

THE EVENING NEWS

THURSDAY, AUGUST 8, 1872.

THE WELL THAT LEARNED.

When the general manager of the Missouri, Kansas and Texas Railroad was pushing that great enterprise southward, at the rate of three miles a day, he came across a veteran Missouri farmer, who, for fifty years had lived on his frontier plantation undisturbed, even by war, pestilence and famine, so far from disease and telegraph was he.

One night the advance men came upon his farm-house; when the following dialogue ensued:

"Are you going to build a railroad, and why?"

"What are you doing?"

"I'm pushing it south."

"From Sedalia, in Missouri, down through Missouri, Kansas, the Indian Territory, and so on through Texas, to the city of Mexico."

"Are you going to run it through my plantation?"

"Do ye hear that, old woman? We've got to move!"

"Not necessarily. All we want is the right of way."

"You can have that air; but who'd o' thought a railroad would ever hit us?"

"You've got a good farm here?"

"Yes—fair to middling."

"How many acres?"

"About four thousand."

"Not many improvements?"

"No—it takes so long to look after the cattle that I can't improve much."

"Have you got a good well on the premises?"

"Yes—a clippin' good one; only it leaks a little."

"Leak's how's that?"

"Yes—we dug down forty feet, when we struck rock, and cannot get water from the river, about forty barrels a day, an' all into it."

"We don't use more'n five gallons a day; all the rest leaks out somehow. I wish you'd dig a big hole near here, but the water'll be as cheap as the water on the cars cheaper'n I can build it!"

For thirteen years this old planter had hauled forty barrels of water a day to empty into that rock-bottomed hole rather than dig a new well, or bring water in a pipe from a spring only a mile away.

SENATORIAL SECRETS.

Many Senators, sensible of the needs of the times, are rather glad than otherwise that their secrets do get out. In fact, by a sort of passive policy, they often do a great deal to benefit the country in the procurement of essential news. A year or two ago, a momentous question was before the Senate, and the utmost secrecy was observed regarding it. Correspondents were in distress over it. It seemed impossible to get at the facts, until at length one more determined than the rest, called in the Senator, and stating the exigencies of the case, begged the favor of the honorable gentleman's assistance. It was in the Senator's library, and no third party was present.

"Very well, sir," said Mr. ——"I see you are anxious to get at the documents. Do you see that safe in the corner?"

The correspondent saw it.

"Well, sir," protested the Senator, with dignity, "that safe this morning contained it."

"And that key?"

"There is a bunch of keys, sir, on that table, pointing to an oval marble. I am going out to Senator B.—. I may not be in an hour."

The honorable gentleman went out. Who re-entered the correspondent was playing with the bunch of keys on the table.

"I was just thinking of going, Senator. I will bid you good evening."

"Good evening, sir."

The document was in the safe just as it had been left by Senator — in the morning, and a very excellent copy of it was telegraphed to New York that very night.

A TRAVELER'S ADVENTURE.

See what confusion may be produced by the unadvised action of one under certain peculiar circumstances. Not long since, a traveler, patiently awaiting in the station of Guidonia in Italy, for the departure of the train for Rome, chanced to fall asleep. The train arrived and passed on, and our traveler still peacefully slumbered. But by and by he awoke to find all the doors of the station locked, the lamps extinguished, and the attendant gone home. The hour was the ghastly hour of one o'clock. A silence of death prevailed. He became frightened at first, and beat against the doors, with loud cries calling for relief. The watchman of the station, terrified at the clamor, was convinced that the station was besieged by a band of robbers. He seized his revolver, and with frantic eagerness, repeatedly fired into vacancy, while his wife gave the alarm to the villagers, by crying aloud, "Thieves! Here is a cheerful situation truly, a sleepy traveler. The inhabitants of Guidozana ran—that is to say, no, they did not run, they contented themselves with running, with a shiver at the reports of the robbers, which succeed each other with a frightful rapidity. But finally numbers prevailed over fear. They arm themselves with guns, swords, and clubs, and take up their march for the station. Here those with guns rallied in a concentrated fire upon the station without knowing what was the matter. The unhappy traveler, who had been in such a hurry to get out, took refuge under a bench in order to hide in the same that whistled around him. The scene was strange as it may seem, lasted two hours, and was finally brought to a close when the ammunition of the assailants party was exhausted. Then the watchman passed his men at all exits, and in a loud voice demanded the brigands to surrender themselves. At this invitation our traveler, with hands clasped in humble entreaty, issued with trembling steps from the building.

For Girls Only.

You are to allow no personal freedom from gentleness of your acquaintance. If a finger is put out to examine a chain on your dress, draw back and take it off for inspection if you choose. The reason of this is clearer to those who are better acquainted with the world. The reason is very clear to every one who comes to town, especially to those of age. A girl who protects herself from the world, and vogue in society, increases her own value, and only new it with those she may have to repulse. I don't believe in prudishness or suspicion, but I do believe that

Men and women who are not content with the friendship that can be given by a frank, kind word, and nod, should shake and clear words one in another, should show them the frankness they are sharing. —Ex.

The working of the postal telegraph in England is exceedingly satisfactory. For the quarter ending in June there were 2,000,000 messages sent, and during the corresponding quarter last year, the increase which has great significance. The further working of the system in England will be watched with great interest in this country—though our conditions here, with much longer distance and a more scattered population, are not suited to promise similar results from the adoption of the system as are described in the compact society of England.

A soldier who in Milwaukee dislocated his jaw-bone while "giving it" to his husband.

RAILROADS.

UTAH CENTRAL RAILROAD

Pioneer Line of Utah.

ON AND AFTER

MONDAY, JULY 17th

1872.

Trains will leave Salt Lake City daily at 5 a.m. and 2:45 p.m.; arrive at Ogden 7 a.m. and 4:45 p.m.; leave Ogden City at 8 a.m. and 5:30 p.m.; arrive at Salt Lake City 10 a.m. and 7:30 p.m.

In addition to the above

MIXED TRAINS

WILL RUN

DAILY, SUNDAYS EXCEPTED

Leaving Salt Lake City at 5:30 p.m. and Ogden at 8 a.m.

Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.

For all information concerning Freight or Passage apply to

H. H. DAVIS, Freight and Ticket Agent.

JOHN SHARP, Superintendent

E. MARTIN & CO., WHOLESALE LIQUOR DEALERS,

NO. 68 FRONT ST., SAN FRANCISCO

Proprietors of MILLER'S EXTRA OLD BOURBON

And Sole Agents for J. F. CUTTER'S EXTRA OLD BOURBON WHISKIES

Constantly on hand, a full assortment of all Standard Brands of Whiskies, Fine Brandies and Domestic Wines, Bitters Cordials, &c.

ATWOOD & BODWELL, Manufacturers of the EXCELSIOR and GOLDEN STATE WIND MILLS

LITTLE GIANT Horse Power BRASS PUMPS! Water Tanks, &c.

N. B.—We have made the manufacture of the above Machinery a Specialty for the last ten years, and guarantee all our work.

Arrive at Salt Lake 8:30 a.m. and 5 p.m.

Leave Drafter 9:30 a.m. and 5:30 p.m.

Sandy 9:30 a.m. and 4:10 p.m.

Arrive at Salt Lake 10:30 a.m. and 7 p.m.

FARES:

Salt Lake to Big Cottonwood Station 50cts.

Little 50cts.

Sandy \$1.00

Draper \$1.25

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

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

FERAMORZ LITTLE, Superintendent

2243 M.

C. P. R. R.

February 8th, 1872.

San Francisco and Sacramento.

Leave going East

Arrive from East

2:00 p.m. 7:00 a.m. Jan 2nd

7:35 " 8:00 " Jan 3rd

8:30 " 9:00 " Jan 4th

9:25 " 10:30 " Jan 5th

10:20 " 11:30 " Jan 6th

11:20 " 12:30 " Jan 7th

12:20 " 1:30 " Jan 8th

1:20 " 2:30 " Jan 9th

2:20 " 3:30 " Jan 10th

3:20 " 4:30 " Jan 11th

4:20 " 5:30 " Jan 12th

5:20 " 6:30 " Jan 13th

6:20 " 7:30 " Jan 14th

7:20 " 8:30 " Jan 15th

8:20 " 9:30 " Jan 16th

9:20 " 10:30 " Jan 17th

10:20 " 11:30 " Jan 18th

11:20 " 12:30 " Jan 19th

12:20 " 1:30 " Jan 20th

1:20 " 2:30 " Jan 21st

2:20 " 3:30 " Jan 22nd

3:20 " 4:30 " Jan 23rd

4:20 " 5:30 " Jan 24th

5:20 " 6:30 " Jan 25th

6:20 " 7:30 " Jan 26th

7:20 " 8:30 " Jan 27th

8:20 " 9:30 " Jan 28th

9:20 " 10:30 " Jan 29th

10:20 " 11:30 " Jan 30th

11:20 " 12:30 " Jan 31st

12:20 " 1:30 " Feb 1st

1:20 " 2:30 " Feb 2nd

2:20 " 3:30 " Feb 3rd

3:20 " 4:30 " Feb 4th

4:20 " 5:30 " Feb 5th

5:20 " 6:30 " Feb 6th

6:20 " 7:30 " Feb 7th

7:20 " 8:30 " Feb 8th

8:20 " 9:30 " Feb 9th

9:20 " 10:30 " Feb 10th

10:20 " 11:30 " Feb 11th

11:20 " 12:30 " Feb 12th

12:20 " 1:30 " Feb 13th

1:20 " 2:30 " Feb 14th

2:20 " 3:30 " Feb 15th

3:20 " 4:30 " Feb 16th

4:20 " 5:30 " Feb 17th

5:20 " 6:30 " Feb 18th

6:20 " 7:30 " Feb 19th

7:20 " 8:30 " Feb 20th

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