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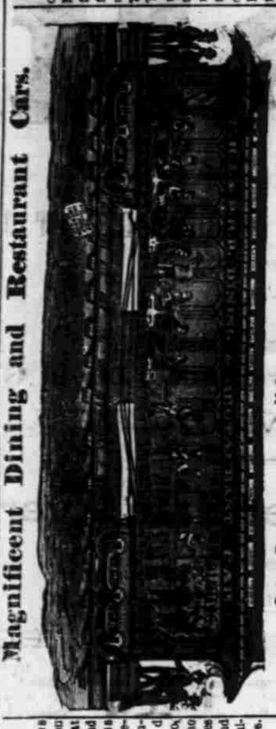

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Daily Express.....10:20 a.m.
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Freight.....8:30 a.m.

ARRIVE.

Daily Express.....6:15 p.m.
Mixed.....6:40 p.m.
Freight.....2:15 p.m.

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

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

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EVENING NEWS.

Tuesday - - November 27, 1877.

Anecdote of Lincoln.

"One day," said Mr. Lincoln, "when I first came here, I got into a fit of musing in my room, and stood resting my elbows on the bureau. Looking into the glass, it struck me what an awfully ugly man I was. The fact grew on me, and I made up my mind that I must be the ugliest man in the world. It so maddened me that I resolved, should I ever see an uglier, I would shoot him at sight. Not long after this, Andy ——" (naming a lawyer present) "came to town, and the first time I saw him I said to myself, 'There's the man.' I went home, took down my gun, and prowled round the streets waiting for him. He soon came along. 'Halt, Andy,' said I, pointing my gun at him. 'Say your prayers, for I'm going to shoot you.'

"'Why, Mr. Lincoln, what's the matter? what have I done?'

"'Well, I made an oath that if I ever saw a man uglier than I am, I'd shoot him on the spot. You *are* uglier sure; so make ready to die.'

"'Mr. Lincoln, do you really think I'm uglier than you?'

"'Yes.'

"'Well, Mr. Lincoln,' replied Andy, deliberately, and looking me squarely in the face, 'if I *am* any uglier, *fire away!*" — *Editor's Drawer, in Harper's Magazine for December.*

THE OLDEST HUMAN RELIC.—The oldest relic of humanity extant is the skeleton of one of the earlier Pharaohs, incased in its original burial robes, and wonderfully perfect, considering its age, deposited in the British Museum, and justly considered the most valuable of its archæological treasures. The lid of the coffin which contained the royal mummy was inscribed with the name of its occupant, Pharaoh Mykerinus, who succeeded the heir of the builder of the great pyramid, about ten centuries before Christ. Only think of it! The monarch, whose crumbling bones and leathery integuments are now exciting the wonder of numerous gazers in London, reigned in Egypt before Solomon was born, and only about eleven centuries or so after Mizraim, the grand-son of old father Noah, add the first one of the Pharaohs, had been gathered to his fathers! why, the tide-mark of the deluge would scarcely have been obliterated, or the gopher-wood knee-timbers of the ark have rotted on Mount Ararat, when this man of the early world lived, moved, and had his being! His flesh and blood were contemporary with the progenitors of the great patrician! His bones and shrivelled skin are contemporary with the nineteenth century, and the date of the crucifixion is only about midway between his era and ours.

WHAT'S IN A WORD? — The following squib is in circulation in unorthodox society in Rome. It takes the form of a dialogue, the parties to which are Pasquino and Marforio, who thus discourse:

"What do you hear of the Pope?"

"*Rumore*" (rumors)

"What says the rumor?"

"That the Pope is kept a prisoner."

"By whom?"

"Take away the first letter of *rumore*, and you know it."

"*Umore*' (by his humor or caprice.) And is the imprisonment a heavy one?"

"Take away one letter."

"'*More*' (he will die in it.) And when will this occur?"

"Omit another letter.,'

"'*Ore*' (soon.) And who will be his successor?"

"Sacrifice another letter."

"'*Re*' (the king.) Which king?"

"Suppress but one letter."

"'E.' *Emmanuel!*"

SHORT AND SHARP.

A young lady of Clinton, Illinois sent 25 cents and a postage stamp in reply to an advertisement of "How to make an impression," and received for an answer, "Sit down on a pan of dough."

Says a Worcester Press: "Faith is sometimes personified as a drenched female clinging to a seawashed rock; but a better personification would be a bald-headed man buying a bottle of patent hair restorer."

An old bachelor was courting a widow, and both sought the aid of art to give to their fading air a darker shade. "That's going to be an affectionate couple," said a wag. "How so?" asked a friend. "Why, don't you see that they are dyeing for each other already?"

The commonest vice of the times is extravagant living. Keeping up appearances on borrowed or stolen capital, maintaining a style of life which is beyond one's means, trusting to the morrow to redeem the deficiencies of to-day—these are the things which undermine society and shake our confidence in each other.

More than half the grumblings and complainings of certain people would never be heard if they had always made the best of what came to them. The world is not half so bad to us as we are to ourselves. In our want of order, care, industry, economy and skill, lie most of our deprivations and misfortunes.

"Who is your warmest friend?" asked the teacher.

"My mother," yelled one of the boys.

"Your mother?"

"Yes, she 'warms' me every day!"

The teacher has given up her missionary work.—*Chicago Evening Journal.*

A Universalist was once trying to prove to the untutored mind of a negro woman that such a place as hell was a simple absurdity. "Aunty, do you believe that all the people who go the bad place are burned in a lake of brimstone?" "Certain I does," promptly replied the tinted theologian. "Well, now, don't you see, Aunty, there is not brimstone enough down there to keep the fire going all the while?" This seemed to be a poser for a little while. She had never entered into a calculation of the amount of combustible material necessary for the process. Her countenance soon brightened, however, and she replied: "Why, honey, don't you know that everybody who goes there carries his own brimstone with him?"

What is a Communist?

What is a Communist? One who hath yearnings
For equal division of unequal earnings;
Idler or burglar, or both, he is willing
To fork out his penny and pocket your shilling.
—*Ebenezer Elliott, the Corn-Law Rhymer.*

MINING STOCKS,

STREETS.

San Francisco, Nov. 27, 10:30 a.m.

Ophir,	13⅜	14	Jacket,	12⅝	s
Gould & Curry,	13½	14	B. & B.,	31	s
Hale & Norcross,	42½		Belcher,	7½	s
Alta,	19¾	s	Argenta,	1 10	s
Mexican,	15	s	Con Va,	34¾	s
Justice,	12¾	s	Savage,	9¾	s
Union,	17½	s	Utah,	14¾	s
Overman,	23¾	s	Alta,	20	s
Bullion,	6½	s			

POSTAL AFFAIRS.

Rates of Domestic Postage.

LETTERS.—The standard single rate weight is ½ oz. avoirdupois.
Single rate letter throughout the United States,.....3 cent
For each additional ½ oz. or fraction,.....3 "
Drop Letters, single rate,.....1 "

NEWSPAPERS AND PERIODICALS.—The postage on newspapers has to be paid at the office of publication.

Newspapers are not charged postage when sent from the publication office to subscribers in the county where the paper is published.

Single Newspapers, not exceeding 2 ounces in weight, 1 cent to any part of the United States, prepaid.

PACKAGES.—Parcels, unsealed, 1 cent per ounce.

The maximum weight of any package of printed or miscellaneous matter is 4 lbs. avoirdupois.

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REGISTRATION.—Letters may be registered on payment of a fee of ten cents, in addition to the regular postage, but the government takes no responsibility for safe carriage or compensation in case of loss.

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On orders not exceeding $20,...10 cents.
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Over $30 and not exceeding $40, 20 "
Over $40 and not exceeding $50, 25 "

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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
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Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake.....	7 00	2 40	
Wood's Cross.....	7 28	4 08	60
Centreville.....	7 33	4 16	75
Farmington.....	7 50	4 33	1 00
Kaysville.....	8 12	4 55	1 37
Arrive at			
Ogden.....	9 00	5 40	2 0

Name of Station	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave			
Ogden.....	9 40	6 20	
Kaysville.....	10 21	7 10	1 00
Farmington.....	10 32	7 21	1 35
Centerville.....	11 04	7 44	1 60
*Wood's Cross.....	11 13	7 53	1 75
Arrive at			
Salt Lake.....	11 40	8 20	2 00

*Passing places.

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UTAH SOUTHERN RAILROAD

On and after Dec. 13th, 1876.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	No. 5 Freight.	Fare.
Trains leave	A. M.	A. M.	P. M.	
Salt Lake.....	7 00	6 15	2 00	
Little Cottonwood.....	7 28	6 45	2 25	50
Junction.....	7 48	7 15	2 55	75
Arrive at				
Sandy.....	7 52	7 25	3 15	1 00
Leave	mxd			
Sandy.....	8 03			
Draper.....	8 18			1 25
Lehi.....	9 06			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.			
Ter...nus.....	12 00			4 0

Going North.

Trains leave	No. 2 Passenger. P. M.	No. 4 Freight. A. M.	No. 6 Freight. P. M.	Fare.
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 13	9 55	5 40	3 50
Arrive at				
Salt Lake.....	5 40	10 30	6 15	4 00

Nos. 1 and 2 will be run daily.
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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.....	11.05 a. m.
" Logan.....	2.55 p. m.
Arrive at Franklin.....	4.25 p. m.

SOUTHWARD.

	No. 2.
Leave Franklin.....	9.20 a. m.
" Brigham.....	11.15 a. m.
" Logan.....	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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