

RASHLY IMPRUDENT, GONE TO HIS DEATH.

Two a life insurance agent—one of the modern style. With brassy cheek and fluent tongue and aggressive smile—That persecuted Abner Brown, and who inflamed his bile.

This agent followed Abner like a stentor bound on the coast. And managed to encounter him wherever Abner went. Till Abner fell into a state of chronic discontent. He used to corner Abner, and hang right on and bore.

Until, in desperation, the disgusted Abner swore. Then the calmly smiling agent would smile back at him. In vain he strove that agent's visitations to avoid. And he realized that, if he would no longer be annoyed, The pestiferous agent must be speedily destroyed.

One day he followed Abner to his place of business. Remarking, "Now, you'd better take a policy, I guess." Then Abner said a profane word the opposite of "blee."

And held a loaded pistol midst that agent's bristling hair. And grimly told that agent, if he ever anywhere said "policy" to him again, he'd lay him then and there.

"If that is so," the agent said, "perhaps I'd better go. But if you will permit me, I would like to show our new endowment policy, with rates extremely low."

His ill-tempered iteration sealed the zealous agent's fate. For Abner pulled the trigger and forever stopped his prate. So that he annoyed nobody, subsequently to that date.

The jurors by such agents had frequently been tried. Hence their verdict was that Abner was completely justified. By "temporary sanity." In this one's homicide.—*Buffalo Courier.*

THE BATTLE OF THE TWINS.

A TALE OF THE MONK'S CASCADE.

Twenty-five years ago, the service companies of my regiment being then in the West Indies. I was doing duty with a four-company depot in the pleasant island of Jersey. When a sudden and unpleasant order caused us to be transported at once to Kinsale. I need hardly state that the exact nature of the emergency that gave rise to this order, I will simply say that Ireland was not quiet—at least part of it,—and those were the days when our men went to church with fifty rounds of ball-cartridge in their pouches and percussion caps to match. We were transported in an old and well-known war-steamer, which had long since departed to the land where the spirits of all good war-stealers go; but ere we sighted the "Old Head" of Kinsale, or got the first glimpse of Fort Charles (a haunted spot, whereby hangs a tale of itself), the emergency had vanished. We had scarcely been there three weeks, however, when, in consequence of another order, we found ourselves en route to a more romantic island of Munster. On the march, my own particular line of duty required me to be a day in advance of the main body.

In fact I was alone; and during that eventful period of my solitary march (on horseback) I witnessed some scenes, the parallel of which may be found in any land; others which can only be witnessed in Catholic countries; and others again which can only be met with in Ireland.

One fine July afternoon, as I was leisurely proceeding toward a small village which contains the ruins of an abbey church, I was much interested with the romantic nature of the country. Before arriving at a thickly-wooded bend in the splendid macadamised road, I had dismounted from my horse, and, with the reins over my arm, was proceeding observantly along. It was then three o'clock, and as I reached the bend a cascade burst upon my view which struck me with delight. I witnessed some scenes, the parallel of which may be found in any land; others which can only be witnessed in Catholic countries; and others again which can only be met with in Ireland.

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RAILROADS.

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

MONDAY, JULY 17th.

MIXED TRAINS.

WILL RUN.

DAILY, SUNDAYS EXCEPTED.

Leaving Salt Lake City at 5.30 p. m. and Ogden at 5 a. m.

Passengers will please purchase their tickets at the office. First-class additional will be charged when the fare is collected on the train.

For all information concerning Freight & Passenger apply to

M. H. DAVIS, Ticket and Freight Agent.

JOHN SHARP, SUPERINTENDENT.

UTAH NORTHERN RAILROAD.

TRAINS ARE NOW RUNNING DAILY.

For the transmission of

Passengers & Freight

BRIGHAM

JUNCTION WITH C. P. R. R.

and

HAMPTON'S

for

MONTANA.

LEAVE HAMPTON'S ARRIVE AT BRIGHAM

No. 1.....4.00 a. m. 4.45 a. m.

No. 2.....12.45 p. m. 2.30 p. m.

LEAVE BRIGHAM ARRIVE AT HAMPTON'S

No. 1.....8.15 a. m. 10.00 a. m.

No. 2.....7.15 p. m. 9.00 p. m.

FARE: \$1.50 Each Way.

REDUCED RATES TO EXCURSION PARTIES.

Passengers will please purchase their tickets at the Company's Office.

JOHN W. YOUNG, General Supt.,

UTAH SOUTHERN RAILROAD.

ON AND AFTER JAN. 21, 1872,

MIXED TRAINS

WILL RUN

DAILY.

AN EXTRA TRAIN WILL RUN ON

SUNDAYS.

Leaving Draper at 8.40 a. m.; Sandy, 9.10 a. m. Salt Lake City, 9.40 a. m.

FARES.

Salt Lake to Big Cottonwood Station 50 cts.

Little 1.00

Sandy 1.00

Draper 1.25

Twenty-five cents additional will be charged when the fare is collected on the train.

M. H. DAVIS, General Freight and Ticket Agent.

FERAMORZ LITTLE, SUPERINTENDENT.

C. P. R. R.

February 6th, 1872.

San Francisco and Sacramento.

Leave going East.

No. 1.....7.00 a. m. 8.31 p. m.

No. 2.....7.35 a. m. 10.20 p. m.

No. 3.....7.50 a. m. 11.00 p. m.

No. 4.....8.15 a. m. 11.30 p. m.

No. 5.....8.40 a. m. 12.00 p. m.

No. 6.....9.00 a. m. 12.30 p. m.

No. 7.....9.30 a. m. 1.00 p. m.

No. 8.....10.00 a. m. 1.30 p. m.

No. 9.....10.30 a. m. 2.00 p. m.

No. 10.....11.00 a. m. 2.30 p. m.

No. 11.....11.30 a. m. 3.00 p. m.

No. 12.....12.00 p. m. 3.30 p. m.

No. 13.....12.30 p. m. 4.00 p. m.

No. 14.....1.00 p. m. 4.30 p. m.

No. 15.....1.30 p. m. 5.00 p. m.

No. 16.....2.00 p. m. 5.30 p. m.

No. 17.....2.30 p. m. 6.00 p. m.

No. 18.....3.00 p. m. 6.30 p. m.

No. 19.....3.30 p. m. 7.00 p. m.

No. 20.....4.00 p. m. 7.30 p. m.

No. 21.....4.30 p. m. 8.00 p. m.

No. 22.....5.00 p. m. 8.30 p. m.

No. 23.....5.30 p. m. 9.00 p. m.

No. 24.....6.00 p. m. 9.30 p. m.

No. 25.....6.30 p. m. 10.00 p. m.

No. 26.....7.00 p. m. 10.30 p. m.

No. 27.....7.30 p. m. 11.00 p. m.

No. 28.....8.00 p. m. 11.30 p. m.

No. 29.....8.30 p. m. 12.00 p. m.

No. 30.....9.00 p. m. 12.30 p. m.

No. 31.....9.30 p. m. 1.00 a. m.

No. 32.....10.00 p. m. 1.30 a. m.

No. 33.....10.30 p. m. 2.00 a. m.

No. 34.....11.00 p. m. 2.30 a. m.

No. 35.....11.30 p. m. 3.00 a. m.

No. 36.....12.00 a. m. 3.30 a. m.

No. 37.....12.30 a. m. 4.00 a. m.

No. 38.....1.00 a. m. 4.30 a. m.

No. 39.....1.30 a. m. 5.00 a. m.

No. 40.....2.00 a. m. 5.30 a. m.

No. 41.....2.30 a. m. 6.00 a. m.

No. 42.....3.00 a. m. 6.30 a. m.

No. 43.....3.30 a. m. 7.00 a. m.

No. 44.....4.00 a. m. 7.30 a. m.

No. 45.....4.30 a. m. 8.00 a. m.

No. 46.....5.00 a. m. 8.30 a. m.

No. 47.....5.30 a. m. 9.00 a. m.

No. 48.....6.00 a. m. 9.30 a. m.

No. 49.....6.30 a. m. 10.00 a. m.

No. 50.....7.00 a. m. 10.30 a. m.

No. 51.....7.30 a. m. 11.00 a. m.

No. 52.....8.00 a. m. 11.30 a. m.

No. 53.....8.30 a. m. 12.00 a. m.

No. 54.....9.00 a. m. 12.30 a. m.

No. 55.....9.30 a. m. 1.00 p. m.

No. 56.....10.00 a. m. 1.30 p. m.

No. 57.....10.30 a. m. 2.00 p. m.

No. 58.....11.00 a. m. 2.30 p. m.

No. 59.....11.30 a. m. 3.00 p. m.

No. 60.....12.00 p. m. 3.30 p. m.

No. 61.....12.30 p. m. 4.00 p. m.

No. 62.....1.00 p. m. 4.30 p. m.

No. 63.....1.30 p. m. 5.00 p. m.

No. 64.....2.00 p. m. 5.30 p. m.

No. 65.....2.30 p. m. 6.00 p. m.

No. 66.....3.00 p. m. 6.30 p. m.

No. 67.....3.30 p. m. 7.00 p. m.

No. 68.....4.00 p. m. 7.30 p. m.

No. 69.....4.30 p. m. 8.00 p. m.

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No. 71.....5.30 p. m. 9.00 p. m.

No. 72.....6.00 p. m. 9.30 p. m.

No. 73.....6.30 p. m. 10.00 p. m.

No. 74.....7.00 p. m. 10.30 p. m.

No. 75.....7.30 p. m. 11.00 p. m.

No. 76.....8.00 p. m. 11.30 p. m.

No. 77.....8.30 p. m. 12.00 p. m.

No. 78.....9.00 p. m. 12.30 p. m.

No. 79.....9.30 p. m. 1.00 a. m.

No. 80.....10.00 p. m. 1.30 a. m.

No. 81.....10.30 p. m. 2.00 a. m.

No. 82.....11.00 p. m. 2.30 a. m.

No. 83.....11.30 p. m. 3.00 a. m.

No. 84.....12.00 a. m. 3.30 a. m.

No. 85.....12.30 a. m. 4.00 a. m.

No. 86.....1.00 a. m. 4.30 a. m.

No. 87.....1.30 a. m. 5.00 a. m.

No. 88.....2.00 a. m. 5.30 a. m.

No. 89.....2.30 a. m. 6.00 a. m.

No. 90.....3.00 a. m. 6.30 a. m.

No. 91.....3.30 a. m. 7.00 a. m.

No. 92.....4.00 a. m. 7.30 a. m.

No. 93.....4.30 a. m. 8.00 a. m.

No. 94.....5.00 a. m. 8.30 a. m.

No. 95.....5.30 a. m. 9.00 a. m.

No. 96.....6.00 a. m. 9.30 a. m.

No. 97.....6.30 a. m. 10.00 a. m.

No. 98.....7.00 a. m. 10.30 a. m.

No. 99.....7.30 a. m. 11.00 a. m.

No. 100.....8.00 a. m. 11.30 a. m.

No. 101.....8.30 a. m. 12.00 a. m.

No. 102.....9.00 a. m. 12.30 a. m.

No. 103.....9.30 a. m. 1.00 p. m.

No. 104.....10.00 a. m. 1.30 p. m.

No. 105.....10.30 a. m. 2.00 p. m.

No. 106.....11.00 a. m. 2.30 p. m.

No. 107.....11.30 a. m. 3.00 p. m.

No. 108.....12.00 p. m. 3.30 p. m.

No. 109.....12.30 p. m. 4.00 p. m.

No. 110.....1.00 p. m. 4.30 p. m.

No. 111.....1.30 p. m. 5.00 p. m.

No. 112.....2.00 p. m. 5.30 p. m.

No. 113.....2.30 p. m. 6.00 p. m.

No. 114.....3.00 p. m. 6.30 p. m.

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No. 116.....4.00 p. m. 7.30 p. m.

No. 117.....4.30 p. m. 8.00 p. m.

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No. 123.....7.30 p. m. 11.00 p. m.

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No. 125.....8.30 p. m. 12.00 p. m.

No. 126.....9.00 p. m. 12.30 p. m.

No. 127.....9.30 p. m. 1.00 a. m.

No. 128.....10.00 p. m. 1.30 a. m.

No. 129.....10.30 p. m. 2.00 a. m.

No. 130.....11.00 p. m. 2.30 a. m.

No. 131.....11.30 p. m. 3.00 a. m.

No. 132.....12.00 a. m. 3.30 a. m.

No. 133.....12.30 a. m. 4.00 a. m.

No. 134.....1.00 a. m. 4.30 a. m.

No. 135.....1.30 a. m. 5.00 a. m.

No. 136.....2.00 a. m. 5.30 a. m.