TO DO. ney expect to accomplish more in a quiet, ptrusive way, through conversations and dard Mormon works, than by preaching ublic. In this there is wisdom; for the ons of many of them are quite unintel-e. They ramble from one subject to le. They ramble from one subject to her, never explaining any one thing so a person of even ordinary comprehension understand it. They never attempts to on without falling short of the point sh they wish to make; and logical deduc-s are things entirely unknown to them. attention of many may have been ex-l by their preaching to investigate their ns, but no conversions ever followed as results of their so-called sermons.

French Dinners.

renchmen of half a century ago prided neelves upon the delicate freshness of f food, and boasted, not without reason, a stranger-came he from north, south, or west-could get a dinner in Paris as he never could at home. Those were ood old times for gourmets. The young lemen who frequented the Boulevard de d, or strolled up and down the famous den galleries of the Palais Royal—at that od the fashionable lounge—knew the it cooks of the capital by name as they the ballet-dancers, the tenors of the Salle tadonr, and the principal orators of the mber of Deputies. And the fact is, the t chefs of the Restoration were no mean le. They were in receipt of salaries h often reached as high as 30,000 france that is, somewhere about double the ar-that is, somewhere about double the of a colonel of infantry. They called inselves artists; they stipulated in written engagements they signed with ir employers that they should have six is' holidays in the autumn for a change air by the seaside; they invented new nes, they confided their views upon the mary science to needy men of letters, who it's books in their name; and when, by son of the death or ruin of their masters. became free, noblemen and hotel-keep-

> mailanut lanau a overrag at an In-THE REPART OF THE PARTY OF Nor 196 Son San Kit H arkers For a

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Hagleton At 5 00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

and Mauch Chunk. For Doylestown at 8 45 A. M., 2 45 and 4 15 P. M. For Fort Washington at 7 30 and 10 45 A. M., and 11 30 P. M. For Abington at 1 15, 5 20, and S. P. M. For Lansdale at 6 20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Raliways run to the new Denot

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethichem at 9 A. M., 2'15, 4'40, and 8'25 P.M. From Lansdale at 7'30 A. M., 4'30 and 7'05 P. M. From Fort Washington at 2'70

3'10 P. M

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Hons.
8'15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
2'0 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations.
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