THE EVENING NEWS.

Wednesday, Sept. 19, 1872.

A Terrible Battle with Dogs.

Yesterday morning a peddler of dry goods and notions, named Norton Freeman, living in Hamtramck, arrived by the cars from Clinton County, being a wretched sight to look upon. A week ago yesterday, while driving his wagon through the country a few miles north of Ovid, Clinton County, he stopped, and got down to drink at a creek crossing the highway. As he rose up from the creek he was bitten in the leg by a large dog, which had come softly up behind him, and Freeman saw two other good-sized dogs near the wagon. He sprang for his vehicle, when the three dogs made at him together, and his shouts and their yells started the horse off on a trot. The peddler was bitten seven or eight times before he found anything with which he could defend himself, and then he got hold of a stick about five feet long, which could be easily handled.

The dogs retreated as he picked up the stick, but when Freeman sought to gain the road they all sprang for him. He says that he struck to kill, and knocked each brute down in turn, but as fast as knocked down they would spring up and attack him again. Within five minutes after the battle opened the peddler's hands were red with blood, and blood was running down into his boots, but by a fortunate blow he so disabled one of the smaller dogs that the brute had to draw out of the fight. There was a rest again of four or five minutes, and Freeman walked slowly back to a fence corner, and exchanged his club for a better one. Without a movement on his part the two dogs attacked him again, one biting at his legs and the other leaping for his throat. The latter animal caught his teeth in the peddler's shoulder, and tore away all that side of the man's coat and made a wound in the flesh which will be weeks in healing. Freeman was dragged down, and both of the dogs were on him at once, though he managed to shake them off and regain his feet. A blow from his club dashed out the larger dog's eye, and the brute ran round and round in a circle howling so fiercely that the other dog ran away.

Watching his chance, Freeman hit the crippled dog a blow which killed it, and then he crawled down to the creek and fainted away. Some men came along in a wagon and discovered him, and he was taken to a farm house and cared for. On his left leg there are nine wounds from the teeth of the dogs; on the right, eleven; on the right arm, five; on the left arm, three; on the back, three; on the shoulder, two; on the face, two; on the right foot, two; on the right hand, five; on the left, two; and one on the back of the head, making in all forty-five distinct and separate bites. Some are mere "nips," drawing a little blood, and making the flesh black and blue, while others looked as if the dogs had "chanked" the flesh. The dogs were seen by the farmers, and they could not identify the brutes as being owned anywhere within five miles of the spot where they attacked Freeman. He offered no provocation for the attack, having even no hint of their presence before being bitten. The deepest wounds were cauterized, and Freeman anticipates no greater misfortune than the loss of a month's time.—*Detroit Free Press, Aug. 28.*

English Journalism.

Much has been said from time to time of the growing importance and wealth of the provincial newspaper press in Great Britain, and it is no longer doubtful that, while the metropolitan press makes little progress, the journals of the large provincial cities display a wonderful amount of enterprise, and manifest in many ways their increasing power. On the 15th of next month a new daily journal is to appear in Glasgow, with the title of the *News*. Up to this time there has been but one daily Conservative paper in all Scotland—the Edinburgh *Courant*—a weak and poor concern. But the Conservative reaction now going on throughout the kingdom is felt even in Scotland, and a few of the very wealthy Conservatives of Glasgow have arrived at the conclusion that the time has come when they should have a great journal of their own party. The capital of the new paper is £200,000. Among its owners are the famous Bairds, iron-masters of Glasgow (one of whom, Mr. James Baird, has just given the altogether unprecedented gift of £500,000 to the Scotch Church), and the equally famous Ewings, "Turkey-red and calico printers." These gentlemen, having subscribed the money for the new paper, selected as the manager of the concern Mr. Frederick Wicks, of the London *Times*, and gave him *carte-blanche* to go ahead. With a million of dollars at one's command one may do much, and so Mr. Wicks has certainly done. The editor of the journal is to be Mr. B. H. Patterson, formerly of the *Standard*; its London agent is Mr. Thompson Cooper, else one of your own special correspondents here; it is to be printed on two Walter presses; the quality of the paper is to be equal to that of the *Times*; its size is to be the same; and it is to be sold for one penny. Wherever Mr. Wicks has been able to find a first-class journalist who could be got at 50 per cent. advance on his present pay he has nailed him, and the staff of the new journal, in every way, will be tolerably strong. I have never known a time in London when really good journalistic talent was in so much demand as it now is. The men who can really do good work are anxiously sought for, and they can generally dictate their own terms. I know of a gentleman who is perhaps not brilliant, but whose work is always good and seasonable, who is now compelled to work for sixteen hours a day to keep up with his engagements, and who came to me with tears in his eyes the other day to complain that he had been compelled to decline an additional offer to write at a rate that a few years ago he would have considered extravagant. At the same time the town is full of poor journalists, who are starving to death. There is plenty of room upstairs, but below the apartments are fearfully crowded.

Says the Paducah *Kentuckian*: "In the neighborhood of Ross' Ferry the deer are very numerous. They have even taken to the corn-fields, and are damaging the corn."

A runaway steamtug plunged into a bath-house at the foot of Sixty-fifth street, where forty women and children were bathing. If bath-houses are to be infested with steam tugs, the shark will come to be regarded as a comparatively innocuous bathing companion.—*N. Y. Graphic.*

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1	"	"	5,000
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25	"	200 each	5,000
50	"	100 each	5,000
100	"	50 each	5,000
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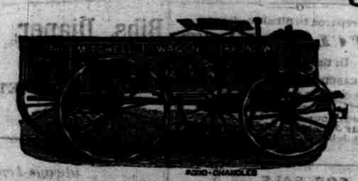

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Salt Lake City at 7 a m and 2.30 p m
Arrive at Lehi at 8.45 a m and 4.15 p m
Leave Lehi at 9.30 a m and 5 p m
Arrive at S L City at 11.30 a m and 7.00 p.m.

In addition to the above MIXED TRAINS Will run Daily, Sundays Excepted, leaving the UTAH CENTRAL R. R. DEPOT

Salt Lake City at 6.10 a.m. and 1 p.m.
Arrive at Sandy at 7.35 a.m. and 2.15 p.m.
Leave Sandy at 8.50 a.m. and 4.50 p.m.
Arrive at Salt Lake at 11.00 a.m. and 6 p.m.

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Pioneer Line of Utah.

On and after May 12, 1872, Daily Trains

Leave Salt Lake City at 5.10 a m and 3.45 p m
Arrive at Ogden at 7.50 a m and 5.45 p m.
Leave Ogden at 8.40 a m and 6.30 p m.
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Leaving Salt Lake City at 8 a m and 6.3 p m, and Ogden at 5 a m and 4.50 p m.

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8.00 p.m. (Daily) Through Emigrant Train for Sacramento and San Francisco.

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GEO. H. RICE, Agent, Salt Lake City.

Office with Marshall & Carter, over W. F. & Co's Bank.

U. P. R. R.

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

LEAVE.

Daily Express, ... 6.30 a.m.
Mixed, ... 6.30 p.m.
Freight, ... 10.30 a.m.

ARRIVE.

Daily Express, ... 5.10 p.m.
Mixed, ... 2.30 p.m.
Freight, ... 4.10 a.m.

Daily connections made at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points East as office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

Arrangements have been made whereby passengers desiring to visit Denver on their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information in regard to passage, apply at ticket offices.

Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL, Gen'l Ticket Agent.

T. E. SICKELS, Chief Eng'r and Supt. d79

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Via St. Louis, Kansas City and Northern and Chicago and Alton Railroads, from Kansas City to Chicago, WITHOUT CHANGE,

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The Best, Quickest and Most Direct Route from Kansas City to

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