

GENERAL SHERMAN'S SPEECH
AT DARTMOUTH COLLEGE.

Mr. President: It is beyond my power, or that of any other living creature, to fill one half the picture that has been drawn of me. I fear you are reacting what was done so often in the early part of our war—listing men up far above their abilities and letting them down pretty hard. (Laughter and applause.) Nevertheless in this case as in the former part of my life, I will endeavor to do whatever duty is assigned me, humbly and to the best of my ability.

I turn with pleasure toward these young men to whom we have all listened today with gratification and with pride. You see for yourselves, young gentlemen, the eyes of the people here, your fathers and brothers, mothers, sisters and friends—all turned upon you, and why is it? They have come to welcome you, and to say also farewell; for you are now to pass from these teachers, who have been imparting to you the fruits of their experience, drawn from the study of books and association with other men, and fitting yourselves for the life that is before you. Unfortunately I was not so favored in my youth; and I regret now—and shall regret to the end of my life—that I was compelled to pick up what little knowledge I possess by grasping it through brambles, and pricking my hands pretty sharply too. (Laughter.) You have had instructors here whose minds have been stored with all the knowledge of the past and of the present, and who have gladly told you everything you have desired to know. Now, young men, you must look out for yourselves. (Applause.) Your ship is about to sail upon an unknown sea. You have your chart and your compass. See that you steer your course properly. Do not let your minds be turned aside from your course by the sed of the sea or the wind across your sail. Follow that compass and it will lead you just as surely to your destination as honesty will produce a good man.

My young friends, I remember that twenty-six years ago I stood as you stand now—about to go forth to do whatever fell to my share. I now find myself here in the presence of men who were graduates before I was born; and it appears to me almost like sacrilege to stand here in the presence of these old gentlemen and attempt to give you any advice or instruction. I would not presume to say one word further were it not that your honored President has asked me to do it—for some reason unknown to me. (Laughter.) At that time I was told in plain English—not in Latin—(loud laughter) that I had finished my studies and was qualified in natural philosophy, chemistry, mathematics, and so forth; and to prove it I was sent down to Florida to catch Indians. I did not see the logic of it at that time, nor do I now; but I had to go, and did go. Subsequently I was sent to various places, and finally brought up in Charleston, South Carolina, and while in that section I wandered through the marshes of the Santee and the Edisto, and obtained a knowledge that afterward became of value to the nation. (Applause.) At a later period I was providentially, as it would now seem, sent to take testimony about some lost saddles and bridles, value nothing; nevertheless those lost saddles and bridles led me to a region, a knowledge of which afterward proved to be of great importance to you here in New Hampshire, and to the whole civilized world. I went to Altoona, to Chattanooga and to Bellefonte, on the Tennessee river, and I think that in the short period I was there I gained knowledge which paid the Government back all they paid me for transportation ten times over. (Laughter and applause.)

About twenty years ago, I remember setting at the dinner table of Hon. James L. Pettigru with many young officers, of whom Braxton Bragg was one. I believe the Union men here will not say that I was in any other than good loyal hands when I sat at Mr. Pettigru's table, for he was loyal in 1821, and loyal when the war broke out, and was deemed, I believe, the only intelligent loyal man in Charleston. (Applause.) Mr. Pettigru listened to our boyish complaints that our future looked very poor—for the only thing open to our ambition was that in progress of time we might become Brevet Major Generals and command some small force on the frontier. Finally he said: "Gentlemen, do not be alarmed. There is a Providence that guides this world, and there will be occasions for all the young men of our country." It gave us all encouragement—not of the right kind, perhaps—but before we were aware the Mexican war broke upon us

and I was sent to California, where, following the same wandering propensities, I saw the discovery of the first piece of gold and watched its effect upon the whole world.

I will say that it seems to me there is a Providence running through the affairs of men which we may understand if we will but study to learn the terms of the great problem of life. I doubt very much whether, if that little piece of gold had not been discovered in California, this nation, glorious in its present attitude, could have grappled with the financial problems which were working out during the war. It was that discovery which created the wealth that enabled us to maintain our armies and gave strength and durability to the Union cause.

I confess I was one of the last to see and feel that we were upon the verge of civil war. I had heard it spoken of at Charleston. I had laughed and joked over it at the mess table. I had heard it talked about by politicians. I had heard Gen. Scott say that we might have war, but I could never realize it until in the spring of 1860. I was in the city of New Orleans and at Baton Rouge. Then for the first time I began to see that all this talk meant something—that it was not the mere cry of "wolf," "wolf," which we had theretofore predicted. And sure enough it came upon us. I no more dreamed of it three years before than you dream of civil war now; and what has been the issue? You all know it. It has been a short war to the world at large, but long enough it looked to us during those dark days of its early and middle period. Now I feel almost as though I was sweeping aside a simple veil when I speak of three years ago. But that is now in the past. History takes charge of it.

You will see that in the progress of the war able men rose up one by one until its close. You may consider, young men, what was the characters of those men whom the war developed. Just such as yours are. Look at Gen. Grant—(great applause)—a modest, plain bold, brave, unflinching gentleman, with the simple idea of doing what was right, and letting no man turn him aside from it (renewed applause). Look at George Thomas. A more modest gentleman exists not on earth (applause). Were he present, you could not get him to stand up here. Phil. Sheridan would infinitely rather, sabre in hand, ride down the rebel lines than enter this room. (Laughter.) Gen. Meade is a gentleman and an accomplished scholar. I think he would fill this place far better than I can. Thus you see that military life men have risen to the highest eminence, and stand there now, who not only are not, but do not pretend to be, more than you may become. From this I wish you to derive the simple lesson—and it is a better lesson, I believe, than you can learn from these hand-books—that any young man of honesty of purpose and ordinary intellect can master every problem of life that is brought before him, if he goes at it with the purpose and determination to master it.

There is no doubt that great intellectual powers are required to become eminent on the bench, at the bar or among the literati; but for the simple business of life, to manage marching, to carry on the business of the merchant, or the farmer, or to follow any of those occupations which engages the energies of the great mass of the people, only an honest heart and steadiness of purpose are required. At any rate in the military profession on which so many honors are now showered, only nerve and courage and that faith in the flag which wins, and wins always, are necessary. (Loud applause.) I don't intend to occupy any more of your time, because I have seen gentlemen and ladies standing here patiently for five hours, and I know they wish to go home. I know you will say amen to the few words I have said to these young men, and give them a hearty and cheerful word as they leave your little village of Hanover, and strike out into that world which is not so dark a world, nor so full of bad people as young men sometimes think. There are a great many good people in the world. By and by you too will be running after the dollar and these things which other men seek, for you are very much like other men, and it is well that you are. You and all men are pretty much as God Almighty designed you should be. (Laughter.)

THE NEEDLE-GUN REJECTED BY FRANCE.—The needle-gun has again been tried at Chalons, and found wanting. About one hundred and fifty of these weapons were put into the hands of the Guards, and the commission has reported that these rifles are not suitable to French troops.

LIGHTS FROM JAPAN.

The following circular, received by Charles Walcott Brooks, Commercial Agent of Japan at San Francisco, is significant, as indicating that that country is not only willing but anxious to throw open its doors to Western art and science:

GOVERNMENT CIRCULAR

Persons wishing to go, in future, to any of the various countries beyond the sea, for the purpose of learning any science or art, or for the objects of trade, will receive permission from the Government, on making application to this effect.

The Government will upon examination, grant a permit, with seal attached, to any such person. Let, therefore, the application be made out, giving the name of the petitioner and stating clearly how he wishes to proceed, for what object, and to what country he intends to go. Retainers of Daimios and Hatamotos should make their application through their master. Peasants and citizens through the Governor or Rent Collector of their place, or through the Lord of the domain, to the proper department. In case any person should go abroad secretly without a passport, he shall be severely punished. Therefore let everybody understand and observe this regulation. The above decree having been issued, it is to be circulated and made known to every one, even to the ordinary people, in order that such as wish to go may make their application.

GOVERNMENT OFFICE, YEDDO,
May 23, 1866.

A GREAT RAILWAY ENTERPRISE.—The Imperial Mexican Railway, connecting the capital city with Vera Cruz, a distance of 350 miles, is one of the greatest railroad enterprises ever undertaken. In a distance of 55 miles an elevation of 7,000 feet is to be overcome corresponding to 119 feet per mile, or 2 feet in every 4½ feet throughout the whole distance. The most abrupt ascent ever before achieved was that on the Copiapa line in Chili, 196 feet per mile in 17 miles; but the chief incline of the Mexican Railway, at Maltrata, will overcome 211 feet per mile in a distance of 23 miles. In achieving this part of the work, the engineers have been called upon to construct over the river Metlas, midway between the cities of Orizaba and Cordova, a viaduct which when completed, will surpass any structure of the kind now existing in the world, and will, of itself, be worth a trip to Mexico to see. The viaduct, to consist of an iron bridge now nearly completed in England, will carry the road over the Barranca de Metlac, at the enormous height of 380 English feet, being 150 feet higher than any such work now extant. One hundred and sixty miles of this road will be opened this month, and the whole is under contract to be completed on the 30th of April, 1869. The road is built under the superintendence of Col. Andrew Talcott, an eminent American engineer.

THE Denver, Col., *Rocky Mountain News*, Sep. 12, says grasshoppers, by the million, invaded the eastern portion of the city yesterday. They registered themselves on the fences, walls of houses and every where else that footing could be obtained. To-day they continued their journey.

PACIFIC AND COLORADO
STEAM NAVIGATION CO.

THE PACIFIC and COLORADO STEAM NAVIGATION COMPANY have Established
A REGULAR DESPATCH LINE OF VESSELS
FROM SAN FRANCISCO to the MOUTH of the
COLORADO RIVER,
Connecting with the Company's Steamers,
Esmeralda & Nina Tilden,
FOR
CALLVILLE,
AND ALL INTERMEDIATE LANDINGS ON
THE RIVER.

The PACIFIC and COLORADO STEAM NAVIGATION COMPANY have the pleasure to announce to the people of Utah that they have prepared and fitted up their Steamers **ESMERALDA & NINA TILDEN**, expressly for running THROUGH to CALLVILLE, and are now ready to receive Freight and give THROUGH BILLS of LADING from SAN FRANCISCO, guaranteeing the delivery of Shipments at CALLVILLE with dispatch and no detention on the River.

For further particulars and information, address
K. C. ELDRIDGE,
Agent P. & C. S. N. Company,
San Francisco.

Sw-15aw1

HOLLADAY
Overland Mail

EXPRESS COMPANY,

Carrying the Great Through
Mail between the Atlantic
and Pacific States.

DAILY LINE
OF
COACHES.



The Company are now running Daily Coaches to and from **ATCHISON, KANSAS, OMAHA, and NEBRASKA CITIES, NEBRASKA TERRITORY;** via **DENVER CITY, COLORADO TERRITORY;** connecting at **SALT LAKE CITY** with their tri-weekly Line of Coaches for **VIRGINIA and HELENA, MONTANA, BOISE CITY, IDAHO; WALLA WALLA, WASHINGTON TERRITORY;** and **DALLAS and PORTLAND, OREGON.**

At **DENVER CITY, COLORADO,** connecting with their Double Daily Line of Coaches for **CENTRAL CITY, BLACK HAWK and EMPIRE CITY.**

Passengers for **NEW MEXICO and ARIZONA** also connect at **DENVER** with a Tri-Weekly Line of Coaches for **FORT UNION, TAOS, SANTA FE** and other principal points in those Territories.

Passengers for **NEVADA and CALIFORNIA** connect at **SALT LAKE CITY** with Daily Coaches of the

Overland Mail Company

For **AUSTIN, REESE RIVER, VIRGINIA CITY, NEVADA; HUMBOLDT, SACRAMENTO, and SAN FRANCISCO, CALIFORNIA.**

This Company have purchased and consolidated the entire property of the "Overland Stage Line" and "Overland Despatch Company," comprising all the Overland Stage Lines west of the Missouri river.

Have largely increased their Stock and Coaches on every part of their line, and have reduced their rates of fare twenty-five per cent.

TIME.

Between Atchison or Omaha and San Francisco, Cal.....	16 days.
Between Atchison or Omaha and Virginia City, Montana.....	14 "
Between Atchison or Omaha and Boise City.....	13½ "
Between Atchison or Omaha and Salt Lake City.....	10 "
Between Atchison or Omaha and Denver.....	5 "
Between Salt Lake City and Denver.....	5 "
Between Salt Lake City and Virginia City.....	4 "
Between Salt Lake City and Boise City.....	3½ "

A TREASURE and FREIGHT EXPRESS

Carried on mail time, in charge of trustworthy and competent messengers, to all of the above-named points.

For further information apply to the Office of the Company, East Temple Street.

DAVID STREET, General Agent.
BEN. HOLLADAY, President.
Salt Lake City, April 23d, 1866.

Sw-2316491