

THE Rev. Lovick Pierce, D.D., whom the Baltimore *Episcopal Methodist* calls the "Nestor of Southern Methodism," the "Prince of preachers—the Napoleon of the pulpit" has written an article for the *New Monthly Magazine* on the subject of "The Ancient Tithe Law; was it a statute of Limitation, or was it of Perpetual obligation?" In this article Doctor Pierce takes the position that "the ancient tithe law, as established in the old Jewish Church, is of perpetual obligation, as the equitable principle of ecclesiastical finance." Whatever doubts there may have been in relation to the payment of tithing by the Church of Jesus Christ of Latter-day Saints, and whether it was taxable as income or not, ought now to be forever removed, inasmuch as the leading minister of Southern Methodism declares it to be a perpetual obligation resting upon God's people to pay it, and that "any appropriation of this tenth part to any other use than the subsistence of the ministry serving at the altars of God's temple worship, is by God himself declared to be robbery against God." This is a more rigid construction of the law than that of the Latter-day Saints. It is a Methodist view of the subject—a Methodist minister's view, who believes that "they that preach the gospel shall live of the gospel," and who has a keen appreciation of the importance of a well-paid reliable salary.

The Doctor, in his article, shows that this practice of tithe-paying was derived from high antiquity. He claims that it was part of the gospel preached to Abraham, and was recognized as a practical principle of righteousness by that Patriarch, long before the days of Moses. He says:

"It is evident this levy of tithes was not at all for civil government. It was entirely an ecclesiastical institute, and it was exclusively for the sustenance of Church organization and ministerial support, on the ground that the ministry, called of God to this entire consecration of themselves to this holy work, should nevertheless have a living guarantee to them by the same authority by which they were called to accept the provision made for them in this divine economy."

He claims that no ecclesiastical statute was ever rescinded or substituted, and that Christ did not come to destroy the law, therefore the tithe law remained in force.

We have heard considerable said about the law of tithing being enforced among the Latter-day Saints, and we have even heard of one official being so zealous to make a case out against them on account of their tithing, that he had gone around soliciting affidavits from one and another of his kidney to prove that if a man does not pay his tithing they make it a matter of church fellowship; but this Methodist doctor of divinity puts this payment of tithing on as high ground as the most sanguine Latter-day Saint ever thought of. Hear what he says:

"I cannot see that but salvation itself may turn upon this issue. If God has arranged and required at your hands, by a levy on your regular income of ten per cent., for the sustenance of a church purchased by his own blood, and especially for the sustenance of an unsecular ministry, to attend daily and properly to the holy services of his holy altars, and you either wantonly or negligently—and negligence is your crime—thwart and defeat the will of God's good pleasure in this soul-saving interest by your money-saving nonchalance I cannot promise you heaven."

This is equivalent to saying they will be damned; for the Methodists have no half-way house between heaven and hell; if they do not go to heaven, according to their doctrine, hell is their doom.

We are glad to see our Methodist friends making such progress. Notwithstanding Dr. Newman's trip to this country in search of notoriety by challenging to discuss "polygamy," we should not be surprised to hear one of these fine days of some "Nestor," some "Napoleon," or "Prince of Preachers" of his sect advocating the idea that plurality of wives is a portion of the gospel taught to Abraham, and "was recognized by him as a practical principle of righteousness long before the days of Moses," and therefore of perpetual obligation upon all believers in the gospel. Why not? It is just as reasonable and likely as that this minister should advocate tithing. The world moves, and the truths taught and the examples set by the Latter-day Saints are not lost upon it.

A GOOD deal has been said at various times during the progress of the war in Europe about the kindness with which the French prisoners were treated by their Prussian captors; but a correspondent of the *London News*, who has been visiting several of the localities where the prisoners are stationed, tells a very different story, and if his statements be true, Prussia deserves not a vestige of credit for magnanimity in their treatment of the scores of thousands of unfortunates which the misfortunes of war have consigned to their keeping.

The correspondent in speaking of his visit to Glogau, in Silesia, says that 15,000 French soldiers are in captivity there. The manner in which these poor fellows are quartered is horrible. Eighteen men are crowded into sheds of four square yards each. They lay on straw mattresses, the straw of which was soaked through with rain leaking through the roofs. Their rooms or sheds had no fire and no ventilation. The prisoners were fed once a day with gruel or rice, with sometimes a little meat, and heavy, sour, black bread. Most of the men were without shirts, underclothing, socks or shoes; some had only linen trousers on, and the snow was deep and the weather freezing. In consequence of this wretchedness the hospital was continually full, the prevalent disease being typhus fever, dysentery and small pox, and the mortality heavy. The patients here too, lay on straw mattresses, and as soon as one died his place was filled with others, without change or fumigation. No wine was allowed the patients, and as soon as they were able to stand they were sent out of the hospital back to the encampment. At Leipzig and Minden the treatment of the French prisoners, as described by this correspondent, was substantially the same as at Glogau; and, if true, is of so horrible a nature as to warrant the belief that the inhumanity of the Prussians in the treatment of their captives is only equalled by their prowess on the battle field.

[SPECIAL TO THE DESERET NEWS.]

## By Telegraph.

### GENERAL.

J. T. Wythe, one of the robbers of the mail car of the Pacific Railroad at Alta two weeks since, has been arrested at Truckee, and is now on the way here for trial.

WASHINGTON, 6.—A motion of Williams to take up the claim of extra services for carrying mails in Utah and Oregon, involving over a hundred thousand dollars, gave rise to a discussion in which was urged the necessity of greater vigilance in private legislation, in view of the extent to which government had been imposed on in the Charpenning claim. The bill was finally taken up and recommitted to the committee on post-offices.

NEW YORK.—To the *Press of the United States*:—Gentlemen:—Availing myself of the courtesy of the Western Union Telegraph Company, I send you by wire the annexed appeal on behalf of the suffering people of France. Relief to be of any value must be immediate. The committee respectfully request that you will publish the appeal with such editorial notice as may tend to enlist the earliest active and practical sympathies of all. The Western Union Company, I learn, will send, without charge, any telegraphic messages between the New York committee of relief and the co-operating organizations throughout the Union.

Respectfully,  
J. W. SIMONTON,  
Gen. Agent at New York of the Associated Press.

To the People of the United States:—In behalf of the suffering population of France, the committee appointed by the Chamber of Commerce of the city of New York, to organize measures of relief for the suffering people of France, is now prepared to receive contributions of money and supplies, which will be gratefully acknowledged. The committee appeals to the American people for this object, in the sacred name of charity and for that alone. It does not wish to refer to the merits of the conflict which has unhappily arisen between the great nations of Germany and France, for it believes that discussion on these points should cease in the presence of such suffering and want. The German army, with a noble magnanimity, and setting an example which is worthy of our admiration, have shared their scanty rations with their starving foes; let it not be said

that we of our abundance have done less than they. The French people have been engaged in a war of the most destructive character; it has drawn fearfully on their resources; exhausted their supplies, and crippled their industries in the agricultural districts. The last year's crop was a short one and the present one was harvested only in part, and much of what was gathered has since been destroyed or appropriated to the use of the armies. Their land has been the scene of numerous battles of terrible magnitude, and the horrors of war have been brought to their very doors. An immediate supply of food is needed for the starving people. The farmers must have seed to plant in their fields, in the spring, or the crops of next season will not be forthcoming. Unless speedy action is taken for the relief of the inhabitants, intense misery and destitution must prevail. Other nations are moving in this work of true humanity. Shall it be said that Americans stood idly by and extended no helping hand to the French people in their hour of distress? Our duty as a Christian nation forbids us to be indifferent to the appeal for relief. The charity that gives quickly is a double charity, and the committee, therefore, cannot too strongly impress on all the necessity of prompt action. Every day lost is for them a day of misery unretrieved. Contributions in money should be forwarded at once; supplies of breadstuffs and seed for sowing the crops in spring will, it is hoped, be sent by the farmers of the West, for the proper conveyance of which further arrangements will be made. The committee calls on its fellow citizens, everywhere, to engage in this work of humanity and love. It urges them to organize in every city, town and village at once and earnestly, and to forward their contributions without delay, and it feels assured that this appeal to the benevolence of all will receive an earnest and generous response.

(Signed.)

CHARLES B. MARSHALL, Ch'mn.,

CHARLES LANIER, Treas.,

ANSON PHELPS STOKES, Sec.

Remittances in money, which will be transmitted to Paris without delay, can be made to Charles Lanier, Treasurer, No. 27 Pine St., New York."

The following particulars of the terrible accident on the Hudson River Railroad were obtained from eye witnesses. The freight train which caused the accident consisted of twenty-five cars, most of which carried tanks of oil. Before leaving Albany, every car was carefully inspected by the workmen and no defect was discovered. When the train reached the wooden bridge over the Wapenger Creek, New Hamburg, a sudden shock passed through the entire train, almost throwing it from the track. Upon examination, it was found that the axle of the tenth car had broken, and that the car had then broken loose from its couplings, careened on one side and struck against the frame-work of the bridge and lay a total wreck upon the track. Almost at the same moment, and before the signal or note of warning could be raised, the express train, which left this city at eight o'clock, came rushing along at the rate of thirty miles an hour. The engine struck the wrecked car with terrible force, setting on fire the oil and scattering the inflammable materials and burning fragments in all directions. The force of the collision instantly threw the engine over the bridge, into the creek. The ice was very thick, but unable to bear the locomotive, which broke through and sank. The tender also fell into the creek. Immediately behind the engine were two baggage cars, which were followed by the sleeping car, full of passengers. The flames from the oil tank set fire to these cars, which, after striking the wreck, fell over into the creek, a burning mass. It is said that some of the passengers in the burning cars succeeded in leaping out in time to save themselves from death, but the rest were carried with the car over the bridge and were either drowned or burned to death. The body of the conductor of the sleeping car was afterwards found, with the lower extremities burned away. As soon as the particulars of the disaster reached this city, Superintendent Touey started for the scene and has since been engaged, with a large body of men, in searching for the bodies of the unfortunate passengers. This morning the wreck was cleared away from the sleeping car, as it lay upon the ice. In one corner of the car, the charred and blackened bodies were found, but were so disfigured that identification is impossible. From the appearance of the bodies, it is evident that the passengers at the time of the accident had rushed in despair to the car door, and there miserably

perished. Three bodies, apparently those of a mother and her two children, of which the arms yet remained, were discovered closely embracing each other, as though, finding egress impossible, they had resolved at last to die together. Behind this car, which was the Buffalo car, were two other sleeping cars, which were also totally destroyed by the fire. The passengers, many of whom were but partly dressed, succeeded in saving their lives. Many cars of the freight train, together with the baggage they contained, were also burned. Mooney, the brakeman, who is among the number killed, was discharged from the road a month ago and was reinstated about two weeks since, at the urgent request of his mother's niece. The explosion of the oil tank was heard a great distance, and the flame of the wrecked cars and the burning bridge were seen for many miles. The bridge was wooden, about about two hundred feet long, and was totally destroyed. Many persons from Ploughkeepsie and New Hamburg, as soon as the news of the accident reached those places, hurried to the scene, and by their efforts succeeded in giving relief to many of the passengers who were injured. This morning the baggage car was turned into a temporary morgue, and as fast as the mutilated bodies were recovered from the wreck, they were transferred to that car and a guard placed over them. Many of the oldest conductors and engineers on the Hudson River Road unite in saying that the scene presented at the place of disaster, this morning, is the most terrible they ever witnessed.

PHILADELPHIA, 8.—An extensive series of forgeries, committed by Tyron Reakert, have been unearthed, which amount to over a hundred thousand dollars and are scattered among the various wholesale drug firms.

CHICAGO, 3 p. m.—An *Evening Journal* special from Washington says a dispatch has been received there, announcing that the U. S. steamer *Tennessee*, with the San Domingo commissioners has foundered at sea, with all on board.

WASHINGTON, 9.—It appears from the census returns for 1870, that five hundred and three counties in Kentucky, Missouri, North Carolina, Tennessee, Virginia and West Virginia are designated old slave-breeding States. The colored population is 1,370,473, or nearly an even thousand more than in 1860. There were gains in percentage only in North Carolina and Tennessee. Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, South Carolina and Texas are designated old slave-consuming States. In 417 counties the colored population of 1870 was 1,775,402, or 95,562 more than in 1860. There were losses in percentage in Louisiana, South Carolina and Texas.

A startling rumor was in circulation here, to-day, that the United States steamer *Tennessee* had been lost, but inquiries at the Navy Department have dissipated the fear that originated from the reports.

The Senate has confirmed the following nominations: Jabez N. Frank, of Mass., Agent for the Tabeguache Utes, New Mexico, now located in Colorado; J. S. Littlefield, of Mass., Agent for the Grand River, Tampa and Quifas Indians, Colorado; A. J. Curtis, of New York, Indian Agent for the Territory of New Mexico; Ebenezer T. Wells, Associate Justice of the Supreme Court of Colorado; Jos. W. Fisher, Associate Justice of the Supreme Court of Wyoming; R. A. Cameron, Postmaster at Greeley, Colorado, and H. M. Orchard at Blackhawk, Colorado.

POUGHKEEPSIE.—The Coroner's inquest in the case of the recent railroad accident commenced to-day. The witnesses examined were W. J. Thorne, a passenger on the train, Chas. Cassum, conductor of the express train, and Scott and Grant, sleeping car conductors. Their testimony was voluminous; but no facts were elicited beyond what are already known. Conductor Cassum said that there were seventeen or eighteen persons in the first sleeping car. Scott testified to a positive knowledge of the fact that the passengers in all the cars except the first sleeping car were saved. Up to this time no more have been recovered, but the grappling still continues. All the bodies found thus far have been identified. Two more bodies are yet to be recovered; that of Simmons, the engineer, and Lawrence Mooney, the brakeman, which makes twenty-one victims in all.

It is now ascertained that a man named Rosenthal, a cattle drover, was in the first sleeping car and escaped. He was in the drove yard at Albany yesterday. This fact repudiates the statement that all persons in the car referred to perished.