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Daily Express	10:20 a.m.
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EVENING NEWS

Thursday - - November 1, 1877.

Railway in London.

Nearly all the English railways which have termini in London pass through from four to ten miles of the metropolis and its suburbs, and on that part of their lines, carry immense numbers of passengers who live in the suburbs, and are employed in the city. The stations are but about half a mile apart, and between 8 and 9 in the morning and 6 and 7 in the evening both stations and trains are crowded. Fares are conveniently arranged for short distances, and on nearly all trains you may ride by first, second, or third class cars, as suits your purse or humor.

Fares for first, second, and third class are about 5, 3½, and 2 cents per mile respectively. The best cars have rather more luxurious upholstery than the same class in the United States, but none of the classes are provided with drinking water, closets, or fire. Second-class are very comfortable, but are not at all equal to the first-class cars of the United States, whereas the fares are a trifle higher. Third-class cars are plain, reasonably clean, and considerably more than half the people travel in them. Return tickets are sold at reduced rates. Season tickets are sold, and very largely used. By these tickets it is possible to ride as much as four miles and return, daily, for about eight cents by second class. There are also trains—called workmen's trains—which start to the city at early hours in the morning, say from 4 to 6, and carry passengers at even lower rates than those named above. A laboring man may live in some suburban village ten miles from his work, and yet ride to and fro daily for about fifty cents a week. More than half a dozen prominent railways, running to various parts of the United Kingdom, have stations within ten minutes walk of the Bank of England and Royal Exchange.

The Underground Railway is one of the great enterprises of modern London, and carries immense numbers of passengers. It makes almost a complete circuit of the chief part of the metropolis which lies on the north side of the Thames. Toward the west and north-west it has some branches and suburban connections, but does not approach the suburbs in any other direction, hence its trade is largely confined to central London, but it is immense, nevertheless. Trains run every ten minutes; stations are about half a mile apart; nearly all the trains have the usual three classes of cars, and fares are a trifle higher than on the other railways. To show its enormous traffic and capacities; I may mention that on Whit-Monday it carried more than 240,000 people, yet its length, exclusive of the suburban branches, is but about eight miles. The day I have mentioned was a public holiday, and John Bull had on his best clothes, and was out enjoying his beer, and perchance taking a run into the country; hence that must not be taken as an average day's work for the Underground Railway. It is, in fact, the highest figure it has yet reached. The longest of its suburban branches reaches to Richmond, which is less than ten miles from the Bank, but this branch leads to Richmond Park and the famous Kew Gardens, and to these places they carry great numbers of people, especially on Saturday and Sunday afternoons and on holidays.

That part of this road which is under ground cost more than $5,000,000 per mile. This sum looks almost fabulous, but the right of way was very costly, and the difficulties they encountered were tremendous. The last fiscal year the stockholders received a dividend of four per cent., which is considered reasonably good in England, where money is so abundant and the rate of interest so low. The stock is now worth about 109. Most English railways pay dividends of five or six per cent.

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CALENDAR, 1877.

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Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

a.m.

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Secretary, L P Luckey
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Marshal—Wm. Nelson.
U. S. Attorney—Sumner Howard.
Surveyor-General—General N. Kimball.
Receiver of Public Moneys—M. M. Bane.
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Attorney-General—Zerubbabel Snow.
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Treasurer—James Jack.
Superintendent of Common Schools—John Taylor.

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Sheriff—Theodore McKean.
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Treasurer—E. W East.
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County Recorder—Angus M Cannon
School Superintendent—Theo. B. Lewis.

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Feramorz Little.

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2d " " Henry Dinwoodey.
3d " " A. H. Raleigh.
4th " " John Sharp.
5th " " Alex. C. Pyper.

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Park City, daily except Sunday ..... 5 00 p
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 11 40 a m & 8 40 p m
Alta, daily 8 30
Parley's Park, Big Cottonwood and Wanship, Mon-Fridays ..... 7 00 a m
ties, daily ..... 5 40 p m
Corinne and Kelton, daily .. 11 40 a m
Idaho and Montana, daily .. 8 40 p m
Boise City and Idaho City, daily ..... 11 40 a
West—Nevada, California, Oregon, etc ..... 11 40 a
Ophir, Tooele, Stockton, Jacob City, &c ..... 2 30 p
Bingham Canyon, daily ..... 6 30 p
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 3 30 p m & 6 30 a m
Cach and Box Elder counties, daily ..... 8 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
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