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AT THE

UNITED STATES

CentenniaL

World Exhibition, 1876.

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IN THE

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UNTIL further notice trains will leave and arrive at Ogden daily as follows:

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Daily Express.....10:20 a.m.
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Freight.....8:30 a.m.

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EVENING NEWS.

Tuesday . . December 12, 1877.

Anecdote of Gen. Sherman.

To the Editor of the Boston Post:

The "Memoirs of Gen. Sherman" is a very fascinating book, especially the large portion devoted to his march from Atlanta to the sea, and we admire the frankness of the soldier in dealing with others, as well as his skill and bravery in accomplishing his great task. But the General omits an anecdote anent his taking Savannah, which should be true, as related to the writer, for it is so intrinsically likely to have happened that its authenticity cannot be gainsaid without the General's own denial.

After the taking of Fort Macalister, and the evacuation of the place by Hardee, Gen. Sherman entered the city, and among his "bummers" was a wellknown Boston reporter, who had gone through the march with him, taking notes and contriving to steal enough poultry and other things for his support.

Arriving at Savannah, Tom Miles, the reporter aforesaid — though that was not his name — went prospecting round the city, and, by that mysterious attraction known to the print-craft, found himself in a vacated printing office. It presented a golden opportunity. There were types and presses, and all the paraphernalia essential to business, with a form on the press, which the printer had left in his flight, and Miles, taking out the editorial and other offensive matter, filled its columns with healthy Union sentiment, with the aid of one or two of the craft whom he had discovered in the army. His leader was a rich specimen of crowing over the victory, in which he extolled Gen. Sherman as the greatest hero since Alexander, and his army the finest and best disciplined that the world ever saw. With this grand flourish of trumpets the first number was issued, and Miles lay back in his editorial chair, contemplating his work with the belief that he had achieved the next triumph to Sherman's, and wondered what the conqueror would say when he saw the praises he had heaped upon him. The next morning, as the General and his staff were about taking breakfast, a paper was handed to him, the Savannah *Republican*, I think,—and he commenced to read the leader which was so lavish in his praise. "Look here!" said he, red and furious, "what the d—l does this mean? Who knows anything about this paper?"

His orderly, who had known something about its preparation, explained to him that it was the work of one of the literary gentlemen who had followed the expedition.

"Well," said the General, "go down to the office and tell him to discontinue his paper, or I'll put him under guard. I won't have such cursed stuff printed about me when I can prevent it. Abuse is bad enough, but this is a deuced sight worse."

Down went the orderly, and the confusion of poor Miles was overwhelming when he got the squelcher from the General Commanding.

"Why, it was all praise," said he.

"No matter for that. If it had been the other way it would have been treated just the same."

So Miles moved a compromise—we hardly know what—and urged the official to express his regrets and beg the removal of the injunction, which was promised. The appeal was successful, and soon the officer came back to inform him to run his paper, on condition that he should never mention the General's name again. This was agreed to, and the paper appeared. After a day or two an aide came down one morning with an order from Gen. Sherman, for publication. Miles glanced over it and handed it back.

"It can't go in, sir," said he.

"Why not?" asked the astonished messenger, who was a stranger.

"Because it has Sherman's name on it," was the reply.

"That's the reason why it *must* go in," urged the aide.

"And that's the reason why it *shan't*. He stopped my paper for praising him, and I promised him that his name should never appear in my columns again, and hang me if it shall."

Miles stood resolute, and the officer returned for orders, expecting the ordering out of a file of men and an arrest, but was astonished to see the General burst into the heartiest laugh and hear him confess that the printer had the best of it. The messenger was sent back with a conciliatory note, and there was no more trouble.

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Marshal—Wm. Nelson.
U. S. Attorney—Sumner Howard.
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Coroner—George. J. Taylor.
Sheriff—Theodore McKean.
Prosecuting Attorney—Z. Snow.
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Treasurer—E. W East.
County Clerk—D. Bockholt.
County Recorder—Angus M Cannon
School Superintendent—Theo. B. Lewis.

City Officers:

MAYOR:

Feramorz Little.

ALDERMEN:

1st Municipal Ward—Adam Spiers.
2d " " Henry Dinwoodey.
3d " " A. H. Raleigh.
4th " " John Sharp.
5th " " Alex. C. Pyper.

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Marshal—Andrew Burt.
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Surveyor—Jesse W. Fox.
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2d " " Samuel Turnbow.
3d " " Gideon H. C. Gibbs.
4th " " Millen Atwood.

(OFFICIAL.)

Arrivals and Departures of Mails.

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East—Through mail, daily.....8.40 p m
Alta, daily.....5.50 p m
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Park City, daily except Sunday.....5.00 p m
Summit and Wasatch counties, Tuesdays and Thursdays.....8.40 p m
Rich county, Tuesday, Thursday and Saturday.....8.40 p m
Morgan county, daily.....8.40 p m
North—Davis county, daily.....11.40 a m
Weber county, daily.....8.40 p m
Ogden, semi-daily 8.30 p m & 6.30 a m
Alta, daily.....8.30
Parley's Park, Big Cottonwood and Wanship, Mondays, Fridays.....7.00 a m
Pioche, Star and San Francisco districts, daily.....7.00 a m
Bingham Canyon, daily.....8.40 p m
Boise City and Idaho City, daily.....11.40 a m
West—Nevada, California, Oregon, etc.....11.40 a m
Ophir, Tooele, Stockton, Jacob City, &c.....2.30 p m
Bingham Canyon, daily.....6.30 p m
South—From Beaver an intermediate points, daily.....5.50 p m
Pioche, Star and San Francisco districts, daily.....5.50 p m
St. George and points south of Beaver, alternate days 5.50 p m
Sanpete and Sevier counties, daily, except Monday.....5.50 p m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays.....5.50 p m

DEPARTURES.

East—Through mail, daily.....6.30 a m
Alta, daily.....8.30 a m
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays.....7.00 a m
Park City, daily, except Sunday.....7.00 a m
Summit and Wasatch counties Mondays and Fridays 6.30 a m
Rich county, Mondays Wednesdays and Fridays.....6.30 a m
Morgan county, daily.....6.30 a m
North—Davis county, daily.....6.30 a m
Weber county, daily.....6.30 a m
Ogden, semi-daily 8.30 p m & 6.30 a m
Cach and Box Elder counties, daily.....6.30 a m
Corinne and Kelton, daily.....3.30 p m
Idaho and Montana, daily..6.30 a m
Boise City and Idaho City, daily.....3.30 p m
West—Nevada, California, Oregon, &c., daily.....3.30 p m
Ophir, Tooele, Stockton, Jacob City, &c., daily.....6.30 a m
Bingham Canyon, daily.....6.30 a m
South—For Beaver and intermediate points, daily.....6.30 a m
For Pioche, Star and San Francisco districts, daily 6.30 a m
For St. George and points south of Beaver on alternate days.....6.30 a m
For Sanpete and Sevier counties, daily, except Saturdays.....6.30 a m
For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays.....6.30 a m

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Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	25
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 37
Arrive at			
Ogden	9 00	5 40	2 0

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 52	7 31	1 00
Farmington	11 04	7 44	1 35
Centerville	11 13	7 53	1 60
*Wood's Cross			1 75
Arrive at			
Salt Lake	11 40	8 20	2 00

*Passing places.

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On and after Dec. 13th, 1876.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	No. 5 Freight.	Fare.
	A. M.	A. M.	P. M.	
Trains leave				
Salt Lake	7 00	6 10	2 00	
Little Cottonwood	7 26	6 45	2 25	50
Junction	7 48	7 15	2 55	75
Arrive at	7 53	7 25	3 15	1 00
Leave	mod			
Sandy	8 03			
Draper	8 18			1 25
Lehi	9 08			1 75
American Fork	9 20			1 90
Pleasant Grove	9 32			2 00
Provo	10 15			2 50
Springville	10 35			2 75
Spanish Fork	10 51			3 00
Payson	11 23			3 50
Santaquin	11 43			4 00
Arrive at	M.			
Terc..nus	12 00			4 0

Going North.

	No. 2 Passenger.	No. 4 Freight.	No. 6 Freight.	Fare.
	P. M.	A. M.	P. M.	
Trains leave				
Terminus	12 20			
Santaquin	12 57			25
Payson	1 17			50
Spanish Fork	1 49			1 00
Springville	2 05			1 25
Provo	2 25			1 50
Pleasant Grove	3 08			2 00
American Fork	3 20			2 10
Lehi	3 32			2 25
Draper	4 22			2 75
Arrive at				
Sandy	4 37			
Leave				
Sandy	4 47	9 15	5 00	3 00
Junction	4 51	9 25	5 10	3 25
Little Cottonwood	5 11	9 55	5 40	3 50
Arrive at				
Salt Lake	5 40	10 00	6 15	4 00

Nos. 1 and 2 will be run daily.
Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

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UTAH NORTHERN RAILROAD.

—:o:—

ON AND AFTER

November 1st, 1877.

Trains on this road will leave stations mentioned below as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9.30 a. m.
" Brigham	11.08 a. m.
" Logan	2.55 p. m.
Arrive at Franklin	4.25 p. m.

SOUTHWARD.

	No. 2.
Leave Franklin	9.20 a. m.
" Logan	11.15 a. m.
" Brigham	2.40 p. m.
Arrive at Ogden	4.15 p. m.

Gilmer & Salisbury's Stage Line, to and from Montana, connects with trains at Franklin.

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Single rate letter throughout the United States.....3 cents
For each additional ½ oz. or fraction.....3 "
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Single Newspapers, not exceeding 2 ounces in weight, 1 cent to any part of the United States, prepaid.

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Over $30 and not exceeding $40.....20 "
Over $40 and not exceeding $50.....25 "

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GREAT BRITAIN:
On orders not exceeding $10.....25 cts
Over $10 and not exceeding $20.....50 "
Over $20 and not exceeding $30.....75 "
Over $30 and not exceeding $40.....$1.00 "
Over $40 and not exceeding $50.....1.25 "

GERMANY:
Fees same as Great Britain.

SWITZERLAND:

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	Letters.	Newspapers.
Greece, closed mail, *via* England,	5 cts.	2 cts
Hong Kong, American packet, *via* San Francisco	10 cts.	2 cts.
Italy, direct closed mail *via* England,	*5 cts.	2 cts.
Italy, *via* North German Union, direct	5 cts.	2 cts
Japan, American packet, *via* San Francisco	10 cts	2 cts
Mexico	10 cts	2 cts
New Zealand, *via* Southampton	12 cts	2 cts
Norway, *via* North German Union direct	5 cts.	2 cts.
Norway, closed mail *via* England	*5 cts.	2 cts.
Portugal, *via* England,	*5 cts.	2 cts
Russia, *via* North German Union direct	*5 cts.	2 cts.
Russia, closed mail *via* England	*5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco	6 cts.	1 cts.

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Argentine Republic and Uruguay, *via* American packet from New York	22 cts.	10 cts.
Pacific Coast, Peru, Ecuador, Bolivia and Chili	27 cts.	5 cts
Spain, *via* New Orleans	5 cts.	2 cts
Sweden, *via* North German Union direct	*5 cts.	2 cts.
Sweden, closed mail *via* England	*5 cts.	2 cts.
Switzerland, direct closed mail *via* England	*5 cts.	2 cts.
Switzerland, by North German Union direct	*5 cts.	2 cts
West Indies (British, and Danish,) American packet from New York	5 cts.	2 cts.
(British), British mail *via* St. Thomas	15 cts.	2 cts
Rio (British)	5 cts.	2 cts

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